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...LOOKING FORWARD 2040 HAYWARD GENERAL PLAN

DRAFT ENVIRONMENTAL IMPACT REPORT
CITY OF HAYWARD 2040 GENERAL PLAN

PREPARED BY:

THE CITY OF HAYWARD

WITH ASSISTANCE FROM:

MIG

URBAN AND ENVIRONMENTAL PLANNERS

1864.00

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The EIR appendices are available at the City of Hayward 2040 General Plan website at:

http://www.hayward-ca.gov/GENERALPLAN/

Copies of the EIR appendices may be viewed during regular business hours--8:00 AM to 5:00 PM, Monday through Thursday, and 8:00 AM to noon on Friday--at the City of Hayward Development Services Department Permit Counter, 777 B Street, Hayward, CA 94541.

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1. INTRODUCTION

This Draft Program Environmental Impact Report (Draft EIR) has been prepared by the City of Hayward in accordance with the California Environmental Quality Act (CEQA)[1] and associated CEQA Guidelines[2] to describe the potential environmental consequences of the City-proposed 2040 General Plan. This Draft EIR is intended to serve as an informational document for use by public agency decision makers and the public in their consideration of the proposed City of Hayward 2040 General Plan. The General Plan itself is posted on-line at:

http://www.hayward-ca.gov/GENERALPLAN/

1.1 PROPOSED PROJECT

The City of Hayward is proposing to adopt the 2040 General Plan. The 2040 General Plan represents the community's view of its future and expresses the community's conservation and development goals for the next 26 years (2014-2040). The purpose of 2040 General Plan is to: (1) identify land use, transportation, environmental, economic, and social goals and policies as they relate to land use and development; (2) provide a basis for a community's decision-making regarding land use; (3) provide citizens an opportunity to participate in the planning and decision-making process; and (4) inform citizens, developers, decision-makers, and others of the ground rules that guide development in the community.

The 2040 General Plan would allow up to approximately 7,472 additional single family dwelling units, 7,399 additional multi-family dwelling units, and 25,787 additional jobs over current (2010) conditions in the Planning Area. The jobs are generally categorized as follows: retail, service, manufacturing, wholesale, and other. Approximately 79 percent of the 2010-2040 housing growth in the Planning Area is expected to occur in five Priority Development Areas (PDAs) in the City. As a largely built-out community, future development opportunities are limited to relatively small infill sites and the redevelopment of underutilized parcels. The development capacity assumptions are derived from already adopted plans and initiatives as well as on housing, population, and employment projections issued by the Association of Bay Area Governments (ABAG).

The adopted 2002 General Plan can already accommodate ABAG-projected 2040 housing, population, and employment growth in the Planning Area. Therefore, the 2040 General Plan focuses primarily on new and revised goals, policies, and implementation programs to reflect the City's recent accomplishments, adopted plans and initiatives, and new priorities. The 2040 General Plan does not significantly alter existing or create any new land use designations, or result in significant redesignation of land, in the Planning Area.

[1]The California Environmental Quality Act (CEQA) is codified in section 21000, et seq., of the California Public Resources Code.

[2]The CEQA Guidelines are set forth in sections 15000 through 15387 of the California Code of Regulations, Title 14, Chapter 3.

1.2 EIR PURPOSE AND INTENDED USE

Under CEQA, the City of Hayward is the designated Lead Agency[1] for the proposed City of Hayward 2040 General Plan (the "project"). As the Lead Agency, the City intends this EIR to serve as the CEQA-required environmental document for City decision-makers, the public, and any responsible agencies and trustee agencies[2] to consider with the proposed General Plan. This EIR is intended to serve as a public information and disclosure document identifying those environmental impacts resulting from the project and describing mitigation measures and alternatives that could minimize or avoid significant impacts.[3] In accordance with CEQA Guidelines Section 15146 (Degree of Specificity), such impacts and mitigations are discussed in this Draft EIR to the level of detail necessary to allow reasoned decisions about the project. As a result of the information in this EIR, the City may act to approve or deny these various project actions, and/or to establish any associated requirements considered necessary to mitigate identified project impacts on the environment.

1.3 PROGRAM EIR APPROACH AND ASSUMPTIONS

This EIR has been prepared as a program EIR. A program EIR is a type of EIR authorized by section 15168 (Program EIR) of the CEQA Guidelines for use in documenting the environmental impacts of community general plans, redevelopment plans, specific plans, precise plans, and other planning "programs." As explained in the CEQA Guidelines, a program EIR is useful in evaluating the potential environmental impacts of a project that involves a series of interrelated actions that can reasonably be characterized as a single project. The approach taken in preparing this EIR under the program EIR authority has been to describe the anticipated area-wide and community-wide impacts of the 2040 General Plan. The EIR describes the cumulative, aggregate effects of the General Plan-proposed development framework, policies, implementation programs, and associated development capacity assumptions on area-wide and community-wide environmental conditions. Such impacts are described at a level of detail consistent with the level of detail provided in the proposed General Plan.

1.4 EIR SCOPE

As provided for in the CEQA Guidelines, the scope of this EIR includes all environmental issues to be resolved that are currently known to the Lead Agency (the City), including those issues and concerns identified as possibly significant by the City and other interested agencies and

[1]CEQA Guidelines section 15367 defines the "Lead Agency" as the public agency that has the principal responsibility for carrying out or approving a project. The City of Hayward is the Lead Agency for the proposed 2040 General Plan, ultimately responsible for adopting the Plan and all associated approvals identified in section 3.7 of this Draft EIR.

[2]Under the CEQA Guidelines, the term "Responsible Agency" includes all public agencies, other than the Lead Agency, that have discretionary approval power over aspects of the project for which the Lead Agency has prepared an EIR. Under the CEQA Guidelines, the term "trustee agency" means a state agency having jurisdiction by law over natural resources affected by the project that are held in trust by the people of California, such as the Department of Fish and Game.

[3]CEQA Guidelines section 15149(b).

individuals in response to the City-issued Notice of Preparation of a Draft EIR (NOP). The City circulated an NOP (State Clearinghouse Number 2013082015) on August 2, 2013 in accordance with CEQA Guidelines Section 15082 (Notice of Preparation and Determination of Scope of EIR), for the purpose of soliciting views of responsible agencies, agencies with jurisdiction by law, trustee agencies, and interested parties requesting notice, as to the appropriate scope and content of the EIR. The CEQA-required 30-day NOP comment period ended on September 5, 2013. The NOP and responses to it are presented in the EIR appendices, available on-line at:

http://www.hayward-ca.gov/GENERALPLAN/

Based on this initial scoping process, the impacts of the project on the following topics (listed in the order in which they are addressed in this EIR) are described in Chapters 5 through 19:

- Aesthetics and Visual Resources,
- Agricultural and Forestry Resources,
- Air Quality,
- Biological Resources,
- Geology, Soils, and Minerals,
- Global Climate Change and Greenhouse Gas Emissions,
- Hazards and Hazardous Materials,
- Historic and Cultural Resources,
- Hydrology and Water Quality,
- Land Use and Planning,
- Noise,
- Population and Housing,
- Public Services,
- Transportation and Circulation, and
- Utilities and Service Systems.

1.5 EIR ORGANIZATION AND CONTENT

Each of the topical environmental evaluations presented in Chapters 5 through 19 include the following subsections:

Setting, including:

- *Environmental Setting,* which describes relevant existing conditions related to the environmental topic;

- *Regulatory Setting,* which describes Federal, State and local laws, regulations and policies relevant to potential project impacts for the environmental topic;

Environmental Effects, including:

- *Significance Criteria*, which identifies the CEQA and other agency-recommended criteria for determining the significance of a potential impact;

- *Analysis Methodology*, which describes how potential impacts were evaluated based on the significance criteria; and

- *Environmental Impacts*, which identifies potential project impacts; whether each identified impact is “significant” or “less than significant”; mitigation measures for each identified “significant” impact; and whether each impact would be “significant” or “less than significant” after implementation of the mitigation measure(s).

In addition, this Draft EIR includes a chapter describing and comparing various **alternatives to the proposed General Plan** (Chapter 20) and a chapter that includes various **CEQA-mandated sections** (Chapter 21).

Chapter 3 (Project Description) of the EIR describes the City of Hayward 2040 General Plan in detail. Throughout the General Plan and EIR, the General Plan goals, policies, and implementation programs ("policies" for short) are coded to identify their corresponding General Plan element. The abbreviations used for the policies in the General Plan elements are as follows:

- Land Use and Community Character Element = LU
- Mobility Element = M
- Economic Development Element = ED
- Community Safety Element = CS
- Education and Life-Long Learning Element = EDL
- Natural Resources Element = NR
- Hazards Element = HAZ
- Public Facilities and Services Element = PFS
- Community Health and Quality of Life Element = HQL

For example, Policy LU-3.11 (Gated Neighborhoods) is included in the Land Use Element (LU), Policy CS-3.4 (Adequate Water Supply for Fire Suppression) is in the Community Safety Element (CS), Implementation Program M 12 (Pedestrian Master Plan) is in the Mobility Element (M), and so on. Although each policy is included in one General Plan element, the EIR explains how one policy can apply to more than one environmental topic area evaluated in the EIR (see chapters 5 through 19).

2. SUMMARY

This EIR chapter provides a summary description of the City of Hayward 2040 General Plan, a list of associated environmental issues to be resolved, a summary identification of significant impacts and mitigation measures associated with the 2040 General Plan, and a summary identification of possible alternatives to the 2040 General Plan (pursuant to CEQA Guidelines Section 15123, Summary).

This summary should not be relied upon for a thorough understanding of the details of the project, its individual impacts, and related mitigation needs. Please refer to Chapter 3 for a complete description of the project, Chapters 5 through 19 for a complete description of environmental impacts and associated mitigation measures, Chapter 20 for a description and evaluation of alternatives to the project, and Chapter 21 for CEQA-mandated sections.

2.1 PROPOSED 2040 GENERAL PLAN

The City of Hayward is proposing to adopt the 2040 General Plan. The 2040 General Plan represents the community's view of its future and expresses the community's conservation and development goals for the next 26 years (2014-2040). The purpose of 2040 General Plan is to: (1) identify land use, transportation, environmental, economic, and social goals and policies as they relate to land use and development; (2) provide a basis for a community's decision-making regarding land use; (3) provide citizens an opportunity to participate in the planning and decision-making process; and (4) inform citizens, developers, decision-makers, and others of the ground rules that guide development in the community.

The project objectives of the 2040 General Plan are:

#1: Hayward should value, challenge, and support youth by providing excellent public schools and youth enrichment activities and programs.

#2: Hayward should have safe and clean neighborhoods with an expanded network of parks and thriving commercial centers that incorporate attractive design, provide easy access to jobs, support a diverse population, encourage long-term residency, and inspire all residents to live active, healthy, and green lifestyles.

#3: Hayward should develop and enhance its utility, communications, and technology infrastructure; and provide exceptional police, fire, and emergency services.

#4: Hayward should be a business-friendly community that has a robust and diversified economy based in innovation, creativity, and local entrepreneurship.

#5: Hayward should have a safe, walkable, vibrant, and prosperous Downtown that serves as an attractive area for businesses and a destination for shopping and dining, arts and entertainment, and college-town culture.

#6: Hayward should have a reputation as a great college town and a community that offers a range of opportunities for life-long learning.

#7: Hayward residents, workers, and students should have access to an interconnected network of safe, affordable, dependable, and convenient transportation options.

#8: Hayward should preserve, enhance, increase, and connect its baylands, hillsides, greenway trails, and regional parks to protect environmental resources, mitigate the impacts of rising sea levels, and provide opportunities to live an active outdoor lifestyle.

The 2040 General Plan would allow up to approximately 7,472 additional single family dwelling units, 7,399 additional multi-family dwelling units, and 25,787 additional jobs over current (2010) conditions in the Planning Area. The jobs are generally categorized as follows: retail, service, manufacturing, wholesale, agricultural, and other. Approximately 79 percent of the 2010-2040 housing growth in the Planning Area is expected to occur in five Priority Development Areas (PDAs) in the City. As a largely built-out community, future development opportunities are limited to relatively small infill sites and the redevelopment of underutilized parcels. The development capacity assumptions are derived from already adopted plans and initiatives as well as on housing, population, and employment projections issued by the Association of Bay Area Governments (ABAG).

The adopted 2002 General Plan can already accommodate ABAG-projected 2040 housing, population, and employment growth in the Planning Area. Therefore, the 2040 General Plan focuses primarily on new and revised goals, policies, and implementation programs to reflect the City's recent accomplishments, adopted plans and initiatives, and new priorities. The 2040 General Plan does not significantly alter existing or create any new land use designations, or result in significant redesignation of land, in the Planning Area.

Implementation of the Hayward 2040 General Plan would require the following City actions:

(1) Certification of the Final Environmental Impact Report for the proposed General Plan;

(2) Adoption of the 2040 General Plan itself; and

(3) Approval of any associated zoning amendments and any associated amendments to other City regulations to reflect and implement the land uses, goals, policies, and implementation programs specified by the 2040 General Plan.

2.2 ENVIRONMENTAL ISSUES

As required by the CEQA Guidelines, this EIR addresses the following areas of potential environmental impact or controversy known to the Lead Agency (the City), including those issues and concerns identified by the City in its Notice of Preparation (NOP) of this EIR (dated August 2, 2013) and by other agencies, organizations, and individuals in response to the NOP. These environmental concerns relate to the following topics (listed in the order that they are addressed in this EIR):

- Aesthetics and Visual Resources,

- Agricultural and Forestry Resources,
- Air Quality,
- Biological Resources,
- Geology, Soils, and Minerals,
- Global Climate Change and Greenhouse Gas Emissions,
- Hazards and Hazardous Materials,
- Historic and Cultural Resources,
- Hydrology and Water Quality,
- Land Use and Planning,
- Noise,
- Population and Housing,
- Public Services,
- Transportation and Circulation, and
- Utilities and Service Systems.

2.3 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

For each of the 15 environmental topics listed above, any ***"significant"*** project or cumulative impact and associated mitigation measure or measures identified in this EIR are summarized in Table 2.1, the SUMMARY OF POTENTIALLY SIGNIFICANT IMPACTS AND RECOMMENDED MITIGATION MEASURES, which follows. The summary chart has been organized to correspond with the more detailed impact and mitigation discussions in chapters 5 through 19 of this EIR. The chart is arranged in five columns: (1) identified impacts, (2) significance without mitigation, (3) recommended mitigation measures, (4) the entity responsible for implementing each mitigation measure, and (5) the level of impact significance after implementation of the mitigation measure(s).

Table 2.1
SUMMARY OF POTENTIALLY SIGNIFICANT IMPACTS AND RECOMMENDED MITIGATION MEASURES

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
AIR QUALITY				
Impact 7-1: Conflict With or Obstruct Implementation of Applicable Air Quality Plans. The proposed General Plan would be substantially consistent with all applicable control measures in the Bay Area 2010 Clean Air Plan. However, the proposed General Plan would still have significant and unavoidable impacts associated with short-term construction and long-term operational emissions, as well as health risk exposure associated with toxic air contaminants and $PM_{2.5}$, as noted under Impacts 7-2, 7-3, and 7-4. Because the proposed General Plan exceeds the District's air quality thresholds of significance, the proposed General Plan would not be considered to be fully consistent with the Clean Air Plan goals. This would be a ***significant impact***.	S	**Mitigation 7-1.** There are no additional measures that would reduce this impact. As discussed under Impacts 7-2, 7-3 and 7-4, the identified impacts from short-term construction emissions, long-term operational emissions, and health risk exposure to TAC and $PM_{2.5}$ impacts would remain significant and unavoidable after application of all feasible mitigation. Therefore, in accordance with guidance from BAAQMD, the proposed General Plan would not be fully consistent with the primary goals of the Bay Area Clean Air Plan. This impact would be ***significant and unavoidable***.	City	SU
Impact 7-2: Short-Term Construction Emissions of ROG, NO_X, PM_{10} and $PM_{2.5}$. Implementation of the proposed General Plan would involve construction of development projects that would result in the temporary generation of ROG and NO_X (ozone precursors), and PM_{10} and $PM_{2.5}$ (criteria pollutant) emissions from site preparation (e.g.,	S	**Mitigation 7-2.** There are no additional measures available that would reduce impacts from short-term construction emissions. All feasible construction emission reduction measures have been incorporated into the proposed General Plan. Therefore, this impact would remain ***significant and unavoidable.***	City	SU

S = Significant
LS = Less than significant
SU = Significant unavoidable impact
NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
excavation, grading, and clearing), off-road equipment, material import/export, worker commute exhaust emissions, paving, and other miscellaneous activities. Emissions from individual construction projects could exceed BAAQMD's project-level significance thresholds. This would be a ***significant impact***.				
Impact 7-3: Long-Term Operational Emissions of ROG, NO_X, CO, PM_{10} and $PM_{2.5}$. Project-related operational emissions of the ozone precursors ROG and NO_X would be reduced on an annual basis over the General Plan implementation period, as compared with existing conditions. However, operational PM_{10} and $PM_{2.5}$ emissions would increase compared to baseline conditions. While the proposed General Plan would be consistent with all applicable control measures in the 2010 Bay Area Clean Air Plan, the rate of increase in VMT and vehicle trips under the proposed General Plan would be higher than the rate of population increase by 2035. Therefore, impacts associated with long-term operational emissions under the proposed General Plan would be a ***significant impact***.	S	**Mitigation 7-3.** There are no additional measures that would substantially reduce impacts from long-term operational emissions. All feasible long-term operational emission reduction measures have been incorporated into the goals, policies and programs in the proposed General Plan. This impact would therefore be ***significant and unavoidable.***	City	SU
Impact 7-4: Exposure to Toxic Air Contaminants (TACs) and Fine Particulate Matter ($PM_{2.5}$). Implementation of development projects consistent with the	S	**Mitigation 7-4.** Incorporation of specific source-reduction and receptor-oriented risk reduction measures and best management (BMPs) into the proposed General Plan (see Tables 7.9 and	City	SU

S = Significant
LS = Less than significant
SU = Significant unavoidable impact
NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
proposed General Plan could involve siting of sensitive receptors near major roadways or near major stationary sources of TAC and $PM_{2.5}$ emissions, as well as the siting of potential new sources of these emissions. Such actions could increase community health risk exposure associated with these emissions. While the proposed General Plan contains a Community Risk Reduction Strategy consisting of goals, policies, implementation programs, and specific BMPs to reduce these risks, the effectiveness of the Strategy in reducing health risk exposure cannot be quantified at this time. Therefore, impacts associated with health risk exposure to TACs and $PM_{2.5}$ would be a ***significant impact***.		7.10 above), would further reduce impacts associated with health risk exposure to TACs and $PM_{2.5}$, as part of the Community Risk Reduction Strategy. While the above-referenced source-reduction and receptor-oriented measures and BMPs would reduce health risk exposure, the overall effectiveness of these measures and BMPs in reducing communitywide health risk exposure cannot be quantified at this time, due to lack of quantification methodology and/or limited research on their effectiveness. There are no additional mitigation measures that would substantially reduce community health risk exposure to TACs and $PM_{2.5}$. All feasible risk reduction measures and BMPs have been incorporated into the Community Risk Reduction Strategy contained within the proposed General Plan. Therefore, this impact would remain ***significant and unavoidable***.		
NOISE				
Impact 15-1: Short-Term Construction Noise Levels. Implementation of projects under the proposed General Plan would involve construction that would result in temporary noise generation primarily from the use of heavy-duty construction equipment. Based on modeling for typical construction activities, short-term construction-generated noise could exceed applicable standards. This would represent a ***significant impact***.	S	**Mitigation 15-1.** The proposed General Plan Goal HAZ-8 and Policies HAZ-8.17, HAZ-8.20, and HAZ-8.21 establish the overall goal and intentions of the City with regards to construction-related noise. Policy HAZ-8.17 refers to a community noise control ordinance for the purposes of regulating community noise levels. The City has adopted Section 4-1.03.4 of the Municipal Code (Construction and Alteration of Structures; Landscaping Activities), which	City	LS

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LS = Less than significant
SU = Significant unavoidable impact
NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		states that individual devices/pieces of construction equipment are not to exceed 83 dB at a distance of 25 feet from the source and 86 dB at any point of the property plane Monday through Saturday from 7:00 AM to 7:00 PM and Sundays from 10:00 AM to 6:00 PM, "unless otherwise provided pursuant to a duly-issued permit or a condition of approval." Thus, while the code establishes specific standards to reduce construction noise from typical construction activities, it may not apply to all development projects requiring discretionary approval. Policy HAZ-8.20 establishes that a site-specific noise study may be required by the City for discretionary projects requiring land use entitlements. In addition, Policy HAZ-8.21 establishes limits on construction noise-generating activities to the less sensitive times of the day, when people are less likely to be disturbed. While adoption of these proposed General Plan policies could reduce potential impacts, these policies would not fully prevent exposure of sensitive receptors located near construction activities to excessive noise levels. Some construction projects could still be approved that would not be subject to specific noise studies or be required to reduce construction noise levels.		

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SU = Significant unavoidable impact
NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		Therefore, this impact would remain **significant and unavoidable.**		
Impact 15-2: Long-Term Traffic Noise Levels. Implementation of the proposed General Plan would increase noise levels along transportation routes with nearby sensitive receptors. Proposed policies would establish noise standards for new development and require that site-specific noise studies be conducted to reduce noise exposure. However, in some instances, traffic-related noise increases could be more than 3 dB, the level typically audible to the human ear and; therefore, considered a substantial increase in noise. This would represent a ***significant impact***.	S	**Mitigation 15-2.** The implementation of the proposed policies and standards included in Tables 15.5 and 15.6 above would require all new development to comply with the City's noise standards, noise mitigation procedures, and sensitive land use siting policies. The proposed policies would require new projects to evaluate noise exposure and provide mitigation measures, if applicable, to reduce noise exposure at sensitive land uses and meet noise standards for the specific project type. Therefore, conducting project-level noise studies to comply with adopted noise standards would ensure that individuals are not exposed to excessive noise levels. Although adoption of the proposed policies would ensure that new development would comply with adopted noise standards and, therefore, would not expose new receptors to excessive noise levels, the proposed General Plan would still result in increases in traffic-related noise (i.e., increases of 3 or more dB and up to 15 dB in some areas of the City). As a result, project-generated increases in noise would result in a substantial permanent increase in community noise levels that could adversely affect existing receptors.	City	SU

S = Significant
LS = Less than significant
SU = Significant unavoidable impact
NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		Much of the City is already built out, and anticipated growth under the proposed General Plan is expected to occur as infill, primarily in PDAs located near transit stations, in the City's downtown, and along major corridors. The ability of the City to reduce adverse effects of increased traffic noise on existing receptors by either constructing sound barriers or walls, or requiring new development to construct these sound walls, is constrained by a number of factors. First, many existing homes and other sensitive uses front on major traffic corridors from which the increased traffic noise is generated, and construction of new sound walls would be infeasible or incompatible with these developed uses. Second, the proposed General Plan contains Policy LU-4.10 (New Sound Walls and Fences), which discourages the construction of new sound walls and fences along corridors, and encourages new developments to front corridors whenever feasible. There are no additional, feasible measures or policies that would reduce this impact. Therefore, this impact would remain ***significant and unavoidable.***		
TRANSPORTATION AND CIRCULATION				
Impact 18-1: Project Intersection Impacts. Under the 2035 Project condition, implementation of the proposed General Plan would result in traffic volumes that exceed the City standard for intersection performance.	S	**Mitigation 18-1.** Make the following intersection improvements:		
		(a) Intersection 13: NB I-880 Ramps / Whipple Road-Industrial Parkway SW. Widen	City	LS

S = Significant
LS = Less than significant
SU = Significant unavoidable impact
NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
According to City guidelines, this change due to the proposed General Plan would potentially constitute a ***'considerable' project contribution to the significant cumulative impact.***		to convert northbound shared through-right lane to separate northbound right turn lane and a northbound through lane. Implementation of this mitigation would reduce conditions to LOS E with 64.5 seconds of delay during the PM peak hour and reduce the impact to a ***less-than-significant level*** with the new General Plan Policy of allowing LOS E. **(b) Intersection 18: Industrial Boulevard / WB SR 92 ramps – Cryer St.** (1) Widen to add second northbound left turn lane (which could be done with striping if 10 foot lanes allowed); (2) Add second receiving lane on on-ramp (ramp would need reconfiguring). Implementation of this mitigation would reduce conditions to LOS E with 57.2 seconds of delay during the AM peak hour and reduce the impact to a less-than-significant level with the new General Plan Policy of allowing LOS E. These improvements to the on-ramp would be subject to the review and approval of other jurisdictions and not solely under the jurisdiction of the City of Hayward; therefore, the mitigation is considered to be ***significant and unavoidable***.	City	SU

S = Significant
LS = Less than significant
SU = Significant unavoidable impact
NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		(c) Intersection 21: Hesperian Boulevard / Industrial Parkway. (1) Widen to convert the northbound through-right lane to a third northbound through (NBT) lane and one northbound right (NBR) lane; (2) Widen to convert eastbound through-right lane (EBTR) to second eastbound thru (EBT) lane and one eastbound right (EBR) lane; (3) Widen to convert southbound through-right (SBTR) to one southbound through (SBT) lane and one southbound right (SBR) lane; (4) Add overlap phasing at NBR, EBR, SBR, and WBR movements. Implementation of this mitigation would reduce conditions to LOS E with 75.7 seconds of delay during the PM peak hour and reduce the impact to a ***less-than-significant level*** with the new General Plan Policy of allowing LOS E.	City	LS
		(d) Intersection 22: Santa Clara Street / Jackson Street. There is no feasible mitigation for this impact. Significant improvements would be required to maintain LOS E conditions or return the operations to the No Project condition. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the	City	SU

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NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		proposed General Plan policies and programs supporting alternative modes. As a result this impact is considered to be ***significant and unavoidable***.		
		(e) Intersection 23: Santa Clara Street / Winton Avenue. (1) Widen to reconfigure northbound approach to 2 northbound left (NBL), 1 northbound through (NBT),and 1 northbound shared through-right (NBTR); (2) Widen to reconfigure southbound approach to 1 southbound left (SBL), 2 southbound through (SBT), and 1 southbound right (SBR); (3) Widen to reconfigure westbound approach to 1 westbound left (WBL), 2 westbound through (WBT), 1 westbound shared through-right (WBTR); (4) Add overlap on all signal phases except for the northbound-right (NBR) phase. Implementation of this mitigation would reduce conditions to LOS E with 75.2 seconds of delay during the PM peak hour and reduce the impact to ***less-than-significant*** with the new General Plan Policy of allowing LOS E.	City	LS
		(f) Intersection 25: Santa Clara St / West A St. (1) Widen to add exclusive northbound right (NBR) at least as far back as Amador Way	City	LS

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SU = Significant unavoidable impact
NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		and widen to have dual left, convert northbound shared through-right (NBTR) to northbound through (NBT) resulting in 2 northbound left (NBL) lanes, 2 northbound through (NBT) lanes, and one northbound right (NBR); (2) Add second eastbound left (EBL) lane; (3) Add another southbound through (SBT) lane; (4) Add overlap for right turns on all signal phases). Implementation of this mitigation would reduce conditions to LOS D with 50.4 seconds of delay during the PM peak hour and reduce the impact to a ***less-than-significant level*** with the new General Plan Policy of allowing LOS E.		
		(g) Intersection 31: Foothill Blvd / Mattox Rd. (1) Reconfigure the southbound (SB) off-ramp lanes to 2 southbound left (SBL) lanes, 3 southbound through (SBT) lanes, and 1 southbound right (SBR); (2) Add overlaps for SBR and northbound right (NBR). Implementation of this mitigation would reduce conditions to LOS F with 90.7 seconds of delay during the AM peak hour and to LOS E with 76.9 seconds of delay during the PM peak hour, which returns the operations to better than the	City	SU

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SU = Significant unavoidable impact
NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		No Project condition. However, additional improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. These improvements to the intersection would be subject to coordination with and approval of Alameda County, and this intersection is not solely under the jurisdiction of the City of Hayward; therefore, the mitigation is considered to be infeasible, and the impact is considered to be ***significant and unavoidable***.		
Impact 18-2: Cumulative Intersection Impacts. Future growth in Hayward and the region would result in substandard intersection LOS under 2035 conditions with or without the project. According to the significance thresholds, these changes constitute a ***significant cumulative impact.***	S	**Mitigation 18-2.** Make the following intersection improvements: **(a) Intersection 2: Mission Boulevard / A Street**. There is no feasible mitigation for this impact. Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. As a result this impact is considered to be ***significant and unavoidable***.	City	SU

S = Significant
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SU = Significant unavoidable impact
NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		(b) Intersection 6: SB I-880 Ramps / A Street. Reconfigure eastbound approach to 1 eastbound through (EBT) lane, 1 eastbound through-right (EBTR) lane and 1 right (EBR) lane and optimize signal timings. Implementation of this mitigation would reduce conditions to LOS E with 79.7 seconds of delay during the AM peak hour and LOS E with 77.8 seconds of delay during the PM peak hour, and would reduce the impact to a less-than-significant level with the new General Plan Policy of allowing LOS E. These improvements to A Street would be subject to the review and approval of other jurisdictions and not solely under the jurisdiction of the City of Hayward; therefore, the mitigation is considered to be infeasible, and the impact is considered to be ***significant and unavoidable***.	City	SU
		(c) Intersection 8: Mission Boulevard / Carlos Bee Boulevard. Optimize signal cycle length to 115 seconds. Implementation of this mitigation would reduce conditions to LOS E with 73.8 seconds of delay during the PM peak hour and reduce the impact to a ***less-than-significant level*** with the new General Plan Policy of allowing LOS E.	City	LS
		(d) Intersection 11: Mission Boulevard / Industrial Parkway. There is no feasible mitigation for this impact. The signal cycle length could be optimized to 115 seconds; this mitigation would reduce conditions to LOS E with	City	SU

S = Significant
LS = Less than significant
SU = Significant unavoidable impact
NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		74.8 seconds of delay during the PM peak hour, but the AM peak hour would remain at LOS F with 128.1 seconds of delay. Significant improvements would be required to maintain LOS E conditions during the AM peak hour. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. As a result this impact is considered to be ***significant and unavoidable*.**		
		(e) Intersection 12: Industrial Parkway SW / Industrial Parkway. There is no feasible mitigation for this impact. Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. As a result this impact is considered to be ***significant and unavoidable*.**	City	SU
		(f) Intersection 14: SB I-880 / Industrial Parkway. There is no feasible mitigation for this impact. Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require	City	SU

S = Significant
LS = Less than significant
SU = Significant unavoidable impact
NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. As a result this impact is considered to be ***significant and unavoidable*.**		
		(g) Intersection 15: Hesperian Boulevard / EB SR 92 Ramps. There is no feasible mitigation for this impact. Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. As a result this impact is considered to be ***significant and unavoidable*.**	City	SU
		(h) Intersection 16: Hesperian Boulevard / WB SR 92 Ramps. There is no feasible mitigation for this impact. Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative	City	SU

S = Significant
LS = Less than significant
SU = Significant unavoidable impact
NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		modes. As a result this impact is considered to be ***significant and unavoidable*.**		
		(i) Intersection 17: Industrial Parkway / EB SR 92 Ramps & Sleepy Hollow Avenue. There is no feasible mitigation for this impact. Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. As a result this impact is considered to be ***significant and unavoidable*.**	City	SU
		(j) Intersection 24: Hesperian Boulevard / West Winton Avenue. There is no feasible mitigation for this impact. Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. As a result this impact is considered to be ***significant and unavoidable*.**	City	SU
		(k) Intersection 26: Mission Boulevard / Sunset Boulevard. There is no feasible	City	SU

S = Significant
LS = Less than significant
SU = Significant unavoidable impact
NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		mitigation for this impact. Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. As a result this impact is considered to be ***significant and unavoidable*.**		
		(l) Intersection 29: Mission Boulevard / D Street. There is no feasible mitigation for this impact. Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. As a result this impact is considered to be ***significant and unavoidable***.	City	SU
		(m) Intersection 40: Hesperian Boulevard / Tennyson Road. Widen to reconfigure to 1 northbound left (NBL) lane, 3 northbound through (NBT) lanes, and 1 northbound right (NBR) lane. Implementation of this mitigation would reduce conditions to LOS E with 78.0 seconds of delay during the PM peak hour. However, this mitigation is considered to be	City	SU

S = Significant
LS = Less than significant
SU = Significant unavoidable impact
NA = Not applicable

Impacts	Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance With Mitigation
		infeasible because widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. As a result this impact is considered to be ***significant and unavoidable***.		

S = Significant
LS = Less than significant
SU = Significant unavoidable impact
NA = Not applicable

2.4 SUMMARY OF ALTERNATIVES

To provide a basis for further understanding of the environmental effects of a proposed project and possible approaches to reducing its identified significant impacts, the CEQA Guidelines require an EIR to also "…describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives."

2.4.1 Identified Alternatives

Pursuant to these CEQA sections, Chapter 20 identifies and evaluates the following three alternatives to the project:

- **Alternative 1: No Project--Existing 2002 General Plan.** Alternative 1 consists of buildout of the Planning Area in accordance with the existing Hayward 2002 General Plan. Alternative 1 would result in the same number of single family residences, approximately 659 fewer multi-family dwelling units, a reduction in employment potential of 1,734 jobs, and a more auto-oriented development character in the Planning Area. The Planning Area population would be approximately 204,600 under the existing General Plan and 206,580 under the 2040 General Plan, a difference of less than 2,000.

- **Alternative 2: Overall Lower Development Density and Intensity.** Alternative 2 assumes adoption of a similar 2040 General Plan, but with an overall lower density and intensity of development in the Planning Area--for example, less new (net) residential development in the Priority Development Areas (PDAs) and less new (net) potential employment in the Planning Area. For the sake of comparison, new potential multi-family residential units and new potential employment would each be reduced by 20 percent compared to the proposed General Plan. Therefore, this alternative would result in 5,920 new multi-family units and 20,620 new jobs, compared to 7,399 new dwelling units and 25,787 new jobs under the 2040 General Plan, a reduction of 1,479 dwelling units and 5,167 jobs. ABAG projects that Hayward will grow to a total of 60,584 dwelling units by 2040; this alternative would result in about 57,308 units. The Planning Area household population would be approximately 202,000 under the alternative and 206,580 under the 2040 General Plan, a difference of 4,580.

- **Alternative 3: Less Employment in the Industrial Technology and Innovation Corridor.** Alternative 3 assumes adoption of a similar 2040 General Plan, but with less employment in the Industrial Technology and Innovation Corridor--for example, a combination of less new (net) development and less employee-intensive uses (e.g., manufacturing and warehousing at 1 employee per 750 square feet vs. research & development at 1 employee per 450 square feet). For the sake of comparison, this alternative assumes that the net change in employment across the Planning Area (including secondary employment not in the Industrial Corridor) would be reduced by 15 percent compared to the proposed General Plan. Therefore, this alternative would result in approximately 21,920 new jobs, compared to 25,787 new jobs under the 2040 General Plan, a reduction of 3,867 jobs. Further details of this alternative would be based on the fiscal analysis prepared for the 2040 General Plan.

- **Alternative 4: Alternative Plan Location.** Section 15126.6(a) of the CEQA Guidelines states, “An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic project objectives but would avoid or substantially lessen any of the significant effects of the project[.]” Further, section 15126.6(c) explains, “Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental effects.”

  Because an alternative project location would be infeasible, would not achieve the project objectives, and would not necessarily avoid or lessen the significant impacts of the project and might result in new significant impacts, an alternative that would involve a different project location was eliminated from further detailed consideration. No further evaluation of alternative project locations is required under CEQA.

2.4.2 Environmentally Superior Alternative

The CEQA Guidelines (section 15126[e][2]) stipulate, "If the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." Other than Alternative 1 (No Project--Existing 2002 General Plan), Alternative 2: Overall Lower Development Density and Intensity would result in the least adverse environmental impacts, and would therefore be the “environmentally superior alternative.” This conclusion is based on the avoidance of significant unavoidable traffic intersection impacts of the project and the reduction of other significant unavoidable and less-than-significant impacts (see EIR Table 20.1).

3. PROJECT DESCRIPTION

3.1 INTRODUCTION

This EIR chapter describes the proposed City of Hayward 2040 General Plan, or "project" addressed in this EIR. As stipulated by CEQA Guidelines section 15124 (Project Description), this project description has been detailed to the extent needed to identify and evaluate environmental impacts. In accordance with section 15124, this chapter describes: (a) the location and boundaries of the Planning Area; (b) background information relevant to the General Plan; (c) the objectives of the General Plan; (d) the vision, development framework, and goals, policies, and implementation programs included in the General Plan; (e) the development capacity assumptions of the General Plan; (f) the approvals required to implement the General Plan; and (f) the intended uses of the General Plan EIR.

3.2 PROJECT LOCATION AND ENVIRONMENTAL SETTING

Located in southwest Alameda County in the nine-county San Francisco Bay Area, the Hayward Planning Area is on the east side of San Francisco Bay, an area commonly referred to as the "East Bay." The project location comprises all the land in the City's Sphere of Influence as defined by the Alameda County Local Agency Formation Commission (LAFCO), including all land within the Hayward City limits and adjacent unincorporated county land, including Garin Regional Park, open space areas east of the City, portions of San Lorenzo and Castro Valley, and the communities of Hayward Acres, Cherryland, and Fairview. The Planning Area totals approximately 72.18 square miles and has a population of about 183,350 (147,113 in the City and 36,236 in the remainder of the Planning Area).

Hayward is a major crossroads for key interstate highways (I-238, I-580, and I-880) and State highways (SR 92 and SR 185). Two Bay Area Rapid Transit (BART) lines (Fremont-Richmond and Fremont-Daly City/Millbrae) serve the City, with a third line (East Dublin/Pleasanton-SFO Airport) operating just north of the City. Also, Amtrak service connects Hayward via a station near Downtown to Oakland, Sacramento, and San Jose.

Figures 3-1 (Regional Context) and 3-2 (Hayward Planning Area) illustrate the Hayward Planning Area and its surrounding context.

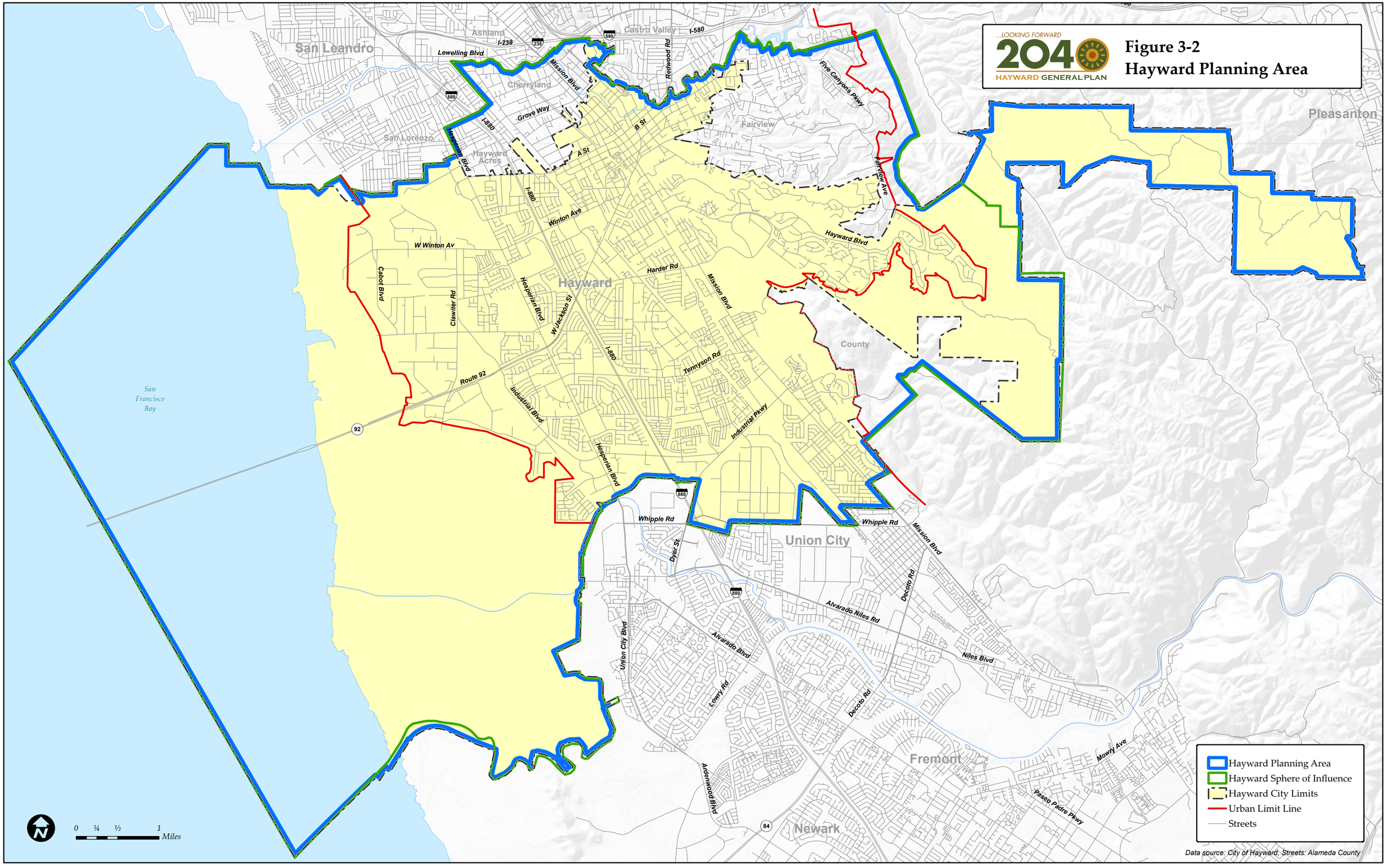
Figure 3-3 (Existing Land Use) shows that the majority (50.5 percent) of the Hayward Planning Area is San Francisco Bay, associated baylands near the shore (including the Hayward Shoreline Regional Park), and open space in the East Bay Hills. Hayward has an established Urban Limit Line that protects the baylands and hillsides from urban development.

Of all existing urban land uses, single family residential uses comprise 12 percent (2,772 acres) of the Planning Area and almost 10 percent (3,953 acres) of the City of Hayward itself. Industrial uses occupy 6 percent (2,772 acres) of the Planning Area; the majority of industrial


...LOOKING FORWARD
2040
HAYWARD GENERAL PLAN
Figure 3-1
Regional Context
Vallejo
San Pablo Bay
San Rafael
Richmond
Concord
Walnut Creek
Berkeley
Moraga
Danville
Oakland
San Francisco
San Francisco Bay
Hayward
San Mateo
Fremont
Palo Alto
Pacific Ocean
121
37
29
780
80
4
580
24
101
980
13
1
280
680
880
92
35
238
84
82
Legend
City of Hayward
Other Cities
Water Body
Railroad
Major Street
Freeway
0
4
8
12 mi

...LOOKING FORWARD 2040 HAYWARD GENERAL PLAN

Figure 3-2
Hayward Planning Area

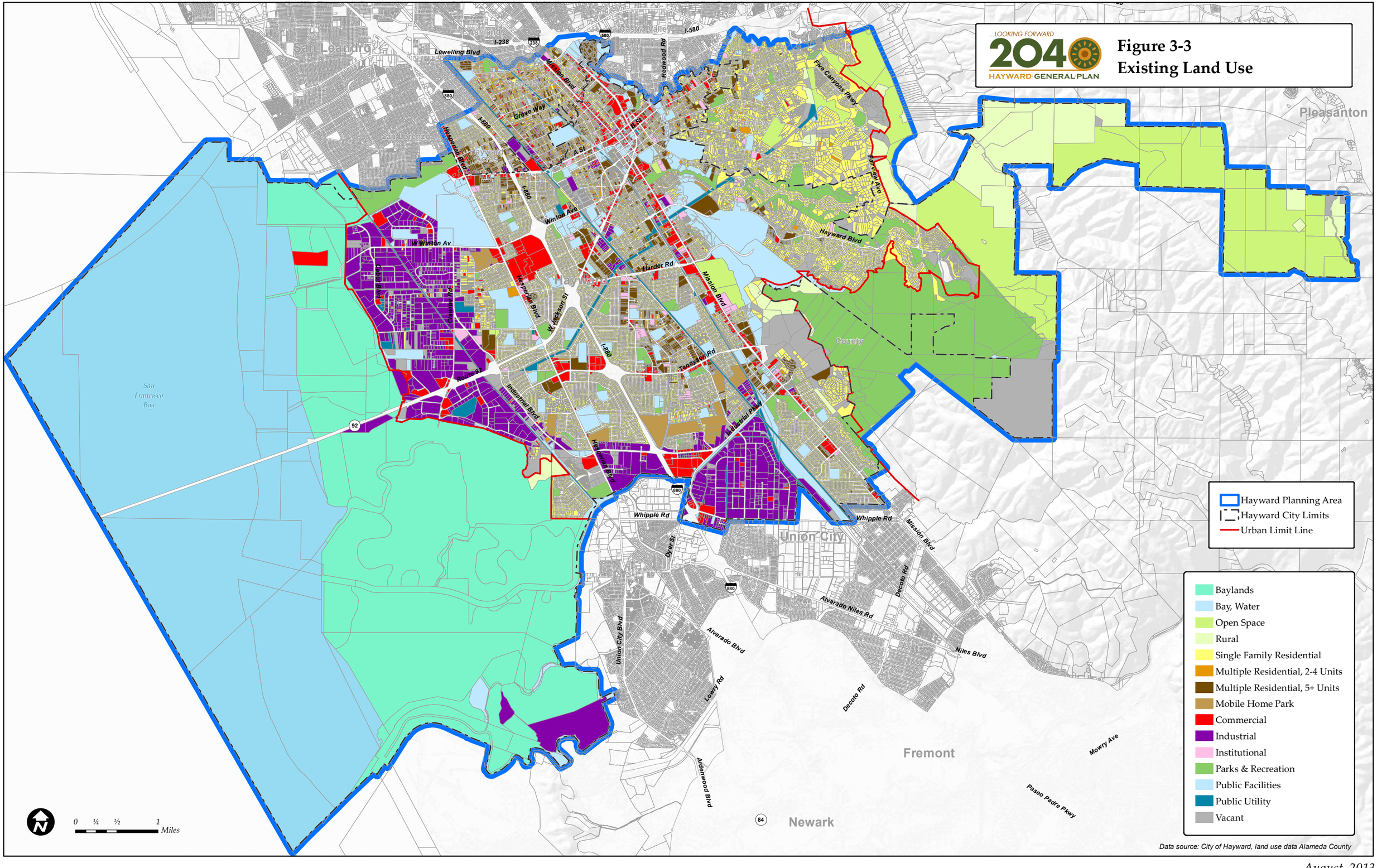


Note: The Hayward Planning Area is lands within the sphere of influence and the city limits

January, 2013

...LOOKING FORWARD 2040 HAYWARD GENERAL PLAN

Figure 3-3
Existing Land Use



Data source: City of Hayward, land use data Alameda County

August, 2013

uses are located within a crescent-shaped corridor along the western and southwestern edge of the City's Urban Limit Line. Existing commercial uses are generally located within Downtown Hayward, the Southland Mall (along I-880), and along major streets such as Mission Boulevard.

The City of Hayward is a largely built-out community and, as a result, future development opportunities are limited to relatively small infill sites and the redevelopment of underutilized parcels. This existing situation frames the 2040 Vision and Guiding Principles, described below.

3.3 PROJECT BACKGROUND

A general plan is a State-required legal document (Government Code section 65300) that guides decisions of local elected officials when determining the allocation of resources and the physical form and character of development in cities and counties. The general plan is a jurisdiction's official statement regarding the types and extent of development needed to achieve its community vision for physical, economic, social, and environmental goals.

The purpose of a general plan is to: (1) identify land use, transportation, environmental, economic, and social goals and policies as they relate to land use and development; (2) provide a basis for a community's decision-making regarding land use; (3) provide citizens an opportunity to participate in the planning and decision-making process; and (4) inform citizens, developers, decision-makers, and others of the ground rules that guide development in the community.

State law requires a general plan to include an integrated and internally consistent set of goals, policies, standards, programs, and diagrams. State law and the State General Plan Guidelines require a general plan to be maintained and amended or updated periodically as conditions and needs change.

The City of Hayward City Council adopted the community's existing General Plan in March 2002. The Housing Element of the General Plan was updated in June 2010. Since 2002, the City has adopted several corridor and area plans and a Climate Action Plan, and has made a substantial effort through several new initiatives to reshape and enhance the community and its neighborhoods. Also, there have been several significant changes in State law since 2002, compelling the City to undertake a General Plan update.

In late 2012 and early 2013, members of the Hayward community helped create a unified Vision and Guiding Principles for the community's future. The Vision and Guiding Principles: (1) set the overall focus and priorities for the 2040 General Plan; (2) helped the City and community develop and evaluate alternative solutions to achieve desired outcomes; and (3) guided the development of the General Plan goals, policies, and implementation programs.

The City of Hayward 2040 Vision is:

> "Hayward will be a distinct and desirable community known for its central Bay Area location, vibrant Downtown, sustainable neighborhoods, excellent schools, robust economy, and its growing reputation as a great college town. With a variety of clean, safe, and green neighborhoods, and an accessible network of parks and natural open space, Hayward will be home to one of the most diverse, inclusive, educated, and healthy populations in the Bay Area. It will be a destination for life-long learning, entertainment, arts and culture,

recreation, and commerce. It will be a community that values diversity, social equity, transparent and responsive governance, civic engagement, and volunteerism. **Hayward will be a thriving and promising community that individuals, families, students, and businesses proudly call home."**

3.4 PROJECT OBJECTIVES

The Guiding Principles that accompany the City of Hayward 2040 Vision serve as the project objectives for the 2040 General Plan. The project objectives/Guiding Principles are:

#1: Hayward should value, challenge, and support youth by providing excellent public schools and youth enrichment activities and programs.

#2: Hayward should have safe and clean neighborhoods with an expanded network of parks and thriving commercial centers that incorporate attractive design, provide easy access to jobs, support a diverse population, encourage long-term residency, and inspire all residents to live active, healthy, and green lifestyles.

#3: Hayward should develop and enhance its utility, communications, and technology infrastructure; and provide exceptional police, fire, and emergency services.

#4: Hayward should be a business-friendly community that has a robust and diversified economy based in innovation, creativity, and local entrepreneurship.

#5: Hayward should have a safe, walkable, vibrant, and prosperous Downtown that serves as an attractive area for businesses and a destination for shopping and dining, arts and entertainment, and college-town culture.

#6: Hayward should have a reputation as a great college town and a community that offers a range of opportunities for life-long learning.

#7: Hayward residents, workers, and students should have access to an interconnected network of safe, affordable, dependable, and convenient transportation options.

#8: Hayward should preserve, enhance, increase, and connect its baylands, hillsides, greenway trails, and regional parks to protect environmental resources, mitigate the impacts of rising sea levels, and provide opportunities to live an active outdoor lifestyle.

The Vision and Guiding Principles set the foundation for the 2040 General Plan goals, policies, and implementation programs.

3.5 PROJECT PURPOSE AND DEVELOPMENT FRAMEWORK

The City of Hayward 2040 General Plan represents the community's view of its future and expresses the community's conservation and development goals for the next 26 years (2014-2040). Some of the City's post-2002 planning efforts that have helped guide the new General Plan process include the Bicycle Master Plan, South Hayward BART/Mission Boulevard Form-Based Code, Draft Mission Boulevard Corridor Specific Plan and Form-Based Code, and Route

238 Bypass Land Use Study. The new 2040 General Plan addresses sustainability, preservation and maintenance of distinct neighborhood characteristics, and the fostering of complementary and innovative infill and redevelopment opportunities. In addition, the vision, guiding principles, goals, policies, and programs contained in the 2040 General Plan were developed through an extensive community outreach and engagement process that included public workshops, an online citizen engagement program and survey, and a citizen Task Force.

The 2040 General Plan also addresses new State mandates and topics relevant to the City that were not part of the 2002 General Plan, such as community health, police services, greenhouse gas emissions and climate change (AB 32 and SB 375), flood safety planning (AB 162), and complete streets (AB 1358).

In addition to meeting all State content requirements, the plan takes an integrative approach to addressing the following broad topics and/or State mandates:

- **Sustainability and Community Resiliency**. The 2040 General Plan comprehensively identifies policies and strategies for dealing with changing economic, environmental, and social circumstances, while continuing to maintain fiscal stability, high quality of life, and economic growth. Sustainability is addressed throughout the plan, rather than in one specific element or section, because it deals with cross-cutting issues from compact development patterns and green development, to mobility and connectivity, to water and energy conservation and efficiency. In addition to addressing sustainability, the plan also emphasizes community resiliency and self-reliance related to public safety and healthy communities. In particular, the plan focuses on the ability for the City of Hayward and its residents and businesses to emphasize and build upon the community's strength from within, rather than react to outside influences. In this way the 2040 General Plan prepares the City and community to be resilient to future impacts and quickly respond to them and bounce back.

- **Climate Action Plan (CAP) Integration.** The City prepared and adopted a Climate Action Plan in 2009. As part of the General Plan update process, the City re-evaluated greenhouse gas reduction estimates assigned to individual actions contained in the adopted CAP, leading to the development of new or modified CAP actions. The 2040 General Plan includes CAP-related policies within its policy framework. This integrated approach allows the 2040 General Plan to be recognized as a "Plan for the Reduction of Greenhouse Gas Emissions" as allowed for in section 15183.5 of the CEQA Guidelines and, more specifically, as a "Qualified GHG Reduction Strategy" by the Bay Area Air Quality Management District. As a result, the elements of what would otherwise be a "stand-alone" CAP have been incorporated into the 2040 General Plan.

- **Community Risk Reduction Strategy (CRRS) Integration.** The Bay Area Air Quality Management District adopted guidelines to encourage local jurisdictions to prepare a Community Risk Reduction Strategy to ensure that community health risk associated with toxic air contaminants (TACs) and fine particulate matter ($PM_{2.5}$) is minimized in both existing and new development. Similar to the CAP integration, the 2040 General Plan integrates the typical content of a CRRS into the overall policy framework. This includes specific long-term goals, policies, and best practices to reduce communitywide exposure to increased health risk from TACs and $PM_{2.5}$. This integrated approach will allow the City to incorporate the analysis and components of a stand-alone CRRS into appropriate General Plan elements, background report sections, and the EIR.

3.5.1 City Of Hayward 2040 General Plan

The City of Hayward 2040 General Plan consists of two documents: the Background Report and the Policy Document. The following provides a summary of these two component documents:

- **Background Report**. The Background Report takes a "snapshot" of current (2012) conditions and trends within the Planning Area. It provides a detailed description of a wide range of topics, such as demographic and economic conditions, land use, public facilities, and environmental resources. The report provides decision-makers, the public, and local agencies with context for making policy decisions. Unlike the Policy Document, the Background Report is objective and policy-neutral. The Background Report also serves as the "Environmental Setting" section in the Environmental Impact Report prepared for the General Plan.

- **Policy Document**. The Policy Document is the essence of the General Plan. It contains the Vision and Guiding Principles and the goals and policies that will guide future decisions within the City. It also identifies a full set of implementation programs that will ensure the goals and policies in the General Plan are carried out.

Pursuant to CEQA Guidelines section 15150, the Background Report and the Policy Document are incorporated into this EIR by reference. They are available at the City of Hayward 2040 General Plan website at:

http://www.hayward-ca.gov/GENERALPLAN/

Copies of the Background Report and the Policy Document may be viewed during regular business hours--8:00 AM to 5:00 PM, Monday through Thursday, and 8:00 AM to noon on Friday--at the City of Hayward Development Services Department Permit Center, 777 B Street, Hayward, CA 94541.

3.5.2 Background Report

The Background Report provides a "snapshot" in time of the existing conditions and trends within the Planning Area. The Background Report presents the physical, social, and economic information supporting General Plan goals and policy. The data and information in this report generally reflects current (2012) conditions. The Background Report serves as the foundation document upon which subsequent planning policies and programs were formulated. The document is also used as the "Environmental Setting" section of the General Plan Environmental Impact Report (EIR).

The Background Report is organized in the following nine topical chapters:

Chapter 1: Land Use and Community Character
This chapter reviews the present (2012) context for land use planning in the City of Hayward. It provides a comprehensive overview of how land resources are used and regulated within Hayward and its immediate surroundings. It also identifies potential challenges and opportunities related to the long-term growth and development of the City, and analyzes the development potential of Hayward under existing plans, policies, and regulations. This chapter

also discusses community character, historic and cultural resources, and the plans and policies of other agencies that regulate or influence land use within the City.

Chapter 2: Mobility
This chapter describes the transportation and circulation systems that allow people and goods to move through and around the City. Centrally located in Alameda County, the transportation system in Hayward serves both regional and local travel needs. With a significant portion of traffic volume on its local streets attributable to regional through traffic, the City must coordinate with adjacent communities as well as county, regional, and state agencies to address local traffic congestion. In addition to the role that the transportation system plays in the regional context, travel in the City is closely related to the local land use pattern and affects the air quality, noise, and safety in the City. While much of the content of this chapter focuses on vehicular travel, this chapter presents mobility from a multimodal perspective, including public transit, bicycling, and walking. In addition, parking, aviation, and goods movement are discussed.

Chapter 3: Economic Conditions
This chapter describes the economic and fiscal trends in Hayward. It presents information on employment trends in Alameda County and the surrounding region, since business conditions and market opportunities reflect a broader market area than the City boundaries. Part of the analysis identifies potential target industries that the City may wish to attract or develop as part of its Economic Development Strategy. Similarly, the chapter analyzes the market for retail businesses in Hayward and identifies additional retail development opportunities. It should be noted that the General Plan has a broad long-term focus, and market conditions can change over a period spanning multiple decades. This chapter also includes a fiscal discussion that summarizes the City budget and issues related to the City's tax base and demand for public services by residents and local businesses.

Chapter 4: Housing
The Housing Element is currently being prepared as a separate project from the 2040 General Plan update, and as such, will not be included under this EIR.

Chapter 5: Community Services and Safety
This chapter presents an overview of public and community services provided by the City of Hayward and other agencies within the Planning Area. This includes police protection and community safety, fire protection and fire hazards, emergency response, parks and recreation, civic and community facilities, schools and education, and libraries.

Chapter 6: Community Health and Quality of Life
This chapter describes issues related to community health and wellness in the Planning Area. Increasingly, communities are facing the challenges of childhood and adult obesity, asthma, diabetes, and other health issues resulting from an unhealthy and sedentary lifestyle. Past efforts to address these issues have typically focused on changing individual behaviors and have not succeeded in reversing trends. Recent research has found that neighborhood conditions have a profound impact on one's health and life expectancy. Where people live greatly determines their access to resources that enable them to be healthy--such as clean air and water, safe streets, nutritious foods, quality housing, good jobs, access to healthcare, and excellent schools. Where people live also impacts their exposure to environmental risks that harm health, such as toxic air pollution, crime and violence, and substandard housing. A healthy community promotes a positive physical, social, and economic environment that

supports the overall well-being of its residents. As a result, many health advocates are focusing their efforts more on improving the qualities of neighborhoods and communities, rather than trying to change individual behaviors.

Chapter 7: Natural Resources
This chapter describes the location and extent of existing natural resources within the Planning Area. This includes biological, open space, agricultural, energy, mineral, water, paleontological, and scenic resources. The chapter also includes a discussion of air quality and greenhouse gas emissions.

Chapter 8: Utilities
This chapter presents an overview of the public utilities provided by the City of Hayward and other agencies within the Planning Area. Issues addressed include water supply and distribution, wastewater collection and treatment, stormwater drainage and flood control, solid waste management, energy use and conservation, and telecommunications facilities.

Chapter 9: Hazards
This chapter describes the existing conditions related to hazards in the Planning Area. It provides an overview of location specific issues relating to hazardous materials, geologic and seismic materials, and hazards associated with floods, airports, and noise. As a community in the San Francisco Bay Area, geologic and seismic conditions present unique challenges. This chapter identifies and discusses issues resulting from Hayward's location in an Earthquake Fault Zone and a Seismic Hazard Zone. It identifies and examines the existing noise sources in the City and includes a discussion of relevant acoustical background information and the existing community noise environment. It also identifies potential challenges and opportunities in the context of global climate change and the impacts of rising sea levels.

3.5.3 Policy Document

Part 1: Introduction
Part 1 of the General Plan provides an overview of the 2040 General Plan, including the overall General Plan process required by California State law. Part 1 also describes how the plan is organized; explains what the plan is and how it should be used; and summarizes the process that was used to develop the plan.

Part 2: City Profile and Vision
Part 2 of the General Plan introduces Hayward and its history, amenities, geography, climate, transportation system, and economy. Part 2 also discusses the community's Vision and Guiding Principles (described above), which resulted from an extensive community outreach and public participation process during 2012 and 2013.

Part 3: Goals and Policies
Part 3 of the General Plan is comprised of 10 integrated and internally consistent topical "elements" that provide the overall policy framework for the City of Hayward. Each element includes specific goals and policies that are guided by the Vision and Guiding Principles. The following is a summary of each topical element.

The goals from each element are listed below. The policies that align with the goals are listed in tables throughout the EIR environmental topic chapters (e.g., Aesthetics and Visual Resources, Land Use and Planning, Public Services). These tables list each goal, policy, and

implementation program ("policy" for short) relevant to each potential environmental impact, then the tables explain how each policy helps avoid or reduce the potential impact. The tables do not collectively list every policy in the 2040 General Plan because not every policy relates to a CEQA-defined environmental impact; the General Plan covers a much wider range of issues for the Planning Area, not only potential environmental impacts. For the complete collection of General Plan goals, policies, and implementation programs, please see the complete Policy Document at:

http://www.hayward-ca.gov/GENERALPLAN/

Copies of the Policy Document may be viewed during regular business hours--8:00 AM to 5:00 PM, Monday through Thursday, and 8:00 AM to noon on Friday--at the City of Hayward Development Services Department Permit Center, 777 B Street, Hayward, CA 94541.

Land Use and Community Character Element
This element of the General Plan provides policy direction for how the City will make decisions regarding the overall pattern, composition, location, and timing of growth and development in Hayward. The purpose of this element is to (1) establish a series of land use designations that identify the type and intensity of land uses permissible on property within the City, and (2) establish the policy framework that will guide City decisions regarding growth and change. This includes: addressing future growth, infill, and annexations; preserving, enhancing, and transforming different areas of Hayward; mapping the location of existing and future land uses; providing standards for the density and intensity of development; and guiding the urban form of neighborhoods, districts, and corridors.

The element carries forward, with some modification, the following goal from the 2002 General Plan:

- Goal LU-7: Preserve the rural and natural character of hillside development areas.

In addition, the element includes the following new goals:

- Goal LU-1: Promote local growth patterns and sustainable development practices that improve quality of life, protect open space and natural resources, and reduce resource consumption, traffic congestion, and related greenhouse gas emissions.

- Goal LU-2: Revitalize and enhance Hayward's Priority Development Areas to accommodate and encourage growth within compact, mixed-use, and walkable neighborhoods and districts that are located near the City's job centers and regional transit facilities.

- Goal LU-3: Create complete neighborhoods that provide a mix of housing options and convenient access to parks, schools, shopping, jobs, and other community amenities.

- Goal LU-4: Create attractive commercial and mixed-use corridors that serve people traveling through the City, while creating more pedestrian-oriented developments that foster commercial and social activity for nearby residents and businesses.

- Goal LU-5: Promote attractive and vibrant community and regional centers that provide convenient and enhanced opportunities for shopping, services, entertainment, social interaction, and culture.

- Goal LU-6: Enhance the Industrial Technology and Innovation Corridor to expand the economic and employment base of Hayward and to achieve a healthy balance between a manufacturing-based economy and an information- and technology-based economy.

- Goal LU-8: Preserve Hayward's historic districts and resources to maintain a unique sense of place and to promote an understanding of the regional and community history.

- Goal LU-9: Provide quality public and quasi-public uses that benefit residents and businesses and enhance the City's overall quality of life and economic viability.

Mobility Element

This element of the 2040 General Plan provides policy direction for how the City will design and construct a complete transportation system within Hayward necessary to support current and future development as identified in the Land Use Diagram. This includes: mapping future transportation and circulation improvements; providing standards for roadways and levels of services; establishing parking policies for efficient, fiscally responsible use of parking resources; encouraging the use of Transportation Demand Management (TDM) to provide equal incentives for users to walk, bike, or take transit; and incorporating policies and programs from the Bicycle Master Plan and Alameda County Safe Routes to School program. The element also includes Complete Streets policies that meet the Bay Area Metropolitan Transportation Commission's expectations for multi-modal streets consistent with the Complete Streets Act of 2005 (AB 1358).

The element includes a proposed Circulation Diagram that identifies the location of current and planned roadways throughout the Planning Area. The Circulation Diagram is based on improvements and changes necessary to support and implement the Land Use Diagram (discussed above). To complement the Circulation Diagram, the element also establishes a roadway classification system and appropriate level of service standards.

The element carries forward, with some modifications, the following goals from the 2002 General Plan:

- Goal M-2: Connect Hayward to regional and adjacent communities' transportation networks and reduce the impacts of regional through traffic in Hayward.

- Goal M-4: Enhance and maintain local access and circulation, while protecting neighborhoods from through traffic.

- Goal M-7: Improve coordination among public agencies and transit providers to meet public transit needs and provide greater mobility.

- Goal M-8: Encourage transportation demand management strategies and programs to reduce vehicular travel, traffic congestion, and parking demand.

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

- Goal M-10: Develop the airport to meet projected airside and landside facilities needs and improve the overall efficiency of operations as a reliever airport.

- Goal M-11: Balance the safe and efficient movement of goods with local access and circulation needs.

- Goal M-12: Maintain sufficient funding to provide for existing and future transportation facility and service needs, including the operation and maintenance of the transportation system.

In addition, the element includes the following new goals:

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

- Goal M-3: Provide complete streets that balance the diverse needs of users of the public right-of-way.

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

- 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.

Economic Development Element
This element of the 2040 General Plan provides policy direction for how the City will partner with the business community to retain existing businesses and attract new industries. The element establishes long-range strategies for economic growth and development within the City and in the greater market area. This includes: capitalizing on existing assets; identifying the level of economic development that can be sustained and lead to a more resilient local economy; addressing key economic issues that will lead to a strong, diversified local economy that generate sufficient public revenues commensurate with a high quality of public services; improving the jobs/housing balance; and establishing key performance measures to balance development with projected City revenues, track employment growth, and monitor economic diversification.

The element carries forward, with some modifications, the following goals from the 2002 General Plan:

- Goal ED-3: Grow the local economy and employment base by supporting efforts to expand and retain local businesses.

- Goal ED-6: Achieve recognition as the most desirable and business-friendly place to locate and conduct business in the East Bay.

In addition, the element includes the following new goals:

- Goal ED-1: Diversify the economic base of Hayward to support a robust and stable economy with a diverse range of employment, shopping, and cultural opportunities for local residents.

- Goal ED-2: Cultivate a culture of entrepreneurship to encourage and support local business start-ups.

- Goal ED-4: Develop a robust college-town economy through "town-gown" and "communiversity" partnerships.

- Goal ED-5: Encourage economic investment by enhancing the image and reputation of Hayward.

Housing Element
The current 2009-2014 Housing Element was adopted in 2010. The Housing Element is currently being updated as part of a separate process that includes a separate CEQA analysis.

Community Safety Element
This new element of the 2040 General Plan provides policy direction for how the City will improve community safety. This includes: preventing crime by reducing one or more of the three factors of crime (criminal, target, or opportunity); enhancing the services of the Hayward Police Department by creating stronger community partnerships; protecting life and property by preventing structural fires in the Hayward community; enhancing the fire protection and emergency medical services of the Hayward Fire Department; preparing residents and businesses for disasters; and ensuring that the City of Hayward and other government agencies are ready to respond to protect lives and property during an emergency.

The element includes the following new goals:

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

- Goal CS-2: Provide exceptional police protection services to promote a safe and secure community.

- Goal CS-3: 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.

- Goal CS-4: Provide coordinated fire protection and emergency medical services to promote a safe and healthy community.

- Goal CS-5: Prepare the Hayward community for future emergencies and disasters to minimize property damage, protect and save lives, and recover as a resilient community.

Education and Life-Long Learning Element
This new element of the 2040 General Plan provides policy direction for how the City, in coordination with local School Districts, colleges and universities, will improve access to education and life-long learning in Hayward. This includes: providing Hayward families with greater access to quality and affordable childcare and early childhood development programs; upgrading and constructing new school facilities; preparing local students for college, vocational schools, and successful careers; creating exceptional school facilities that inspire students and foster a strong sense of school and community pride; improving the education and job skills of Hayward's high-school students and adult residents so that they are qualified for local and

regional jobs; creating a variety of lifelong learning opportunities that extend beyond an individual's formal education and career training; and creating a broad range of library programs, services, and activities.

The element includes the following new goals:

- Goal EDL-1: Improve access to quality childcare and early childhood development programs so that more children succeed in school and life.

- Goal EDL-2: Enhance the performance and reputation of Hayward's public schools to improve student education and attract families and businesses to the Hayward community.

- Goal EDL-3: Provide exceptional school facilities and learning environments that give students, parents, teachers, and administrators a strong sense of school and community pride.

- Goal EDL-4: Improve Hayward's "education-to-job bridge" through community partnerships that prepare students and residents for the future economy and expand their career choices.

- Goal EDL-5: Provide a variety of opportunities for residents to engage in an ongoing pursuit of knowledge and lifelong learning.

- Goal EDL-6: Enhance and expand Hayward's library facilities to meet the evolving educational and life-long learning needs of the community.

Natural Resources Element
This element of the 2040 General Plan provides policy direction for how the City will address open space and resource conservation issues. This includes: managing compatibility and interfaces between urban and natural areas; maintaining and enhancing wildlife habitats and corridors; protecting biological resources; conserving and protecting water resources and improving water quality; enhancing and improving air quality and reducing air pollution and greenhouse gas emissions; increasing energy efficiency and the production of renewable energy; and protecting archeological, historical, and cultural resources.

The element carries forward, with some modifications, the following goals from the 2002 General Plan:

- Goal NR-1: Protect, enhance, and restore sensitive biological resources, native habitat, and vegetation communities that support wildlife species so they can be sustained and remain viable.

- Goal NR-3: Preserve, enhance, and expand natural baylands, wetlands, marshes, hillsides, and unique ecosystems within the Planning Area in order to protect their natural ecology, establish the physical setting of the City, provide recreational opportunities, and assist with improved air quality and carbon dioxide sequestration.

In addition, the element includes the following new goals:

- Goal NR-2: Improve the health and sustainability of the community through continued local efforts to improve regional air quality, reduce greenhouse gas emissions, and reduce

community exposure to health risks associated with toxic air contaminants and fine particulate matter.

- Goal NR-4: Reduce energy consumption through increased production and use of renewable energy, sustainable energy purchasing, and improved energy efficiency.

- Goal NR-5: Protect the economic viability of State-identified mineral resource extraction areas, while avoiding potential land use conflicts and minimizing adverse environmental impacts.

- Goal NR-6: Improve overall water quality by protecting surface and groundwater sources, restoring creeks and rivers to their natural state, and conserving water resources.

- Goal NR-7: Identify, honor, and protect historically significant paleontological resources so they can be scientifically studied and preserved for current and future generations.

- Goal NR-8: Enhance, preserve, and increase the aesthetic qualities of Hayward's undisturbed natural hillsides and shoreline, and designated scenic transportation corridors.

Hazards Element
This element of the 2040 General Plan provides policy direction for how the City will address the safety of Hayward's existing and future residents. This includes: protecting property and the stability and growth of the local economy; ensuring rapid recovery from disasters; mitigating natural and human-made hazards (e.g., emergency preparedness, seismic and geologic hazards, flooding hazards, airport safety hazards, wildland fire safety, human-made hazards, and noise); minimizing or eliminating excessive noise and noise-related nuisances and providing noise standards; addressing potential climate change-related impacts, including sea level rise and wildland fire susceptibility, and methods to address them; ensuring public safety and emergency services are sufficient; and maintaining communication with residents about potential hazards and emergency preparedness.

The element carries forward, with some modifications, the following goals from the 2002 General Plan:

- Goal HAZ-2: Protect life and minimize property damage from potential seismic and geologic hazards.

- Goal HAZ-5: Protect life and minimize potential property damage from urban wildfire hazards in hillside areas.

- Goal HAZ-6: Protect people and environmental resources from contaminated hazardous material sites and minimize risks associated with the use, storage, transport, and disposal of hazardous materials.

- Goal HAZ-8: Minimize human exposure to excessive noise and ground vibration.

In addition, the element includes the following new goals:

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

- Goal HAZ-3: Protect life and minimize property damage from potential flood hazards.

- Goal HAZ-4: Safeguard the Hayward shoreline, open space, recreational resources, and urban uses from flooding due to rising sea levels.

- Goal HAZ-7: Minimize exposure to safety hazards associated with aircraft using the Hayward Executive Airport.

Public Facilities and Services Element
This element of the 2040 General Plan provides policy direction for how the City will ensure adequate infrastructure and services are provided for water, wastewater, stormwater drainage, solid waste and recycling, and telecommunications. This includes: establishing level of service standards for the provision of infrastructure and services; phasing new development with mechanisms for funding infrastructure improvements and maintaining service expansions; and ensuring fire protection, law enforcement, and code enforcement facilities and services are sufficient to protect residents and property.

The element includes the following new goals:

- Goal PFS-1: Ensure the provision of adequate and efficient facilities and services that maintain service levels, are adequately funded, accessible, reliable, and strategically allocated.

- Goal PFS-2: Operate and function in a sustainable manner, use public revenues and resources efficiently, and provide professional, high-quality service to residents and businesses.

- Goal PFS-3: Maintain a level of service in the City's water system that meets the needs of existing and future development while improving water system efficiency.

- Goal PFS-4: Maintain a level of service in the City's wastewater collection and disposal system to meet the needs of existing and future development.

- Goal PFS-5: Maintain an adequate level of service in the City's storm drainage system to accommodate runoff from existing and future development, prevent property damage due to flooding, and improve environmental quality.

- Goal PFS-6: Maintain flood control infrastructure to adequately protect life and property from flooding.

- Goal PFS-7: Minimize the generation of solid waste, increase recycling, and provide for the collection and disposal of solid waste.

- Goal PFS-8: Ensure the provision of adequate gas and electric services to Hayward residents and businesses, and ensure energy facilities are constructed in a fashion that minimizes their impacts on surrounding development and maximizes efficiency.

- Goal PFS-9: Encourage state-of-the-art technology and telecommunication services for households, businesses, institutions, and public agencies throughout the City to connect Hayward residents to the City, nation, and world.

Community Health and Quality of Life Element

This new element of the 2040 General Plan provides policy direction for how the City will improve the community health and the quality of life for all residents, workers, and visitors. This includes: reducing crime; improving safety, cleanliness, and childhood health; establishing place-based public health solutions; promoting environmental justice; promoting healthy lifestyles for children, youth, adults, and seniors, and the well-being of all residents; expanding access to health care and health/emergency services; increasing the availability and consumption of locally grown, healthy foods; improving access to open space and trails; increasing the availability of affordable housing; and avoiding disparate environmental impacts on any one neighborhood or area.

The element includes the following new goals:

- Goal HQL-1: Improve the health and well-being of all Hayward residents.
- Goal HQL-2: Create convenient and safe opportunities to incorporate physical activity into the everyday activities of residents, employees, and visitors.
- Goal HQL-3: Expand year-round access to affordable, fresh, and healthy foods throughout the City.
- Goal HQL-4: Promote access to affordable health care and medical services for all residents.
- Goal HQL-5: Facilitate social interaction and foster a sense of security and community pride by assuring safety in neighborhoods and public spaces.
- Goal HQL-6: Create neighborhoods that enable residents to remain in their homes and live healthy, productive lives as they age.
- Goal HQL-7: Protect residents from the harmful effects of pollution, toxic substances, and environmental contaminants.
- Goal HQL-8: Maintain, enhance, and increase the City's urban forest as an environmental, economic, and aesthetic resource to improve Hayward residents' quality of life.
- Goal HQL-9: Build a foundation for community resilience to future threats and challenges to help ensure the City of Hayward will be able to respond and recover as quickly as possible to such threats and challenges.
- Goal HQL-10: Create and support a diverse public park system, connecting trails, and recreation facilities suited to the needs of Hayward residents and visitors.
- Goal HQL-11: Provide a continuous system of trails and open space corridors that connect local parks, regional open space areas, and other destination points within and beyond the City of Hayward.

- Goal HQL-12: Create development opportunities for, and support, both public and private recreation programs suited to the broad needs and interests of all Hayward residents.

Part 4: Implementation
Part 4 of the 2040 General Plan provides guidance for how the City of Hayward will administer and implement the 2040 General Plan. This includes specific implementation programs to guide the development review and decision-making process, inter-agency coordination, and General Plan maintenance. It also includes programs necessary to fully implement each of the topical General Plan elements.

The implementation programs that align with the General Plan goals and policies are listed in tables throughout the EIR environmental topic chapters (e.g., Aesthetics and Visual Resources, Land Use and Planning, Public Services). These tables list each goal, policy, and implementation program ("policy" for short) relevant to each potential environmental impact, then the tables explain how each policy helps avoid or reduce the potential impact. The tables do not collectively list every policy in the 2040 General Plan because not every policy relates to a CEQA-defined environmental impact; the General Plan covers a much wider range of issues for the Planning Area, not only potential environmental impacts. For the complete collection of General Plan goals, policies, and implementation programs, please see the complete Policy Document at:

http://www.hayward-ca.gov/GENERALPLAN/

Copies of the Policy Document may be viewed during regular business hours--8:00 AM to 5:00 PM, Monday through Thursday, and 8:00 AM to noon on Friday--at the City of Hayward Development Services Department Permit Center, 777 B Street, Hayward, CA 94541.

3.6 DEVELOPMENT CAPACITY ASSUMPTIONS

The Land Use and Community Character Element includes a proposed Land Use Diagram (see Figure 3-4) that designates land uses throughout the Planning Area. The Land Use Diagram is based on already adopted plans and initiatives--such as those noted in section 3.5 above--as well as on housing and population projections issued by the Association of Bay Area Governments (ABAG).

The current (2012) number of dwelling units in the City is approximately 48,671, and the current population is about 147,113. The estimated residential buildout (total development potential) of the Hayward Planning Area under its existing 2002 General Plan and the current Alameda County General Plan is 85,794 dwelling units; assuming an average household size of 3.1 persons per household, the population of the Planning Area at buildout would be 265,962. Based on the 2002 General Plan, the estimated buildout of the City of Hayward (City limits) is 67,112 dwelling units and a population of 208,047.

ABAG projects that the City will grow to a total of 60,584 dwelling units by 2040, which is the horizon year of the 2040 General Plan. This projection is significantly lower (by over 6,500 dwelling units) than the estimated buildout of Hayward under the 2002 General Plan. Therefore, it is unlikely that the City will reach full buildout by 2040. Consistent with these projections, the

proposed 2040 General Plan does not significantly alter existing or create new land use designations, or result in significant redesignation of land, in the Hayward Planning Area.

To reduce transportation-related greenhouse gas emissions (GHGs), State law requires the preparation of a regional Sustainable Communities Strategy (SCS), which must coordinate local land use planning with regional transportation and housing plans. The SCS for the Bay Area, which incorporates ABAG housing and population projections, directs 79 percent of Hayward's 2010-2040 housing growth (9,685 units) to five Priority Development Areas (PDAs):

- Downtown Hayward (3,223 new units),
- South Hayward BART Neighborhood (2,698 new units),
- South Hayward BART Corridor (1,173 new units),
- Cannery (752 new units), and
- Mission Corridor (1,839 new units).

PDAs that are within (or partially within) the unincorporated areas of the Hayward Planning Area are the Hesperian Boulevard Transit Neighborhood, Meekland Avenue Corridor, and East 14th Street and Mission Boulevard Corridor.

Figure 3-5 identifies the PDAs in the Planning Area.

Table 3.1 lists the proposed 2040 General Plan land use designations and their acreages within the Planning Area. Some conclusions drawn from Figure 3-1 and Table 3.1 are:

(1) Almost 45 percent of the Planning Area is San Francisco Bay, where no development is permitted, and adjacent Baylands, where minimal development (e.g., limited public educational and recreational access) is permitted.

(2) The Land Use Diagram includes and respects the existing, adopted Urban Limit Line.

(3) The Planning Area will continue to be primarily a residential community. Approximately 17 percent (7,641 acres) of the Planning Area is designated for low- and medium-density residential uses, and about 2 percent (992 acres) is designated for higher density residential and mixed-use residential.

(4) Approximately 7 percent (3,306 acres) of the Planning Area, primarily in the west and south, is designated for industrial uses.

(5) Almost 10 percent (4,550 acres) of the Planning Area is designated for parks and recreation, including local parks throughout the Planning Area and Garin Regional Park in the east.

(6) Primarily Downtown Hayward and portions of Foothill Boulevard and Mission Boulevard are designated for mixed-use development.

(7) Commercial uses are generally located along the City's major arterial streets.

...LOOKING FORWARD
2040
HAYWARD GENERAL PLAN

FIGURE 3-4
Land Use Diagram

Residential Land Use Designations
- Rural Estate Density
- Suburban Density
- Low Density
- Mobile Home Park
- Limited Medium Density
- Medium Density
- High Density

Commercial Land Use Designations
- Retail and Office Commercial
- General Commercial

Mixed-Use Land Use Designations
- Sustainable Mixed-Use
- Commercial/High-Density Residential
- Central City-Retail and Office Commercial
- Central City-High Density Residential

Industrial Land Use Designations
- Industrial Technology and Innovation Corridor
- Mixed Industrial

Public and Quasi Public Land Use Designations
- Public/Quasi-Public

Open Space Land Use Designations
- Parks and Recreation
- Baylands
- Limited Open Space

Other
- Urban Limit Lines
- Planning Area Boundary
- City Limits

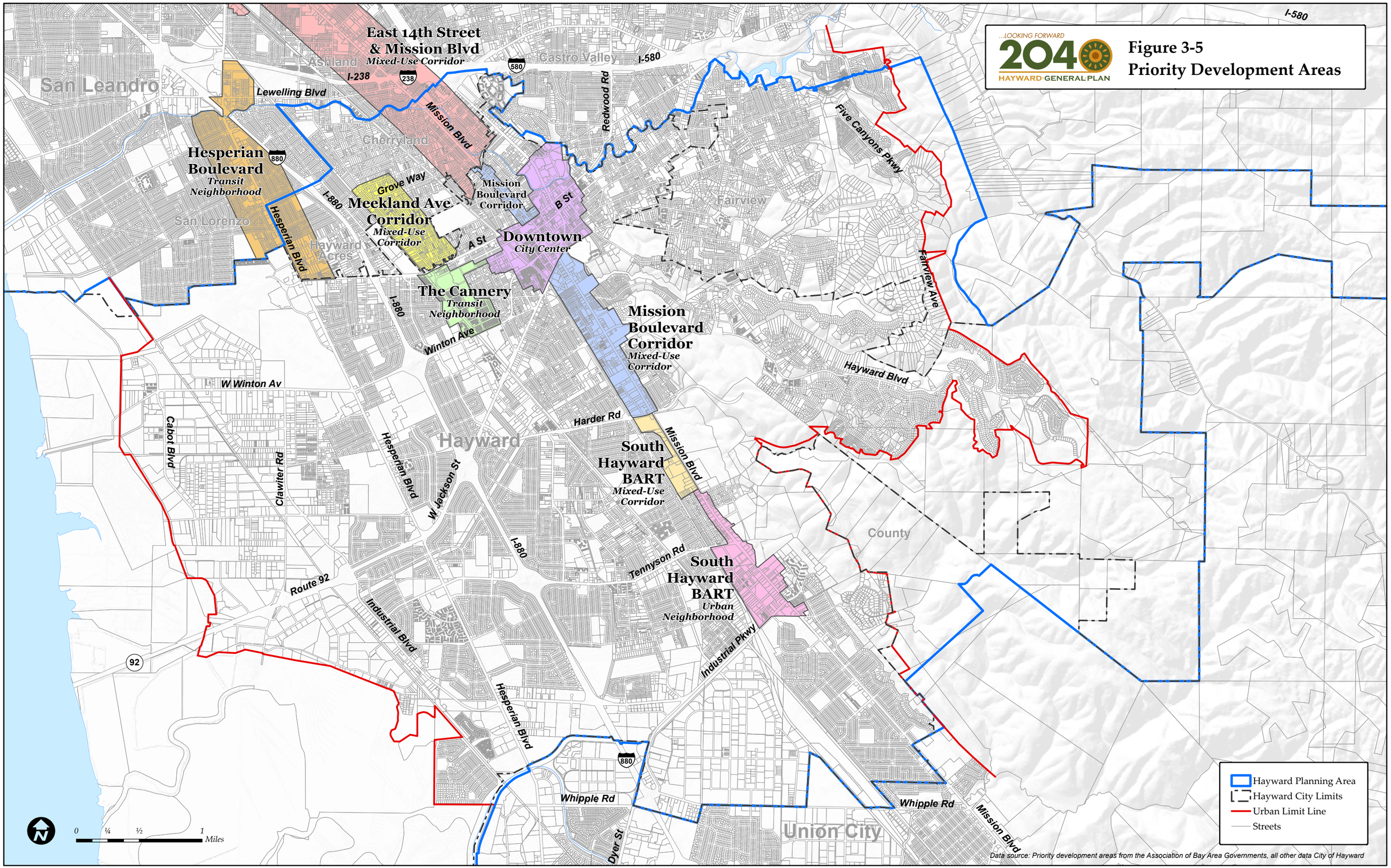
0 ¼ ½ 1 Miles

Data source: City of Hayward

July, 2013

...LOOKING FORWARD 2040 HAYWARD GENERAL PLAN

Figure 3-5
Priority Development Areas



January, 2013

Table 3.1
HAYWARD 2040 GENERAL PLAN: PLANNED LAND USES--HAYWARD PLANNING AREA

Land Use Diagram Designation	Acreage	Percent of Total Area*
Rural Estate Density Residential (0.2-1.0 dwelling units/net acre)	509.36	1.1
Suburban Density Residential (1.0-4.3 dwelling units/net acre)	1,264.76	2.7
Low Density Residential (4.3-8.7 dwelling units/net acre)	3,680.80	8.0
Mobile Home Park (8.7-12.0 dwelling units/net acre)	252.82	0.5
Limited Medium Density Residential (8.7-12.0 dwelling units/net acre)	595.09	1.3
Medium Density Residential (8.7-17.4 dwelling units/net acre)	1,338.63	2.9
High Density Residential (17.4-34.8 dwelling units/net acre)	457.31	1.0
Retail and Office Commercial	368.76	0.8
General Commercial	97.73	0.2
Sustainable Mixed Use (17.4-100.0 units/net acre)	392.39	0.8
Commercial/High Density Residential	102.77	0.2
Central City - Retail and Office Commercial	145.90	0.3
Central City - High Density Residential (40.0-110.0 dwelling units/net acre)	39.66	0.1
Industrial Technology and Innovation Corridor	3,234.17	7.0
Mixed Industrial	72.07	0.2
Public/Quasi-Public	1,506.26	3.3
Parks and Recreation	4,550.49	9.9
Baylands	8,567.95	18.5
Limited Open Space	3,918.44	8.5
San Francisco Bay	12,041.10	26.1
Public Rights-of-Way/Other	3,061.19	6.6
Total	**46,197.65**	

SOURCE: City of Hayward, July 2013.

* Total may not add up to 100% due to rounding.
Note: This table accompanies Figure 3-4 (Land Use Diagram).

(8) The Land Use Diagram reflects the Priority Development Areas (PDAs) from the Sustainable Communities Strategy (SCS).

The adopted 2002 General Plan can already accommodate projected 2040 housing, population, and employment growth in the Planning Area. Therefore, the 2040 General Plan focuses primarily on new and revised goals, policies, and implementation programs to reflect the City's recent accomplishments, adopted plans and initiatives, and new priorities. The 2040 General Plan does not significantly alter existing or create any new land use designations, or result in significant redesignation of land, in the Planning Area.

Table 3.2 identifies the Hayward 2040 General Plan development capacity assumptions used in this EIR. The 2040 General Plan would provide for up to approximately 7,472 additional single family dwelling units, 7,399 additional multi-family dwelling units, and 25,787 additional jobs. The jobs are generally categorized as follows: retail, service, manufacturing, wholesale, agricultural, and other. As described above, 79 percent of the 2010-2040 housing growth in the Planning Area is expected to occur in the five PDAs in the City of Hayward. As a largely built-out community, future development opportunities are limited to relatively small infill sites and the redevelopment of underutilized parcels. The development capacity assumptions are derived from already adopted plans and initiatives as well as on housing, population, and employment projections issued by ABAG.

3.7 REQUIRED APPROVALS

Implementation of the Hayward 2040 General Plan would require the following City actions:

(1) Certification of the Final Environmental Impact Report for the proposed General Plan;

(2) Adoption of the 2040 General Plan itself; and

(3) Approval of any associated zoning amendments and any associated amendments to other City regulations to reflect and implement the land uses, goals, policies, and implementation programs specified by the 2040 General Plan.

3.8 INTENDED USES OF THE EIR

This program EIR is an informational document intended to inform the general public, interested agencies, City of Hayward staff, and the City's Planning Commission and City Council of the environmental consequences of the proposed City of Hayward 2040 General Plan. The City of Hayward is the Lead Agency for environmental review of the project under CEQA. This EIR has been prepared to serve as the CEQA-required environmental documentation for use by the City in its consideration of the project, including the associated approvals described in section 3.7 above. As described in the Introduction (chapter 1), this EIR would be used to help evaluate individual future development proposals in accordance with CEQA.

Table 3.2
HAYWARD 2040 GENERAL PLAN DEVELOPMENT CAPACITY ASSUMPTIONS

	Residential (dwelling units)		
	Single Family	Multi-Family	Employment (jobs)
Existing (2010)	30,989	20,395	76,067
Proposed (through 2040)	38,461	27,794	101,854
Net New Development	**7,472**	**7,399**	**25,787**

SOURCE: City of Hayward, 2013.

4. INTRODUCTION TO THE ENVIRONMENTAL ANALYSIS

4.1 PROGRAM EIR EVALUATION OF IMPACTS

Pursuant to CEQA, this program EIR evaluates the General Plan-related impacts and mitigation needs that can be identified at this time. The more detailed impacts of future individual, site-specific, development and infrastructure projects that may be undertaken in accordance with the General Plan, but which are not proposed at this time and therefore are not yet described in sufficient detail, are not considered in this program EIR; rather, the CEQA-required environmental review of such subsequent individual actions would be undertaken at a later time, if and when such proposals come before the City in the form of a site-specific development application or improvement project. At that time, when the details of the individual action are sufficiently defined, the action would be subject to its own, project-specific, environmental determination by the City in compliance with CEQA requirements.

4.1.1 Impact Assessment Assumptions

The purpose of this program EIR is to evaluate the likely environmental consequences of development in the Planning Area under the 2040 General Plan, and to identify mitigation measures and alternatives that could minimize or avoid potentially significant adverse environmental impacts and increase beneficial effects.[1] The Planning Area development capacity assumptions used for the impact analyses in this program EIR are derived from the Association of Bay Area Governments (ABAG) projections for the Planning Area. The proposed General Plan used these ABAG projections as the foundation for its goals, policies, and implementation programs.

The impact analyses in this EIR are based on the conservative assumption that the 2040 General Plan would be successful in meeting its objectives and, as a result, the Planning Area would reach the ABAG projections under the General Plan land use designations, development framework, policies, and implementation programs over the next 26 years (by 2040).

4.1.2 Impact Assessment Baseline

CEQA Guidelines sections 15125(a) and (e) stipulate that the existing environmental setting (the environmental conditions in the project vicinity at the time the environmental analysis is begun) should constitute the baseline physical conditions by which it is determined whether an impact is significant. Consistent with this guideline, all impact evaluations in this EIR use the General Plan Background Report as the existing environmental setting to describe "what is on the ground now." These existing conditions are the starting point (baseline) from which impacts resulting from the 2040 General Plan are identified. Therefore, project effects are added to existing conditions to identify potential impacts resulting from implementation of the 2040 General Plan. The environmental baseline is "what is on the ground now," not "what might be on the ground if the General Plan adopted in 2002 were fully implemented." For a comparison

[1] CEQA Guidelines section 15149(b).

of impacts resulting from the proposed 2040 General Plan versus the current 2002 General Plan, see the discussion of Alternative 1 (No Project - Existing 2002 General Plan) in chapter 20 of this EIR (Alternatives to the Proposed General Plan).

4.2 "SIGNIFICANT IMPACTS" AND OTHER KEY EIR TERMINOLOGY

This Draft EIR identifies the “significant impacts” of the project and corresponding mitigation measures that would avoid or reduce those impacts to a less-than-significant level. Where it is determined in this EIR that a particular impact cannot be avoided or reduced to a less-than-significant level by the identified mitigation measures, the EIR identifies that impact as a "significant unavoidable impact." Identified significant unavoidable impacts are also listed together in Section 21.3 of this EIR. These terms ("significant," "unavoidable," "mitigation") and other key CEQA terminology used in this EIR are defined in Table 4.1 which follows.

Table 4.1

DEFINITIONS OF KEY EIR TERMINOLOGY	
Significant/Potentially Significant Impact	"Significant effect on the environment" means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic and aesthetic significance. (CEQA Guidelines, section 15382.) *"An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant."* (CEQA Guidelines, section 15382.)
Significant Cumulative Impact	"Cumulative impacts" are defined as *"two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts."* (CEQA Guidelines, section 15355.)
Significant Unavoidable Impact	"Significant unavoidable impacts" are defined as those significant adverse environmental impacts for which either no mitigation or only partial mitigation is feasible. If the project is to be approved without imposing an alternative design, the Lead Agency must include in the record of the project approval a written statement of the specific reasons to support its action--i.e., a "statement of overriding considerations." (CEQA Guidelines, sections 15126.2(b) and 15093(b).)
Significance Criteria	The criteria used in this EIR to determine whether an impact is or is not *"significant"* are based on (a) CEQA-stipulated "mandatory findings of significance"--i.e., where any of the specific conditions occur under which the Legislature and the Secretary of Resources have determined to constitute a potentially significant effect on the environment, which are listed in CEQA Guidelines section 15065; (b) specific criteria that a Resources Agency has determined are "normally" considered to constitute a "significant effect on the environment;" (c) the relationship of the project effect to the adopted policies, ordinances and standards of the County and of responsible agencies; and/or (d) commonly accepted practice and the professional judgment of the EIR authors and Lead Agency staff.
Mitigation Measures	For each significant impact, the EIR must identify a specific "mitigation" measure or set of measures capable of *"(a) avoiding the impact altogether by not taking a certain action or parts of an action; (b) minimizing impacts by limiting the degree or magnitude of the action and its implementation; (c) rectifying the impact by repairing, rehabilitating, or restoring the impacted environment; (d) reducing or eliminating the impact over time by preservation or maintenance operations during the life of the action; or (e) compensating for the impact by replacing or providing substitute resources or environments."* (CEQA Guidelines, section 15370.)
SOURCE: MIG 2013.	

5. AESTHETICS AND VISUAL RESOURCES

This EIR chapter describes existing visual and scenic resources in the Planning Area. The chapter includes the regulatory framework necessary to evaluate potential environmental impacts resulting from the 2040 General Plan, describes potential impacts that could result from the General Plan, and discusses General Plan goals, policies, and implementation programs that would avoid or reduce those potential impacts. The chapter recommends mitigation measures as needed to reduce significant impacts.

5.1 SETTING

The environmental and regulatory setting of the Hayward Planning Area with respect to aesthetics and visual resources is described in detail in section 7.10 (Natural Resources: Scenic Resources) and section 1.4 (Land Use and Community Character: Community Character) of the General Plan Background Report (City of Hayward, 2013). Pursuant to section 15150 of the State CEQA Guidelines, the Background Report is incorporated into the Draft Program EIR by reference. The Background Report is available at the City of Hayward 2040 General Plan website at:

http://www.hayward-ca.gov/GENERALPLAN/

Copies of the Background Report may be viewed during regular business hours--8:00 AM to 5:00 PM, Monday through Thursday, and 8:00 AM to noon on Friday--at the City of Hayward Development Services Department Permit Center, 777 B Street, Hayward, CA 94541.

5.1.1 Environmental Setting

The Natural Resources chapter (section 7.10) and the Land Use and Community Character chapter (section 1.4) of the Background Report describe aesthetics and visual resources within the Planning Area. This information is based on the existing visual character and resources in the county, which are linked to the region's natural topography, open grassland vegetation, and rolling hills. I-580, I-880, and SR 92 are all County-designated scenic highways, and I-580 is also eligible for State Scenic Highway designation. The major findings from the Background Report relevant to aesthetics and visual resources are described below.

- While the City is largely urban, with a relatively dense development pattern that can restrict scenic views, higher elevations in the hills and portions of the shoreline provide scenic vistas of San Francisco Bay and views to the East Bay Hills.

- I-580, located just north of Hayward, is included in the California Scenic Highway System as an eligible but not officially designated State Scenic Highway.

- The Alameda County Countywide Scenic Route Element designates I-580, I-880 (Nimitz Freeway), and SR 92 (Jackson Freeway) as scenic routes.

- Alameda County has several proposed scenic freeways and expressways, including an extension of I-580 from I-880 to the City edge, an extension of SR 92 from I-880 to I-580, and a new Shoreline Freeway beginning at Shoreline Drive in the community of Alameda and running through Hayward to the county's southern limit.

- The City of Hayward has designated 12 major streets for streetscape improvements in the Landscape Beautification Plan.

- The baylands and the hillsides of Hayward are major community assets that limit the expansion of Hayward and provide opportunities for residents and visitors to enjoy nature, scenic beauty, and natural wildlife. These resources provide scenic vistas of the surrounding San Francisco Bay area.

- Downtown Hayward is a major asset to the community and is characterized by attractive and historic commercial and civic buildings that promote walking and pedestrian activity.

- The majority of Hayward's residential homes and apartments were built between 1950 and 1980. Developers from this era generally favored simple architectural designs that could be easily constructed and mass produced within housing tract developments. As a result, many homes do not have design features and unique characteristics that are attractive to many home buyers and renters.

- The Southland Mall is one of the oldest shopping malls in the region and faces increasing competition from newer and more attractive shopping destinations in the region, such the Union Landing in Union City, Downtown Walnut Creek, the Newpark Mall in Fremont, and Stoneridge Mall in Pleasanton.

- Hayward's major streets are generally lined with auto-oriented commercial shopping centers and sound walls that protect adjacent homes from noise. The sound walls are subject to graffiti and litter, which degrades the image and perceived safety of the City.

- The City has a Mural Art Program, which works in partnership with various neighborhoods, commissions, youth, and artists to create murals throughout the City. The murals are major community assets that help to eliminate graffiti and blight, and promote civic pride.

5.1.2 Regulatory Setting

The Background Report Natural Resources chapter (section 7.10) and Land Use and Community Character chapter (section 1.4) discuss the following regulatory setting relevant to aesthetics and visual resources.

California State Scenic Highways Program. California's Scenic Highway Program was created by the State legislature in 1963. Its purpose is to protect and enhance the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. The State laws governing the Scenic Highways Program are found in the Streets and Highways Code, Sections 260 through 263.

Alameda County General Plan Scenic Route Element. The Alameda County General Plan includes a Scenic Route Element that provides policy direction for protecting and managing

scenic routes in the county. The Element includes policies related to the design of scenic roadways and development standards for scenic corridors.

Alameda County Code of Ordinances, Section 17.104.070, I-580. Section 17.104.070 of the Alameda County Code of Ordinances designates I-580 from 149th Avenue to I-238 in Hayward as a Scenic Route Corridor.

City of Hayward Design Guidelines. The City of Hayward adopted Design Guidelines in 1993 to establish guidelines for site planning, circulation, architectural design, and landscape design for all development in the City; guidelines for specific land uses; and guidelines specifically for the Downtown area and hillside areas. The Hillside Design and Urban/Wildland Interface Guidelines promote quality design that enhances the aesthetic character of the hillside setting, preserve important environmental resources, and incorporate public safety measures relating to fire defensibility. The Hillside Guidelines also regulate development in the portion of the Ridgelands area within the Hayward City limits. The Development Services Director may require proposed developments to submit a topographic survey, preliminary grading plan, soils engineering report, geology report, and visual analysis with the permit application. The guidelines include recommended design standards for streets, sidewalks, cluster home development, architecture, site design, grading, landscaping, utilities, and signage. The guidelines include additional fire safety standards for developments in the urban/wildland interface.

Hayward Landscape Beautification Plan. The Landscape Beautification Plan is a master plan for streetscape improvements along the major thoroughfares of the City of Hayward. The plan furthers the General Plan goal to develop a positive and distinctive image to be enjoyed by residents and projected to the surrounding region. The Beautification Plan addresses 12 major streets throughout the City.

5.2 ENVIRONMENTAL EFFECTS

This section describes potential impacts on aesthetics or visual resources that could result from the General Plan, and discusses General Plan goals, policies, and implementation programs that would avoid or reduce those potential impacts. The section also recommends mitigation measures as needed to reduce significant impacts.

5.2.1 Significance Criteria

Based on the CEQA Guidelines,[1] implementation of the City of Hayward 2040 General Plan would have a significant impact related to aesthetics and visual resources if it would:

(a) Have a substantial adverse effect on a scenic vista;

(b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;

(c) Substantially degrade the existing visual character or quality of the Hayward Planning Area or its surroundings; or

[1] CEQA Guidelines, appendix G, items I (a) through (d).

(d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the Planning Area or its surroundings.

5.2.2 Analysis Methodology

The methodology for evaluating potential environmental impacts on aesthetics and visual resources followed this basic sequence:

(1) The General Plan Background Report was evaluated to identify existing environmental conditions and problems related to aesthetics and visual resources**,** including the regulatory framework that applies to these issues.

(2) The CEQA Statute and Guidelines (2013), including appendix G (Environmental Checklist Form), were consulted to identify environmental impact topics and issues that should be addressed in the program EIR. In part, this process resulted in the significance criteria listed in subsection 5.2.1 above.

(3) The General Plan Policy Document, including the associated development capacity assumptions (see EIR section 3.6), was analyzed to identify goals, policies, implementation programs ("policies" for short), and potential outcomes that address the significance criteria. This analysis resulted in two basic conclusions regarding policies and outcomes: (a) many policies would avoid or reduce potential environmental impacts, and (b) some policies or outcomes could result in new environmental impacts or increase the severity of existing environmental problems.

(4) For potential environmental impacts that would result from the 2040 General Plan, mitigations were designed to avoid or reduce each impact to a less-than-significant level. If implementation of all identified feasible mitigations cannot reduce the impact to a less-than-significant level, then the impact is considered significant and unavoidable.

5.2.3 Environmental Impacts

The following tables are aligned with the significance criteria identified above. There is one table for each significance criterion, in the following pattern: significance criterion (a) corresponds with table 5.1, criterion (b) corresponds with table 5.2, and so on. Column 1 (Objective) in each table lists each General Plan goal, policy, and implementation program ("policy" for short), organized by General Plan element, that addresses the potential impact identified in the name of the table. Column 2 is the text of the policy. Column 3 answers the question, "How does the policy avoid or reduce the potential impact?"

Whenever a particular criterion does not apply to the proposed General Plan, an explanation is included in the Significance Criteria text above, and there is no table for that criterion. To maintain consistency, each table's title contains language taken directly from its corresponding significance criterion.

The verbs in column 3 are intended to be applied consistently. The verb "ensures" means that the policy is sufficient to guarantee the result identified in the policy. The verb "helps" means that the policy contributes to avoiding or reducing the identified potential impact; in many cases, "helps" is used for a policy that can be applied to avoid or reduce a wide range of potential

impacts. The verb "implements" is used for General Plan implementation programs to indicate that the program provides the details to put the associated policy into action.

In most cases, no one goal, policy, or implementation program ("policy" for short) in itself is expected to completely avoid or reduce an identified potential environmental impact. However, the collective, cumulative mitigating benefits of the policies listed in each table will result in a less-than-significant impact related to the identified significance criterion and the corresponding environmental topic listed in the table name. This conclusion is consistent with the purpose and use of a program EIR for a general plan (see EIR Introduction, chapter 1).

Based on the methodology described above, 2040 General Plan impacts on aesthetics and visual resources would be ***less than significant*** (see criteria [a] through [d] in subsection 5.2.1, "Significance Criteria," above). No mitigation is required.

Table 5.1 Proposed Hayward General Plan Policies to Avoid or Reduce Impacts on Scenic Vistas		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Land Use and Community Character Element		
Goal LU-1	Promote local growth patterns and sustainable development practices that improve quality of life, protect open space and natural resources, and reduce resource consumption, traffic congestion, and related greenhouse gas emissions.	Helps ensure that existing open space is protected for its scenic qualities and provides viewpoints toward other scenic vistas.
Policy LU-1.2 Urban Limit Lines	The City shall maintain its established Urban Limit Lines to protect the Hayward shoreline and hillsides as natural open space and recreational resources.	Helps ensure that the Hayward shoreline and hillsides are protected for their scenic qualities.
Policy LU-1.7 Design Guidelines	The City shall maintain and implement commercial, residential, industrial, and hillside design guidelines to ensure that future development complies with General Plan goals and policies.	Helps ensure that scenic vistas from within the Planning Area are protected and that scenic views of hillsides are protected.
Implementation Program LU 3 Comprehensive Design Guidelines Update	The City shall prepare a comprehensive update of the Hayward Design Guidelines and the Hillside Design and Urban Wildland Interface Guidelines. The guidelines shall apply to commercial, residential, industrial, and mixed-use developments located outside of the City's Priority Development Areas.	Implements Policy LU-1.7 (Design Guidelines).
Goal LU-7	Preserve the rural and natural character of hillside development areas.	Helps ensure that hillsides are preserved for their scenic qualities.
Policy LU-7.2 Ridgelines	The City shall discourage the placement of homes and structures near ridgelines to maintain natural open space and preserve views. If ridgeline development cannot be avoided, the City shall require grading, building, and landscaping designs that mitigate visual impacts and blend the development with the natural features of the hillside.	Helps ensure that ridgelines are maintained for their scenic qualities and that potential visual impacts of new ridgeline development are minimized.
Implementation Program LU 12 Grading and Clearing Ordinance Update	The City shall update the Grading and Clearing Ordinance.	Implements Policy LU-7.2..
Policy LU-7.3 Hillside Street Layouts	The City shall require curvilinear street patterns in hillside areas to respect natural topography and minimize site grading.	Helps minimize visual impacts of new hillside development.
Policy LU-7.4 Hillside Street Design	The City shall encourage narrow streets in hillside areas. Streets should be designed with soft shoulders and drainage swales (rather than sidewalks with curbs and gutters) to maintain the rural character of hillside	Helps minimize visual impacts of new hillside development.

Table 5.1 Proposed Hayward General Plan Policies to Avoid or Reduce Impacts on Scenic Vistas		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	areas and minimize grading impacts. The City shall prohibit parking along narrow street shoulders to provide space for residents to walk and ride horses.	
Policy LU-7.5 Clustered Developments	The City shall encourage the clustering of residential units on hillsides to preserve sensitive habitats and scenic resources as natural open space. Sensitive areas and scenic resources include woodlands, streams and riparian corridors, mature trees, ridgelines, and rock outcroppings.	Helps ensure that existing open space is protected for its scenic qualities and provides viewpoints toward other scenic vistas. Helps minimize visual impacts of new hillside development.
Policy LU-9.5 Cal State University, East Bay	The City shall coordinate with California State University, East Bay to encourage campus development that: ▪ Maintains compatibility with adjacent residential areas, ▪ Improves access routes to the campus, ▪ Protects sensitive habitat and steep slopes as open space, ▪ Provides additional student and faculty housing and services on campus, ▪ Supports the City's economic development policies and programs, ▪ Enhances opportunities for students, residents, and visitors to experience arts, culture, recreation, and entertainment, and ▪ Promotes sustainable design and maintenance practices.	Helps minimize visual impacts of new development at Cal State University, East Bay, and helps ensure that existing campus sensitive habitat and slopes are protected in part for their scenic qualities.
Natural Resources Element		
Policy NR-5.2 Mining Operations Nuisance and Hazard Abatement	The City shall require applicants for any new or expanded mining operation to demonstrate, prior to issuance of a conditional use permit, that the operation will not create significant nuisances, hazards, or adverse environmental effects on neighboring land uses.	Helps minimize the potential visual impacts of mining operations.
Goal NR-8	Enhance, preserve, and increase the aesthetic qualities of Hayward's undisturbed natural hillsides and shoreline, and designated scenic transportation corridors.	Enhances and protects scenic vistas of hillsides, the shoreline, and within designated scenic transportation corridors.

Table 5.1 Proposed Hayward General Plan Policies to Avoid or Reduce Impacts on Scenic Vistas		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy NR-8.1 Hillside Residential Design Standards	The City shall regulate the design of streets, sidewalks, cluster home development, architecture, site design, grading, landscaping, utilities, and signage in hillside areas to protect aesthetics, natural topography, and views of surrounding open space through the continued Hillside Design and Urban/Wildland Interface Guidelines.	Helps minimize potential impacts of hillside development on open space scenic vistas.
Policy NR-8.2 Hillside Site Preparation Techniques	The City shall require low-impact site grading, soils repair, foundation design, and other construction methods to be used on new residential structures and roadways above 250 feet in elevation to protect aesthetics, natural topography, and views of hillsides and surrounding open space.	Helps minimize impacts on hillside and open space scenic vistas.
Policy NR-8.4 Shoreline Views Protection	The City shall maintain and implement residential and non-residential design guidelines in order to protect existing views of the Bay shoreline.	Protects Bay shoreline scenic vistas.
Hazards Element		
Policy HAZ-8.4 Noise Mitigation and Urban Design	The City shall consider the visual impact of noise mitigation measures and shall require solutions that do not conflict with urban design goals and standards.	Reduces potential visual impacts of noise mitigation measures on scenic vistas.
Public Facilities and Services Element		
Policy PFS-8.5 Undergrounding New Utility Lines	The City shall require that all new utility lines constructed as part of new development projects are installed underground or, in the case of transformers, pad-mounted.	Avoids potential visual impacts of aboveground utility lines on scenic vistas.
Policy PFS-8.6 Undergrounding Existing Utility Lines	The City shall encourage the undergrounding of existing overhead facilities.	Eliminates existing visual impacts of aboveground utility lines on scenic vistas.

Table 5.2 Proposed Hayward General Plan Policies to Avoid or Reduce Damage to Scenic Resources Within a Scenic Highway		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Land Use and Community Character Element		
Goal LU-1	Promote local growth patterns and sustainable development practices that improve quality of life, protect open space and natural resources, and reduce	Helps ensure that scenic resources visible from I-580 (a County scenic route and eligible as a State Scenic Highway), I-880, SR 92

Table 5.2 Proposed Hayward General Plan Policies to Avoid or Reduce Damage to Scenic Resources Within a Scenic Highway		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	resource consumption, traffic congestion, and related greenhouse gas emissions.	(both County scenic routes), and potential scenic freeways are protected.
Policy LU-1.2 Urban Limit Lines	The City shall maintain its established Urban Limit Lines to protect the Hayward shoreline and hillsides as natural open space and recreational resources.	Helps ensure that the Hayward shoreline and hillsides are protected for their scenic qualities visible from I-880, SR 92 (both County scenic routes), and potential scenic freeways.
Policy LU-1.7 Design Guidelines	The City shall maintain and implement commercial, residential, industrial, and hillside design guidelines to ensure that future development complies with General Plan goals and policies.	Helps ensure that scenic resources within the Planning Area are protected and that views of scenic resources are protected.
Implementation Program LU 3 Comprehensive Design Guidelines Update	The City shall prepare a comprehensive update of the Hayward Design Guidelines and the Hillside Design and Urban Wildland Interface Guidelines. The guidelines shall apply to commercial, residential, industrial, and mixed-use developments located outside of the City's Priority Development Areas.	Implements Policy LU-1.7 (Design Guidelines).
Policy LU-7.5 Clustered Developments	The City shall encourage the clustering of residential units on hillsides to preserve sensitive habitats and scenic resources as natural open space. Sensitive areas and scenic resources include woodlands, streams and riparian corridors, mature trees, ridgelines, and rock outcroppings.	Helps ensure that existing scenic resources are protected. Helps minimize visual impacts of new hillside development.
Natural Resources Element		
Policy NR-5.2 Mining Operations Nuisance and Hazard Abatement	The City shall require applicants for any new or expanded mining operation to demonstrate, prior to issuance of a conditional use permit, that the operation will not create significant nuisances, hazards, or adverse environmental effects on neighboring land uses.	Helps minimize the visual impacts of mining operations.
Goal NR-8	Enhance, preserve, and increase the aesthetic qualities of Hayward's undisturbed natural hillsides and shoreline, and designated scenic transportation corridors.	Enhances and protects scenic resources within designated scenic transportation corridors.
Policy NR-8.1 Hillside Residential Design Standards	The City shall regulate the design of streets, sidewalks, cluster home development, architecture, site design, grading, landscaping, utilities, and signage in hillside areas to protect aesthetics, natural topography, and views of surrounding open space	Helps minimize potential visual impacts of hillside development within designated scenic transportation corridors.

Table 5.2 Proposed Hayward General Plan Policies to Avoid or Reduce Damage to Scenic Resources Within a Scenic Highway		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	through the continued Hillside Design and Urban/Wildland Interface Guidelines.	
Policy NR-8.2 Hillside Site Preparation Techniques	The City shall require low-impact site grading, soils repair, foundation design, and other construction methods to be used on new residential structures and roadways above 250 feet in elevation to protect aesthetics, natural topography, and views of hillsides and surrounding open space.	Helps minimize visual impacts of hillside construction within designated scenic transportation corridors.
Policy NR-8.3 Scenic Transportation Corridor Protection	The City shall protect the visual characteristics of transportation corridors that are officially designated as having unique or outstanding scenic qualities, including portions of I-580, I-880, and SR 92.	Protects scenic resources within designated scenic transportation corridors.
Hazards Element		
Policy HAZ-8.4 Noise Mitigation and Urban Design	The City shall consider the visual impact of noise mitigation measures and shall require solutions that do not conflict with urban design goals and standards.	Reduces potential visual impacts of noise mitigation measures within designated scenic transportation corridors.

Table 5.3 Proposed Hayward General Plan Policies to Avoid or Reduce Degrading Visual Character or Quality		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Land Use and Community Character Element		
Goal LU-1	Promote local growth patterns and sustainable development practices that improve quality of life, protect open space and natural resources, and reduce resource consumption, traffic congestion, and related greenhouse gas emissions.	Helps ensure that the existing visual character and quality of open space and natural resources are protected.
Policy LU-1.2 Urban Limit Lines	The City shall maintain its established Urban Limit Lines to protect the Hayward shoreline and hillsides as natural open space and recreational resources.	Helps ensure that the Hayward shoreline and hillsides are protected for their visual character and quality.
Policy LU-1.7 Design Guidelines	The City shall maintain and implement commercial, residential, industrial, and hillside design guidelines to ensure that future development complies with General Plan goals and policies.	Helps ensure that the visual character and quality within the Planning Area are protected.
Implementation Program LU 3 Comprehensive Design Guidelines Update	The City shall prepare a comprehensive update of the Hayward Design Guidelines and the Hillside Design and Urban Wildland Interface Guidelines. The	Implements Policy LU-1.7 (Design Guidelines).

Table 5.3 Proposed Hayward General Plan Policies to Avoid or Reduce Degrading Visual Character or Quality		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	guidelines shall apply to commercial, residential, industrial, and mixed-use developments located outside of the City's Priority Development Areas.	
Policy LU-2.4 Downtown Retail Frontages	The City shall require retail frontages and storefront entrances on new and renovated buildings within the "retail core" of Downtown Hayward, which includes properties along: ▪ "A" Street between Mission Boulevard and Foothill Boulevard ▪ "B" Street between Watkins Street and Foothill Boulevard ▪ "C" Street between Mission Boulevard and Foothill Boulevard ▪ Main Street between "A" Street and "C" Street ▪ Mission Boulevard between "A" Street and "C" Street ▪ Foothill Boulevard between "C" Street and City Center Drive This policy does not apply to historic buildings that were originally designed without a retail frontage or storefronts.	Improves and helps ensure visual continuity within the retail core of Downtown Hayward.
Implementation Program LU 4 Downtown City Center Specific Plan	The City shall develop and adopt a Downtown City Center Specific Plan.	Implements Policy LU-2.4 (Downtown Retail Frontages) and helps implement Policy LU-2.7 (Downtown Specific Plan--below).
Policy LU-2.7 Downtown Specific Plan	The City shall develop, maintain, and implement a Specific Plan to establish a vision for Downtown Hayward and to guide and regulate future development and infrastructure improvements.	Improves and helps ensure the visual quality of Downtown Hayward.
Policy LU-2.9 South Hayward BART Form-Based Code	The City shall maintain and implement the South Hayward BART Form-Based Code to guide and regulate future development and infrastructure improvements within the South Hayward BART Urban Neighborhood and the South Hayward BART Mixed-Use Corridor.	Improves and helps ensure the visual quality of these two South Hayward areas.
Policy LU-2.11 The Cannery Area Design Plan	The City shall maintain and implement the Cannery Area Design Plan to guide and regulate future development and infrastructure improvements within The Cannery Transit Neighborhood.	Improves and helps ensure the visual quality of The Cannery Transit Neighborhood.

Table 5.3 Proposed Hayward General Plan Policies to Avoid or Reduce Degrading Visual Character or Quality		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy LU-2.13 Mission Boulevard Specific Plan	The City shall maintain and implement the Mission Boulevard Specific Plan to guide and regulate development within the Mission Boulevard Mixed-Use Corridor.	Improves and helps ensure the visual quality of the Mission Boulevard Mixed-Use Corridor.
Policy LU-3.3 Neighborhood Commercial and Mixed-Use Developments	The City shall allow neighborhood commercial and mixed-use developments on properties with residential land use designations, subject to community input from residents and conditions of approval that ensure that these uses are located, designed, and operated in a manner that maintains neighborhood compatibility and contributes to an enhanced quality of life. Appropriate locations for neighborhood commercial and mixed-use developments include: ▪ Corner lots located along collector or arterial streets. ▪ Corner lots located adjacent to or across from a school, park, community center, or other neighborhood gathering place.	Improves and helps ensure visual compatibility between new neighborhood commercial/mixed-use developments and their existing residential neighborhoods.
Implementation Program LU 1 Comprehensive Zoning Ordinance Update	The City shall prepare a comprehensive update to the Hayward Zoning Ordinance to ensure that the City's zoning regulations align with the guiding principles, goals, and policies of the General Plan.	Implements Policy LU-3.3 (Neighborhood Commercial and Mixed-Use Developments) and numerous other, related 2040 General Plan policies.
Implementation Program LU 6 Complete Neighborhood Strategy	The City shall develop and implement a community outreach program to identify various types of complimentary and supporting uses that are needed and desired in each Hayward neighborhood. Based on the findings of the outreach program, the City shall develop an implementation program to facilitate desired changes within local neighborhoods.	Implements Policy 3.3 (Neighborhood Commercial and Mixed-Use Developments).
Policy LU-3.4 Design of New Neighborhood Commercial and Mixed-Use Development	The City shall require new neighborhood commercial and mixed-use developments to have a pedestrian-scale and orientation by: ▪ Placing the building and outdoor gathering spaces along or near the sidewalk. ▪ Locating parking to the rear of the building or along the internal side yard of the property.	Helps ensure the visual quality of new neighborhood commercial and mixed-use developments.

Table 5.3 Proposed Hayward General Plan Policies to Avoid or Reduce Degrading Visual Character or Quality		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	▪ Designing the building with ground floor retail frontages or storefronts that front the street. ▪ Enhancing the property with landscaping, lighting, seating areas, bike racks, planters, and other amenities that encourage walking and biking.	
Policy LU-3.6 Residential Design Strategies	The City shall encourage residential developments to incorporate design features that encourage walking within neighborhoods by: ▪ Creating a highly connected block and street network. ▪ Designing new streets with wide sidewalks, planting strips, street trees, and pedestrian-scaled lighting. ▪ Orienting homes, townhomes, and apartment and condominium buildings toward streets or public spaces. ▪ Locating garages for homes and townhomes along rear alleys (if available) or behind or to the side of the front facade of the home. ▪ Locating parking facilities below or behind apartment and condominium buildings. ▪ Enhancing the front facade of homes, townhomes, and apartment and condominium buildings with porches, stoops, balconies, and/or front patios. ▪ Ensuring that windows are provided on facades that front streets or public spaces.	Improves and helps ensure the visual quality of residential developments.
Policy LU-3.7 Infill Development in Neighborhoods	The City shall protect the pattern and character of existing neighborhoods by requiring new infill developments to have complementary building forms and site features.	Improves and helps ensure the visual compatibility of new infill development with existing neighborhoods.
Policy LU-3.8 Home Additions	The City shall require home additions to be compatible with the mass, scale, and character of the existing home and neighborhood by using compatible building forms, materials, and features. Home additions along rear or side facades are encouraged.	Improves and helps ensure the visual compatibility of home additions with both the existing home and the existing neighborhood.
Policy LU-3.9 Home Conversions	If residential homes are converted to non-residential uses, the City shall ensure that the property maintains	Improves and helps ensure the visual compatibility of home conversions (from

Table 5.3 Proposed Hayward General Plan Policies to Avoid or Reduce Degrading Visual Character or Quality		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	the residential character of the neighborhood by minimizing changes to landscaped front yards and exterior building elevations, and requiring low-profile monument signs for businesses.	residential to non-residential) with the existing residential neighborhood.
Policy LU-3.11 Gated Neighborhoods	The City shall discourage gated neighborhoods to encourage social cohesion and to promote an interconnected and accessible street network that allows public access through all City neighborhoods.	Promotes visual cohesion and continuity in neighborhoods.
Goal LU-4	Create attractive commercial and mixed-use corridors that serve people traveling through the City, while creating more pedestrian-oriented developments that foster commercial and social activity for nearby residents and businesses.	Helps ensure visual quality and continuity within and between commercial/mixed-use corridors.
Policy LU-4.2 Transformation of Auto-Oriented and Strip Commercial Uses	The City shall support the transformation of auto-oriented and strip commercial uses into attractive pedestrian-oriented developments that frame and enhance the visual character of the corridor.	Improves and helps ensure visual quality and continuity within and between auto-oriented and strip commercial corridors.
Policy LU-4.3 Mixed-Use Developments within Commercially-Zoned Properties	The City shall allow mixed-use developments within commercially-zoned properties along corridors and ensure that these uses are located, designed, and operated in a manner that maintains compatibility with adjacent residential uses.	Improves and helps ensure visual compatibility between new mixed-use developments and their adjacent residential uses.
Policy LU-4.4 Design Strategies for Corridor Developments	The City shall encourage corridor developments to incorporate the following design strategies: ▪ Widen and improve public sidewalks to accommodate street trees, pedestrian-scaled lighting, and streetscape furniture. When sidewalks cannot be widened within the public right-of-way, the City shall encourage developers to extend sidewalk improvements on private property to create room for improvements. ▪ Place buildings and outdoor gathering and dining spaces along or near the public sidewalk of the corridor. ▪ Locate parking lots to the rear or side of buildings or place parking within underground structures or above-ground structures located behind buildings.	Details coordinated design strategies that improve the visual quality and character of corridor developments.

Table 5.3 Proposed Hayward General Plan Policies to Avoid or Reduce Degrading Visual Character or Quality		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	▪ Design commercial and mixed-use buildings with articulated facades and transparent storefront entrances that front the corridor. ▪ Design residential buildings with articulated facades and entries that front the corridor. ▪ Enhance commercial and mixed-use building facades with awnings, shade structures, pedestrian-oriented signage, decorative lighting, and other attractive design details and features. ▪ Enhance residential building facades with stoops, porches, balconies, and other attractive design details and features.	
Policy LU-4.5 Massing, Height, and Scale	The City shall require corridor developments to transition the massing, height, and scale of buildings when located adjacent to residential properties. New development shall transition from a higher massing and scale along the corridor to a lower massing and a more articulated scale toward the adjoining residential properties.	Improves and helps ensure the visual character and quality of new corridor development through visual transitions between new commercial development and adjacent residential properties.
Policy LU-4.6 Commercial Signs	The City shall maintain, implement, and enforce sign regulations and design standards to reduce sign clutter and illegal signage along corridors.	Provides coordinated design standards to improve the visual quality of commercial signs and the corridors where they are located.
Implementation Program LU 10 Sign Ordinance Update	The City shall update the Sign Ordinance.	Implements Policy LU-4.6 (Commercial Signs).
Policy LU-4.8 Shared Driveways and Parking Lots	The City shall encourage adjoining properties along corridors to use shared driveways and shared parking lots to promote the efficient use of land, reduce the total land area dedicated to parking, and to create a more pedestrian-friendly environment by minimizing curb-cuts along the sidewalk.	Helps minimize the visual disruption and incompatibility created by surface parking lots along corridors.
Policy LU-4.9 Existing Sound Walls and Fences	The City shall encourage landscaping improvements along sound walls and fences to discourage graffiti and to enhance the visual character of corridors. Where landscaping is not feasible, the City shall encourage the painting of murals on sound walls.	Helps reduce the visual impacts of existing sound walls and fences.
Policy LU-4.10 New Sound Walls and Fences	The City shall discourage the construction of new soundwalls and fences along corridors and shall encourage new developments to front corridors	Helps avoid or minimize the visual impacts of new sound walls and fences.

Table 5.3 Proposed Hayward General Plan Policies to Avoid or Reduce Degrading Visual Character or Quality		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	whenever feasible. This policy does not apply to the reconstruction of existing soundwalls or fences that shield existing residential uses from noise.	
Policy LU-4.11 Streetscape Enhancements	The City shall strive to improve the visual character of corridors by improving streetscapes with landscaped medians, and widened sidewalks that are improved with street trees, pedestrian-scaled lighting, underground utilities, landscaping, and streetscape furniture and amenities.	Improves and helps ensure the visual character and quality of corridors.
Implementation Program LU 9 Corridor Beautification Plan	The City shall develop and adopt a Corridor Beautification Plan as the key regulatory document for focusing future streetscape improvements along major streets and corridors throughout the City.	Implements Policy LU-4.11 (Streetscape Enhancements).
Policy LU-4.12 Hesperian Boulevard College Corridor	The City shall develop, maintain, and implement a plan to create a mixed-use and pedestrian-oriented corridor along the segment of Hesperian Boulevard near Chabot College (between Winton Avenue and State Route 92). The City shall encourage a variety of student- and neighborhood-oriented uses along the corridor, including student housing, restaurants, entertainment uses, and cafes.	Helps ensure a coordinated and compatible visual environment in the Hesperian Boulevard corridor near Chabot College.
Implementation Program LU 8 Hesperian Boulevard College Corridor Plan	The City shall develop and adopt a master plan or specific plan to enhance the Hesperian Boulevard corridor.	Implements Policy LU-4.12 (Hesperian Boulevard College Corridor).
Policy LU-4.13 "A" Street and Redwood Road Corridor	The City shall coordinate with Alameda County to prepare a coordinated corridor enhancement and land use plan for the "A" Street and Redwood Road Corridor.	Helps ensure a coordinated and compatible visual environment in the "A" Street and Redwood Road corridor.
Implementation Program LU 7 "A" Street and Redwood Road Corridor Plan Feasibility Report	The City shall coordinate with Alameda County to explore the feasibility of preparing a master plan or specific plan for the "A" Street and Redwood Road corridor. The City shall submit a feasibility report to the City Council, and additional actions shall be determined based on Council direction.	Helps implement Policy 4.13 ("A" Street and Redwood Road Corridor).
Policy LU-4.14 Grants for Corridor Planning	The City shall pursue grant funding to prepare land use, urban design, and mobility plans for additional corridors in Hayward.	Helps fund potential new corridor plans, including aesthetic improvements.

Table 5.3 Proposed Hayward General Plan Policies to Avoid or Reduce Degrading Visual Character or Quality		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy LU-4.15 Gateway Monument Signs	The City shall provide gateway monument signs or archways at major corridor entrances to the City, including: ▪ Mission Boulevard (at the north and south City Limits), ▪ Hesperian Boulevard (at the north and south City Limits), ▪ Foothill Boulevard (at the north City Limit), ▪ "A" Street and Redwood Road (at the north City Limit), ▪ B Street (at the northeast City Limit), and ▪ Industrial parkway Southwest (at the south City Limit).	Improves visual character and quality at major gateways, and provides a coordinated visual identity for the City.
Policy LU-5.3 Design Strategies for New Centers	The City shall encourage new and redeveloped centers to incorporate the following design strategies: ▪ Place large anchor retail buildings (big-box stores) to the rear of the site and away from streets. ▪ Place smaller commercial or mixed-use buildings along street frontages and/or internal driveways that function as small pedestrian-oriented "Main Street" environments. Orient the main entrances to these buildings toward streets rather than internal parking lots. ▪ Minimize large expanses of parking along streets by placing parking lots and structures behind buildings and within the interior of the site. ▪ Encourage pedestrian-friendly sidewalks and outdoor gathering and dining spaces along building frontages. ▪ Incorporate pedestrian connections and access routes to connect building entrances to adjacent sidewalks, transit stops, parks and greenways, and neighborhoods. ▪ Design buildings with articulated facades and transparent storefront entrances.	Provides detailed strategies to help ensure the visual quality of new and redeveloped commercial and mixed-use centers.

Table 5.3 Proposed Hayward General Plan Policies to Avoid or Reduce Degrading Visual Character or Quality		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	▪ Enhance building facades with awnings, shade structures, pedestrian-oriented signage, decorative lighting, and other attractive design details and features.	
Policy LU-5.4 Parking Lot Enhancements	The City shall require new and renovated community and regional centers to incorporate landscaping and shade trees into parking lots to capture and filter stormwater runoff, minimize the heat island affect, and improve the visual appearance of properties. Parking lot shade structures with solar panels may also be used as an alternative to shade trees.	Improves visual quality by incorporating landscaping into expanses of surface parking.
Policy LU-5.5 Southland Mall	The City shall support private-sector efforts to improve the economic health and vitality of the Southland Mall, including major redevelopment efforts that transform the property into a regional destination for shopping, dining, and family and youth entertainment and recreation.	Helps ensure that aesthetic improvements will be incorporated into the transformation of the Southland Mall.
Policy LU-6.6 Property Upgrades	The City shall encourage property owners to upgrade existing buildings, site facilities, and landscaped areas to improve the economic viability of properties and to enhance the visual character of the Industrial Technology and Innovation Corridor.	Encourages aesthetic improvements in the Industrial Technology and Innovation Corridor.
Implementation Program LU 11 Industrial Technology and Innovation Corridor Plan	The City shall develop and adopt a specific plan or master plan for the Industrial Technology and Innovation Corridor.	Implements Policy LU-6.6 (Property Upgrades).
Policy LU-6.7 Design Strategies	The City shall encourage developments within the Industrial Technology and Innovation Corridor to incorporate the following design strategies: ▪ Provide attractive on-site landscaping and shade trees along street frontages and within employee and visitor parking lots. ▪ Screen areas used for outdoor storage, processing, shipping and receiving, and other industrial operations with a combination of landscaping and decorative fences or walls. ▪ Encourage consistent architectural facade treatments on all sides of buildings. ▪ Screen roof-top equipment with roof parapets.	Provides detailed strategies to help ensure visual quality within the Industrial Technology and Innovation Corridor.

Table 5.3 Proposed Hayward General Plan Policies to Avoid or Reduce Degrading Visual Character or Quality		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	▪ Design shipping and receiving areas and driveways to accommodate the turning movements of large trucks. ▪ Develop coordinated and well-designed signage for tenant identification and way-finding. ▪ Incorporate attractive building and site lighting to prevent dark pockets on the site. ▪ Provide pedestrian walkways to connect building entrances to sidewalks. ▪ Use landscaped buffers with trees and attractive sound walls to screen adjacent residential areas and other sensitive uses.	
Policy LU-6.8 Employee Amenities	The City shall encourage the provision of employee-serving amenities for major employment uses within the Industrial Technology and Innovation Corridor, such as courtyards and plazas, outdoor seating areas, fitness facilities, bicycle storage areas, and showers.	Encourages improved visual quality in the Corridor by providing outdoor areas within industrial developments.
Policy LU-6.9 Industrial Technology and Innovation Corridor Assessment District	The City shall encourage the creation of an assessment district or other funding mechanisms to implement streetscape improvements and enhanced transit or shuttle service within the Industrial Technology and Innovation Corridor.	Helps fund aesthetic improvements to the Corridor.
Goal LU-7	Preserve the rural and natural character of hillside development areas.	Helps ensure that hillsides are preserved for their aesthetic qualities.
Policy LU-7.2 Ridgelines	The City shall discourage the placement of homes and structures near ridgelines to maintain natural open space and preserve views. If ridgeline development cannot be avoided, the City shall require grading, building, and landscaping designs that mitigate visual impacts and blend the development with the natural features of the hillside.	Helps ensure that ridgelines are maintained for their visual qualities and that potential visual impacts of new ridgeline development are minimized.
Implementation Program LU 12 Grading and Clearing Ordinance Update	The City shall update the Grading and Clearing Ordinance.	Implements Policy LU-7.2..
Policy LU-7.3 Hillside Street Layouts	The City shall require curvilinear street patterns in hillside areas to respect natural topography and minimize site grading.	Helps minimize visual impacts of new hillside development.

Table 5.3 Proposed Hayward General Plan Policies to Avoid or Reduce Degrading Visual Character or Quality		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy LU-7.4 Hillside Street Design	The City shall encourage narrow streets in hillside areas. Streets should be designed with soft shoulders and drainage swales (rather than sidewalks with curbs and gutters) to maintain the rural character of hillside areas and minimize grading impacts. The City shall prohibit parking along narrow street shoulders to provide space for residents to walk and ride horses.	Helps minimize visual impacts of new hillside development.
Policy LU-7.5 Clustered Developments	The City shall encourage the clustering of residential units on hillsides to preserve sensitive habitats and scenic resources as natural open space. Sensitive areas and scenic resources include woodlands, streams and riparian corridors, mature trees, ridgelines, and rock outcroppings.	Helps ensure that existing open space is protected for its visual qualities, and helps minimize visual impacts of new hillside development.
Goal LU-8	Preserve Hayward's historic districts and resources to maintain a unique sense of place and to promote an understanding of the regional and community history.	Helps preserve the visual character and quality of Hayward's historic resources.
Policy LU-8.1 Value of Historic Preservation	The City shall recognize the value and co-benefits of local historic preservation, including job creation, economic development, increased property values, and heritage tourism.	Helps ensure that aesthetic improvements will be incorporated into historic preservation to help increase property values and promote tourism.
Implementation Program LU 13 Certified Local Government Program	The City shall coordinate with the State Historic Preservation Office to initiate and complete the process for becoming a Certified Local Government under the National Parks Service historic preservation program.	Helps implement Policy LU-8.1 and increases opportunities for compatible aesthetic improvements to historic resources within a coordinated, consistent preservation program.
Policy LU-8.2 Local Preservation Programs	The City shall strive to enhance its local historic preservation programs to qualify for additional preservation grants and financing programs.	Increases opportunities to finance compatible aesthetic improvements to historic resources.
Implementation Program LU 14 Historic Districts Strategy	The City shall prepare and submit applications to the State Historic Preservation Office to establish National Park Service Historic Districts for the Upper "B" Street neighborhood; "B" Street Historic Streetcar District; Prospect Hill Neighborhood; and the Downtown Historic District.	Increases opportunities to preserve and enhance the visual character and quality of potential historic resources.
Implementation Program LU 16 Mills Act Program	The City shall develop and adopt a California Mills Act Property Tax Abatement Program.	Increases financial incentives for compatible aesthetic improvements to historic resources.

Table 5.3 Proposed Hayward General Plan Policies to Avoid or Reduce Degrading Visual Character or Quality		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Implementation Program LU 17 Historic Preservation Resource Center	The City shall prepare and maintain a web-based resource center to promote Hayward's local historic resources and to provide resources and incentives to encourage historic preservation.	Encourages compatible aesthetic improvements to historic resources through a centralized educational resource.
Policy LU-8.3 Historic Preservation Ordinance	The City shall maintain and implement its Historic Preservation Ordinance to safeguard the heritage of the City and to preserve historic resources.	Helps ensure that the visual character and quality of Hayward's historic resources will be preserved.
Policy LU-8.5 Flexible Land Use Standards	The City shall maintain flexible land use standards to allow the adaptive reuse of historic buildings with a variety of economically viable uses, while minimizing impacts to the historic value and character of sites and structures.	Helps minimize visual impacts on historic resources while encouraging adaptive reuse and discouraging deferred maintenance.
Policy LU-8.6 Historic Preservation Standards and Guidelines	The City shall consider *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* when evaluating development applications and City projects involving historic resources, or development applications that may affect scenic views or the historic context of nearby historic resources.	Helps preserve the visual character and quality of historic resources within the surrounding visual context. Implements historic preservation within the context of the professionally recognized Secretary of the Interior's Standards. (CEQA Guidelines section 15064.5[b][3] also recognizes the Standards as sufficient mitigation to reduce an impact on a historic resource to a less-than-significant level.)
Policy LU-8.7 Historic Districts	The City shall encourage the establishment of National Park Service Certified Historic Districts to encourage the preservation of Hayward's historic neighborhoods and districts, and to qualify property owners for the Federal Preservation Tax Incentives Program.	Increases opportunities to preserve and enhance the visual character and quality of potential historic resources. Increases opportunities to finance compatible aesthetic improvements to historic resources.
Policy LU-8.8 Marks Historic Rehabilitation District	The City shall maintain the current Marks Historic Rehabilitation District for Downtown Hayward to issue tax-exempt revenue bonds for financing the rehabilitation of historic structures.	Increases opportunities to finance compatible aesthetic improvements to historic resources.
Policy LU-8.9 State Historic Building Code	The City shall promote the use of the State Historic Building Code to facilitate the reuse and conversion of historic buildings to alternative uses.	Helps ensure that the visual character and quality of Hayward's historic resources will be preserved through compatible rehabilitation and reuse.

Table 5.3 Proposed Hayward General Plan Policies to Avoid or Reduce Degrading Visual Character or Quality		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Implementation Program LU 15 State Historic Building Code	The City shall develop and adopt an ordinance to allow the use of the State Historic Building Code for the rehabilitation of historic resources.	Implements Policy LU-8.9 (State Historic Building Code).
Policy LU-8.10 Mills Act	The City shall participate in the California Mills Act Property Tax Abatement Program to provide property owners of historic resources an economic incentive (property tax relief) to restore, preserve, and maintain qualified historic properties.	Increases financial incentives for compatible aesthetic improvements to historic resources.
Policy LU-8.11 Federal Historic Preservation Tax Incentives	The City shall promote the use of the Federal Historic Preservation Tax Incentives Program to encourage the rehabilitation of income-producing historic structures in Hayward.	Increases financial incentives for compatible aesthetic improvements to historic resources.
Policy LU-8.12 Federal Historic Preservation Tax Credit Program	The City shall promote the Federal Historic Preservation Tax Credit Program to encourage the charitable contribution of historic resources and the establishment of conservation easements for historic preservation purposes.	Increases financial incentives for preserving historic resources.
Policy LU-9.1 Design of City Public Facilities	The City shall ensure that all City-owned facilities are designed to be compatible in scale, mass, and character with the neighborhood, district, or corridor in which they are located.	Helps ensure the visual compatibility of City-owned public facilities with the surrounding environment.
Policy LU-9.2 Design of Non-City Public Facilities	The City shall coordinate with school districts, park districts, utility providers, and other government agencies that are exempt from local land use controls to encourage facility designs that are compatible in scale, mass, and character with the neighborhood, district, or corridor in which they are located.	Helps ensure the visual compatibility of non-City-owned public facilities with the surrounding environment.
Policy LU-9.3 Medical Centers	The City shall coordinate with the owners of existing and planned medical centers to encourage site development or redevelopment in a manner that is compatible with surrounding areas.	Helps ensure the visual compatibility of medical centers with the surrounding environment.
Policy LU-9.5 Cal State University, East Bay	The City shall coordinate with California State University, East Bay to encourage campus development that: ▪ Maintains compatibility with adjacent residential areas, ▪ Improves access routes to the campus,	Helps minimize visual impacts of new development at Cal State University, East Bay.

Table 5.3 Proposed Hayward General Plan Policies to Avoid or Reduce Degrading Visual Character or Quality		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	▪ Protects sensitive habitat and steep slopes as open space, ▪ Provides additional student and faculty housing and services on campus, ▪ Supports the City's economic development policies and programs, ▪ Enhances opportunities for students, residents, and visitors to experience arts, culture, recreation, and entertainment, and ▪ Promotes sustainable design and maintenance practices.	
Policy LU-9.6 Chabot College	The City shall coordinate with Chabot College to encourage campus development that maintains compatibility with adjacent residential areas, promotes sustainable design and maintenance practices, and mitigates neighborhood compatibility issues, such as student parking on City streets.	Helps minimize visual impacts of new development at Chabot College.
Policy LU-9.7 Hayward Municipal Airport	The City shall maintain and implement an airport master plan to guide the long-term development of the Hayward Municipal Airport.	Helps minimize visual impacts of the Hayward Municipal Airport.
Natural Resources Element		
Policy NR-1.7 Native Tree Protection	The City shall encourage protection of mature, native tree species to the maximum extent practicable, to support the local eco-system, provide shade, create windbreaks, and enhance the aesthetics of new and existing development.	Encourages protection of existing visual quality.
Policy NR-1.10 Creek Daylighting	The City shall identify and create opportunities for "daylighting" existing creeks that are currently contained within culverts or hardened channels to reestablish riparian habitat, provide public access and enjoyment, and improve aesthetics.	Re-establishes the visual character of riparian areas.
Policy NR-5.2 Mining Operations Nuisance and Hazard Abatement	The City shall require applicants for any new or expanded mining operation to demonstrate, prior to issuance of a conditional use permit, that the operation will not create significant nuisances, hazards, or adverse environmental effects on neighboring land uses.	Helps minimize the visual impacts of mining operations.

Table 5.3 Proposed Hayward General Plan Policies to Avoid or Reduce Degrading Visual Character or Quality		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy NR-6.15 Native Vegetation Planting	The City shall encourage private property owners to plant native or drought-tolerant vegetation in order to preserve the visual character of the area and reduce the need for toxic sprays and groundwater supplements.	Protects visual quality through landscaping.
Goal NR-8	Enhance, preserve, and increase the aesthetic qualities of Hayward's undisturbed natural hillsides and shoreline, and designated scenic transportation corridors.	Improves and protects the visual quality of hillsides, the shoreline, and designated scenic transportation corridors.
Policy NR-8.1 Hillside Residential Design Standards	The City shall regulate the design of streets, sidewalks, cluster home development, architecture, site design, grading, landscaping, utilities, and signage in hillside areas to protect aesthetics, natural topography, and views of surrounding open space through the continued Hillside Design and Urban/Wildland Interface Guidelines.	Protects the visual quality of hillsides.
Policy NR-8.2 Hillside Site Preparation Techniques	The City shall require low-impact site grading, soils repair, foundation design, and other construction methods to be used on new residential structures and roadways above 250 feet in elevation to protect aesthetics, natural topography, and views of hillsides and surrounding open space.	Protects the visual quality of hillsides.
Policy NR-8.3 Scenic Transportation Corridor Protection	The City shall protect the visual characteristics of transportation corridors that are officially designated as having unique or outstanding scenic qualities, including portions of I-580, I-880, and SR 92.	Protects scenic resources within designated scenic transportation corridors.
Policy NR-8.4 Shoreline Views Protection	The City shall maintain and implement residential and non-residential design guidelines in order to protect existing views of the Bay shoreline.	Protects the visual quality of the Bay shoreline.
Hazards Element		
Policy HAZ-8.4 Noise Mitigation and Urban Design	The City shall consider the visual impact of noise mitigation measures and shall require solutions that do not conflict with urban design goals and standards.	Reduces potential visual impacts of noise mitigation measures.
Public Facilities and Services Element		
Policy PFS-8.5 Undergrounding New Utility Lines	The City shall require that all new utility lines constructed as part of new development projects are	Avoids potential visual impacts of aboveground utility lines.

Table 5.3 Proposed Hayward General Plan Policies to Avoid or Reduce Degrading Visual Character or Quality		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	installed underground or, in the case of transformers, pad-mounted.	
Policy PFS-8.6 Undergrounding Existing Utility Lines	The City shall encourage the undergrounding of existing overhead facilities.	Eliminates existing visual impacts of aboveground utility lines.
Mobility Element		
Policy M-3.6 Context Sensitive	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.	Ensures that complete street designs enhance the visual character of their environment.
Policy M-3.11 Adequate Street Tree Canopy	The City shall ensure that all new roadway projects and major reconstruction projects provide for the development of an adequate street tree canopy.	Ensures that street tree canopies enhance the visual character of new development.
Policy M-5.5 Streetscape Design	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.	Ensures that streetscape designs enhance the visual character of their environment.
Implementation Program M 11 Pedestrian Master Plan	The City shall develop, adopt, and implement a Pedestrian Master Plan that includes a planned sidewalk system, pedestrian design standards, and implementation program. As part of the preparation of the Pedestrian Master Plan, the City shall review and incorporate (as appropriate) planned improvements and programs identified in the Alameda Countywide Pedestrian Plan that connect Hayward's existing and planned pedestrian facilities to regional walking and bicycle facilities. The Pedestrian Master Plan shall include a Safe Routes to Schools Plan, an ADA Transition Plan, and strategies to improve pedestrian connections to parks, transit, and neighborhood commercial and service uses.	Implements Policy M-5.5.
Community Health and Quality of Life Element		
Policy HQL-8.1 Manage and Enhance Urban Forest	The City shall manage and enhance the urban forest by planting new trees, ensuring that new developments have sufficient right-of-way width for	Improves visual quality through urban forestry.

Table 5.3 Proposed Hayward General Plan Policies to Avoid or Reduce Degrading Visual Character or Quality		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	tree plantings, managing and caring for all publicly owned trees, and working to retain healthy trees.	
Policy HQL-8.2 Urban Forest Management Plan	The City shall maintain and implement an Urban Forest Management Plan.	Implements Policy HQL-8.1 through an adopted plan.
Policy HQL-8.3 Trees of Significance	The City shall require the retention of trees of significance (such as heritage trees) by promoting stewardship and ensuring that project design provides for the retention of these trees wherever possible. Where tree removal cannot be avoided, the City shall require tree replacement or suitable mitigation.	Preserves visual quality through the retention of significant trees.
Policy HQL-8.5 Tree Giveaway Program	The City shall continue to provide free street trees to help beautify and keep Hayward green.	Encourages enhanced visual quality by making free trees available.
Economic Development Element		
Policy ED-5.4 Community Appearance Programs	The City shall maintain and implement programs that are specifically designed to address Hayward's community appearance problems (graffiti, litter, abandoned vehicles, illegal dumping, weed abatement, property maintenance, illegal signs, etc.).	Improves visual quality through adopted programs.
Policy ED-5.5 Quality Development	The City shall require new development to include quality site, architectural, and landscape design features to improve and protect the appearance and reputation of Hayward.	Improves visual quality through high-quality design.

Table 5.4 Proposed Hayward General Plan Policies to Avoid or Reduce Light and Glare Impacts		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Land Use and Community Character Element		
Policy LU-1.7 Design Guidelines	The City shall maintain and implement commercial, residential, industrial, and hillside design guidelines to ensure that future development complies with General Plan goals and policies.	Helps ensure that potential light and glare impacts will be evaluated through design guidelines.
Implementation Program LU 3 Comprehensive Design Guidelines Update	The City shall prepare a comprehensive update of the Hayward Design Guidelines and the Hillside Design and Urban Wildland Interface Guidelines. The guidelines shall apply to commercial, residential,	Implements Policy LU-1.7 (Design Guidelines).

Table 5.4 Proposed Hayward General Plan Policies to Avoid or Reduce Light and Glare Impacts		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	industrial, and mixed-use developments located outside of the City's Priority Development Areas.	
Policy LU-2.7 Downtown Specific Plan	The City shall develop, maintain, and implement a Specific Plan to establish a vision for Downtown Hayward and to guide and regulate future development and infrastructure improvements.	Helps ensure that potential light and glare impacts will be evaluated through the Downtown Specific Plan.
Implementation Program LU 4 Downtown City Center Specific Plan	The City shall develop and adopt a Downtown City Center Specific Plan.	Helps implement Policy LU-2.7 (Downtown Specific Plan).
Policy LU-2.9 South Hayward BART Form-Based Code	The City shall maintain and implement the South Hayward BART Form-Based Code to guide and regulate future development and infrastructure improvements within the South Hayward BART Urban Neighborhood and the South Hayward BART Mixed-Use Corridor.	Helps ensure that potential light and glare impacts will be evaluated for these two South Hayward areas.
Policy LU-2.11 The Cannery Area Design Plan	The City shall maintain and implement the Cannery Area Design Plan to guide and regulate future development and infrastructure improvements within The Cannery Transit Neighborhood.	Helps ensure that potential light and glare impacts will be evaluated for The Cannery Transit Neighborhood.
Policy LU-2.13 Mission Boulevard Specific Plan	The City shall maintain and implement the Mission Boulevard Specific Plan to guide and regulate development within the Mission Boulevard Mixed-Use Corridor.	Helps ensure that potential light and glare impacts will be evaluated for the Mission Boulevard Mixed-Use Corridor.
Policy LU-3.3 Neighborhood Commercial and Mixed-Use Developments	The City shall allow neighborhood commercial and mixed-use developments on properties with residential land use designations, subject to community input from residents and conditions of approval that ensure that these uses are located, designed, and operated in a manner that maintains neighborhood compatibility and contributes to an enhanced quality of life. Appropriate locations for neighborhood commercial and mixed-use developments include: ▪ Corner lots located along collector or arterial streets. ▪ Corner lots located adjacent to or across from a school, park, community center, or other neighborhood gathering place.	Helps ensure that potential light and glare impacts will be evaluated for neighborhood commercial/mixed-use developments in existing residential neighborhoods.

Table 5.4 Proposed Hayward General Plan Policies to Avoid or Reduce Light and Glare Impacts		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Implementation Program LU 1 Comprehensive Zoning Ordinance Update	The City shall prepare a comprehensive update to the Hayward Zoning Ordinance to ensure that the City's zoning regulations align with the guiding principles, goals, and policies of the General Plan.	Implements Policy LU-3.3 (Neighborhood Commercial and Mixed-Use Developments) and numerous other, related 2040 General Plan policies.
Implementation Program LU 6 Complete Neighborhood Strategy	The City shall develop and implement a community outreach program to identify various types of complementary and supporting uses that are needed and desired in each Hayward neighborhood. Based on the findings of the outreach program, the City shall develop an implementation program to facilitate desired changes within local neighborhoods.	Implements Policy 3.3 (Neighborhood Commercial and Mixed-Use Developments).
Policy LU-3.4 Design of New Neighborhood Commercial and Mixed-Use Development	The City shall require new neighborhood commercial and mixed-use developments to have a pedestrian-scale and orientation by: ▪ Placing the building and outdoor gathering spaces along or near the sidewalk. ▪ Locating parking to the rear of the building or along the internal side yard of the property. ▪ Designing the building with ground floor retail frontages or storefronts that front the street. ▪ Enhancing the property with landscaping, lighting, seating areas, bike racks, planters, and other amenities that encourage walking and biking.	Helps ensure that potential light and glare impacts will be evaluated for new neighborhood commercial and mixed-use developments.
Policy LU-3.6 Residential Design Strategies	The City shall encourage residential developments to incorporate design features that encourage walking within neighborhoods by: ▪ Creating a highly connected block and street network. ▪ Designing new streets with wide sidewalks, planting strips, street trees, and pedestrian-scaled lighting. ▪ Orienting homes, townhomes, and apartment and condominium buildings toward streets or public spaces. ▪ Locating garages for homes and townhomes along rear alleys (if available) or behind or to the side of the front facade of the home.	Helps ensure that potential light and glare impacts of residential developments will be evaluated.

Table 5.4 Proposed Hayward General Plan Policies to Avoid or Reduce Light and Glare Impacts		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	▪ Locating parking facilities below or behind apartment and condominium buildings. ▪ Enhancing the front facade of homes, townhomes, and apartment and condominium buildings with porches, stoops, balconies, and/or front patios. ▪ Ensuring that windows are provided on facades that front streets or public spaces.	
Policy LU-3.7 Infill Development in Neighborhoods	The City shall protect the pattern and character of existing neighborhoods by requiring new infill developments to have complementary building forms and site features.	Helps ensure that potential light and glare impacts of new infill development will be evaluated.
Policy LU-3.8 Home Additions	The City shall require home additions to be compatible with the mass, scale, and character of the existing home and neighborhood by using compatible building forms, materials, and features. Home additions along rear or side facades are encouraged.	Helps ensure that potential light and glare impacts of home additions on the existing neighborhood will be evaluated.
Policy LU-3.9 Home Conversions	If residential homes are converted to non-residential uses, the City shall ensure that the property maintains the residential character of the neighborhood by minimizing changes to landscaped front yards and exterior building elevations, and requiring low-profile monument signs for businesses.	Helps ensure that potential light and glare impacts of home conversions (from residential to non-residential) on the existing residential neighborhood will be evaluated.
Policy LU-4.3 Mixed-Use Developments within Commercially-Zoned Properties	The City shall allow mixed-use developments within commercially-zoned properties along corridors and ensure that these uses are located, designed, and operated in a manner that maintains compatibility with adjacent residential uses.	Helps ensure that potential light and glare impacts of new mixed-use developments on their adjacent residential uses will be evaluated.
Policy LU-4.4 Design Strategies for Corridor Developments	The City shall encourage corridor developments to incorporate the following design strategies: ▪ Widen and improve public sidewalks to accommodate street trees, pedestrian-scaled lighting, and streetscape furniture. When sidewalks cannot be widened within the public right-of-way, the City shall encourage developers to extend sidewalk improvements on private property to create room for improvements.	Helps ensure that potential light and glare impacts of corridor developments will be evaluated.

Table 5.4 Proposed Hayward General Plan Policies to Avoid or Reduce Light and Glare Impacts		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	▪ Place buildings and outdoor gathering and dining spaces along or near the public sidewalk of the corridor. ▪ Locate parking lots to the rear or side of buildings or place parking within underground structures or above-ground structures located behind buildings. ▪ Design commercial and mixed-use buildings with articulated facades and transparent storefront entrances that front the corridor. ▪ Design residential buildings with articulated facades and entries that front the corridor. ▪ Enhance commercial and mixed-use building facades with awnings, shade structures, pedestrian-oriented signage, decorative lighting, and other attractive design details and features. ▪ Enhance residential building facades with stoops, porches, balconies, and other attractive design details and features.	
Policy LU-4.6 Commercial Signs	The City shall maintain, implement, and enforce sign regulations and design standards to reduce sign clutter and illegal signage along corridors.	Provides coordinated design standards to help ensure that potential light and glare impacts of commercial signs will be evaluated.
Implementation Program LU 10 Sign Ordinance Update	The City shall update the Sign Ordinance.	Implements Policy LU-4.6 (Commercial Signs).
Policy LU-4.11 Streetscape Enhancements	The City shall strive to improve the visual character of corridors by improving streetscapes with landscaped medians, and widened sidewalks that are improved with street trees, pedestrian-scaled lighting, underground utilities, landscaping, and streetscape furniture and amenities.	Helps ensure that potential light and glare impacts of streetscape enhancements will be evaluated.
Implementation Program LU 9 Corridor Beautification Plan	The City shall develop and adopt a Corridor Beautification Plan as the key regulatory document for focusing future streetscape improvements along major streets and corridors throughout the City.	Implements Policy LU-4.11 (Streetscape Enhancements).

Table 5.4 Proposed Hayward General Plan Policies to Avoid or Reduce Light and Glare Impacts		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy LU-6.7 Design Strategies	The City shall encourage developments within the Industrial Technology and Innovation Corridor to incorporate the following design strategies: ▪ Provide attractive on-site landscaping and shade trees along street frontages and within employee and visitor parking lots. ▪ Screen areas used for outdoor storage, processing, shipping and receiving, and other industrial operations with a combination of landscaping and decorative fences or walls. ▪ Encourage consistent architectural facade treatments on all sides of buildings. ▪ Screen roof-top equipment with roof parapets. ▪ Design shipping and receiving areas and driveways to accommodate the turning movements of large trucks. ▪ Develop coordinated and well-designed signage for tenant identification and way-finding. ▪ Incorporate attractive building and site lighting to prevent dark pockets on the site. ▪ Provide pedestrian walkways to connect building entrances to sidewalks. ▪ Use landscaped buffers with trees and attractive sound walls to screen adjacent residential areas and other sensitive uses.	Helps ensure that potential light and glare impacts of developments within the Industrial Technology and Innovation Corridor will be evaluated.
Implementation Program LU 11 Industrial Technology and Innovation Corridor Plan	The City shall develop and adopt a specific plan or master plan for the Industrial Technology and Innovation Corridor.	Implements Policy LU-6.7 (Design Strategies).
Policy LU-9.1 Design of City Public Facilities	The City shall ensure that all City-owned facilities are designed to be compatible in scale, mass, and character with the neighborhood, district, or corridor in which they are located.	Helps ensure that potential light and glare impacts of City-owned public facilities will be evaluated.
Policy LU-9.2 Design of Non-City Public Facilities	The City shall coordinate with school districts, park districts, utility providers, and other government agencies that are exempt from local land use controls to encourage facility designs that are compatible in scale, mass, and character with the neighborhood, district, or corridor in which they are located.	Helps ensure that potential light and glare impacts of non-City-owned public facilities will be evaluated.

Table 5.4 Proposed Hayward General Plan Policies to Avoid or Reduce Light and Glare Impacts		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy LU-9.3 Medical Centers	The City shall coordinate with the owners of existing and planned medical centers to encourage site development or redevelopment in a manner that is compatible with surrounding areas.	Helps ensure that potential light and glare impacts of medical centers will be evaluated.
Policy LU-9.5 Cal State University, East Bay	The City shall coordinate with California State University, East Bay to encourage campus development that: ▪ Maintains compatibility with adjacent residential areas, ▪ Improves access routes to the campus, ▪ Protects sensitive habitat and steep slopes as open space, ▪ Provides additional student and faculty housing and services on campus, ▪ Supports the City's economic development policies and programs, ▪ Enhances opportunities for students, residents, and visitors to experience arts, culture, recreation, and entertainment, and ▪ Promotes sustainable design and maintenance practices.	Helps ensure that potential light and glare impacts of new development at Cal State University, East Bay will be evaluated.
Policy LU-9.6 Chabot College	The City shall coordinate with Chabot College to encourage campus development that maintains compatibility with adjacent residential areas, promotes sustainable design and maintenance practices, and mitigates neighborhood compatibility issues, such as student parking on City streets.	Helps ensure that potential light and glare impacts of new development at Chabot College will be evaluated.
Policy LU-9.7 Hayward Municipal Airport	The City shall maintain and implement an airport master plan to guide the long-term development of the Hayward Municipal Airport.	Helps ensure that potential light and glare impacts of the Hayward Municipal Airport will be evaluated.
Natural Resources Element		
Policy NR-5.2 Mining Operations Nuisance and Hazard Abatement	The City shall require applicants for any new or expanded mining operation to demonstrate, prior to issuance of a conditional use permit, that the operation will not create significant nuisances, hazards, or adverse environmental effects on neighboring land uses.	Helps minimize the visual impacts of mining operations, including light and glare.

Table 5.4 Proposed Hayward General Plan Policies to Avoid or Reduce Light and Glare Impacts		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy NR-8.1 Hillside Residential Design Standards	The City shall regulate the design of streets, sidewalks, cluster home development, architecture, site design, grading, landscaping, utilities, and signage in hillside areas to protect aesthetics, natural topography, and views of surrounding open space through the continued Hillside Design and Urban/Wildland Interface Guidelines.	Help ensure that potential light and glare impacts of hillside development will be evaluated through design standards.
Public Facilities and Services Element		
Policy PFS-1.5 Neighborhood Compatibility	The City shall ensure that public facilities, such as utility substations, water storage and treatment plants, and pumping stations are located, designed, and maintained so that noise, light, glare, or odors associated with these facilities will not adversely affect nearby land uses. The City shall require these facilities to use building and landscaping materials that are compatible with or screen them from neighboring properties.	Ensures that potential light and glare impacts of public facilities are minimized.
Community Safety Element		
Policy CS-1.10 Lighting	The City shall encourage property owners to use appropriate levels of exterior lighting to discourage criminal activity, enhance natural surveillance opportunities, and reduce fear.	Helps ensure that potential light and glare impacts of security lighting are minimized.
Community Health and Quality of Life Element		
Policy HQL-10.11 Buffer Potential Impacts	The City shall strive to ensure new high-activity level parks and parks intended for night use are designed to buffer existing and planned surrounding residential uses from excessive noise, light, and other potential nuisances.	Helps ensure that potential light and glare impacts of parks are minimized.

6. AGRICULTURAL AND FORESTRY RESOURCES

This EIR chapter describes existing agricultural and forestry resources in the Planning Area. The chapter includes the regulatory framework necessary to evaluate potential environmental impacts resulting from the 2040 General Plan, describes potential impacts that could result from the General Plan, and discusses General Plan goals, policies, and implementation programs that would avoid or reduce those potential impacts. The chapter recommends mitigation measures as needed to reduce significant impacts.

6.1 SETTING

The environmental and regulatory setting of the Hayward Planning Area with respect to agricultural resources is described in detail in section 7.5 (Natural Resources: Open Space and Agricultural Resources) of the General Plan Background Report (City of Hayward, 2013). Regarding forestry resources, the Planning Area does not contain any forest land as defined in Public Resources Code section 12220(g), timberland as defined by Public Resources Code section 4526, or timberland zoned Timberland Production as defined by Government Code section 51104(g), as referenced in the State CEQA Guidelines (appendix G, Environmental Checklist Form, item II.c). The Background Report does not discuss forestry resources, and General Plan implementation would not have an impact on forestry resources.

Pursuant to section 15150 of the State CEQA Guidelines, the General Plan Background Report is incorporated into the Draft Program EIR by reference. The Background Report is available at the City of Hayward 2040 General Plan website at:

http://www.hayward-ca.gov/GENERALPLAN/

Copies of the Background Report may be viewed during regular business hours--8:00 AM to 5:00 PM, Monday through Thursday, and 8:00 AM to noon on Friday--at the City of Hayward Development Services Department Permit Center, 777 B Street, Hayward, CA 94541.

6.1.1 Environmental Setting

The Natural Resources chapter (section 7.5) of the Background Report describes agricultural resources within the Hayward Planning area and vicinity. The major findings of the Natural Resources chapter relevant to agricultural resources are described below.

- There is no Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Farmland of Local Importance within the Hayward Planning Area. There are approximately 6,820 acres designated as Grazing land, 9,764 acres designated as Other, and 17,172 acres designated as Urban/Built land in the Planning Area.

- Alameda County has 2,505 acres of prime agricultural land and 132,788 acres of non-prime agricultural land enrolled in Williamson Act contracts, for a total of 135,293 acres. A few of these parcels are located to the east of the developed portion of Hayward.

- According to the Alameda County Crop Report (2011), crops were harvested from 171,723 acres in the county.

6.1.2 Regulatory Setting

The Background Report Natural Resources chapter (section 7.5) discusses the following regulatory setting relevant to agricultural resources.

California Department of Conservation, Division of Land Resource Protection. The California Department of Conservation, Division of Land Resource Protection (DLRP) works with landowners, local governments, and researchers to conserve open space resources statewide. DRLP provides information, maps, funding, and technical assistance to local governments, consultants, Resource Conservation Districts, and non-profit organizations statewide with the goal of conserving the state's agricultural and natural resources.

Sections 65560–65568, Government Code: Open Space Lands. This portion of California planning law defines open space (including rangeland and agricultural land) and requires cities and counties to prepare an open space plan as a required element of its General Plan. Building permits, subdivision approvals, and zoning ordinance approvals must be consistent with the local open space plan.

Williamson Act. The California Land Conservation Act, better known as the Williamson Act, is the State's premier agricultural land protection program. Land under a Williamson Act contract is restricted to agricultural or related open space uses. The Williamson Act is a voluntary State policy providing for reduced property tax assessments for agricultural and open space lands that meet local size and use criteria.

Senate Bill 275. SB 275 created the Agricultural Land Stewardship Program Act of 1995, a California Department of Conservation (DOC) grant program for local governments and nonprofit organizations to aid in the acquisition of agricultural conservation easements. DOC awards grant funding from the Stewardship Program fund, which receives revenue from gifts, donations, proceeds from the sale of general obligation bonds, funds appropriated by the Legislature, Federal grants and loans, and other sources.

Alameda County Measure D. In November 2000 Alameda County passed Measure D, which applies to all of the unincorporated areas east of Walpert Ridge and requires voter approval of any changes in open space land use policies of the Alameda County General Plan.

6.2 ENVIRONMENTAL EFFECTS

This section describes potential impacts on agricultural and forestry resources that could result from the General Plan, and discusses General Plan goals, policies, and implementation programs that would avoid or reduce those potential impacts. The section also recommends mitigation measures as needed to reduce significant impacts.

6.2.1 Significance Criteria

Based on the CEQA Guidelines,[1] implementation of the City of Hayward 2040 General Plan would have a significant impact related to agricultural and forestry resources if it would:

(a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use;

(b) Conflict with existing zoning for agricultural use, or a Williamson Act contract;

(c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220[g]), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104[g]);

(d) Result in loss of forest land or conversion of forest land to non-forest use; or

(e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use.

The Planning Area does not contain any forest land or timberland, so criteria (c), (d), and (e) (for forest land) do not apply, and no impact would result.

6.2.2 Analysis Methodology

The methodology for evaluating potential environmental impacts on agricultural resources followed this basic sequence:

(1) The General Plan Background Report was evaluated to identify existing environmental conditions and problems related to agricultural and forestry resources**,** including the regulatory framework that applies to these issues.

(2) The CEQA Statute and Guidelines (2013), including appendix G (Environmental Checklist Form), were consulted to identify environmental impact topics and issues that should be addressed in the program EIR. In part, this process resulted in the significance criteria listed in subsection 6.2.1 above.

(3) The General Plan Policy Document, including the associated development capacity assumptions (see EIR section 3.6), was analyzed to identify goals, policies, implementation programs ("policies" for short), and potential outcomes that address the significance criteria. This analysis resulted in two basic conclusions regarding policies and outcomes: (a) many policies would avoid or reduce potential environmental impacts, and (b) some policies or outcomes could result in new environmental impacts or increase the severity of existing environmental problems.

[1] CEQA Guidelines, appendix G, items II (a) through (e).

(4) For potential environmental impacts that would result from the 2040 General Plan, mitigations were designed to avoid or reduce each impact to a less-than-significant level. If implementation of all identified feasible mitigations cannot reduce the impact to a less-than-significant level, then the impact is considered significant and unavoidable.

6.2.3 Environmental Impacts

The following tables are aligned with the significance criteria identified above. There is one table for each significance criterion, in the following pattern: significance criterion (a) corresponds with table 6.1, criterion (b) corresponds with table 6.2, and so on. Column 1 (Objective) in each table lists each General Plan goal, policy, and implementation program ("policy" for short), organized by General Plan element, that addresses the potential impact identified in the name of the table. Column 2 is the text of the policy. Column 3 answers the question, "How does the policy avoid or reduce the potential impact?"

Whenever a particular criterion does not apply to the proposed General Plan, an explanation is included in the Significance Criteria text above, and there is no table for that criterion. To maintain consistency, each table's title contains language taken directly from its corresponding significance criterion.

The verbs in column 3 are intended to be applied consistently. The verb "ensures" means that the policy is sufficient to guarantee the result identified in the policy. The verb "helps" means that the policy contributes to avoiding or reducing the identified potential impact; in many cases, "helps" is used for a policy that can be applied to avoid or reduce a wide range of potential impacts. The verb "implements" is used for General Plan implementation programs to indicate that the program provides the details to put the associated policy into action.

In most cases, no one goal, policy, or implementation program ("policy" for short) in itself is expected to completely avoid or reduce an identified potential environmental impact. However, the collective, cumulative mitigating benefits of the policies listed in each table will result in a less-than-significant impact related to the identified significance criterion and the corresponding environmental topic listed in the table name. This conclusion is consistent with the purpose and use of a program EIR for a general plan (see EIR Introduction, chapter 1).

Based on the methodology described above, 2040 General Plan impacts on agricultural resources would be ***less than significant*** (see criteria [a], [b], and [e] in subsection 6.2.1, "Significance Criteria," above). No mitigation is required.

Table 6.1 Proposed Hayward General Plan Policies to Avoid or Reduce Converting Farmland to Non-Agricultural Use		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Land Use and Community Character Element		
Policy LU-1.3 Growth and Infill Development	The City shall direct local population and employment growth toward infill development sites within the City, especially the catalyst and opportunity sites identified in the Economic Development Strategic Plan.	Helps ensure that new development will not encroach on existing and potential agricultural (e.g., grazing) uses. (There is no designated Farmland in the Planning Area, but approximately 6,820 acres are designated as Grazing land.)

Table 6.2 Proposed Hayward General Plan Policies to Avoid or Reduce Conflict with Zoning for Agricultural Use or a Williamson Act Contract		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Land Use and Community Character Element		
Policy LU-1.3 Growth and Infill Development	The City shall direct local population and employment growth toward infill development sites within the City, especially the catalyst and opportunity sites identified in the Economic Development Strategic Plan.	Helps ensure that new development will not encroach on any lands designated for agricultural (e.g., grazing) uses. (Approximately 6,820 acres in the Planning Area are designated as Grazing land. A few parcels, located to the east of the developed portion of Hayward, are enrolled in Williamson Act contracts.)
Natural Resources Element		
Policy NR-3.3 East Hills Annex Open Space Protection	The City shall protect the rural character and utility of land in the East Hills Annex for grazing, agriculture, a regional park, or other open space uses by limiting subdivision of larger parcels.	Protects land for grazing and agriculture.

Table 6.3 Proposed Hayward General Plan Policies to Avoid or Reduce Converting Other Agricultural Uses to Non-Agricultural Use		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Land Use and Community Character Element		
Policy LU-1.3 Growth and Infill Development	The City shall direct local population and employment growth toward infill development sites within the City,	Helps ensure that new development will not encroach on existing and potential agricultural

Table 6.3 Proposed Hayward General Plan Policies to Avoid or Reduce Converting Other Agricultural Uses to Non-Agricultural Use		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	especially the catalyst and opportunity sites identified in the Economic Development Strategic Plan.	(e.g., grazing) uses. (There is no designated Farmland in the Planning Area, but approximately 6,820 acres are designated as Grazing land.) (The Planning Area does not contain any forest land.)
Natural Resources Element		
Policy NR-3.3 East Hills Annex Open Space Protection	The City shall protect the rural character and utility of land in the East Hills Annex for grazing, agriculture, a regional park, or other open space uses by limiting subdivision of larger parcels.	Protects land for grazing and agriculture.

7. AIR QUALITY

This EIR chapter describes the impacts of the proposed 2040 General Plan on local and regional air quality. The chapter was prepared using methodologies and assumptions recommended within the latest CEQA air quality impact assessment guidelines of the Bay Area Air Quality Management District (BAAQMD), the regional air quality regulatory agency.[1] Project impacts have also been evaluated according to the BAAQMD CEQA guidelines. In keeping with these guidelines, the chapter describes existing air quality, potential short-term construction-related impacts, potential direct and indirect operational emissions associated with the General Plan, the impacts of these emissions on both the local and regional scale, and mitigation measures warranted to reduce or eliminate any identified significant impacts. This chapter was prepared by the EIR air quality, climate change/greenhouse gas, and noise consultant, Ascent Environmental, Inc.

7.1 SETTING

The environmental and regulatory settings of the City of Hayward and the Planning Area with respect to air quality are described in detail in Air Quality section (section 7.3) of the General Plan Background Report (City of Hayward 2013). Pursuant to section 15150 of the CEQA Guidelines, this document is incorporated into the Draft EIR by reference. The updated Background Report is available at the City of Hayward 2040 General Plan website at:

http://www.hayward-ca.gov/GENERALPLAN/

Copies of the Background Report may be viewed during regular business hours--8:00 AM to 5:00 PM, Monday through Thursday, and 8:00 AM to noon on Friday--at the City of Hayward Development Services Department Permit Center, 777 B Street, Hayward, CA 94541.

Additional technical data related to air quality is included in the EIR appendices, also available at the General Plan website and at the Permit Center.

7.1.1 Environmental Setting

Section 7.3 (Air Quality) in the Background Report contains an Existing Conditions section that also serves as the Environmental Setting for the purpose of this air quality analysis. The section includes detailed information on topography, climate and atmospheric conditions in the San Francisco Bay Area Air Basin and the City of Hayward, as well as a detailed description and data with respect to existing sources of criteria pollutants, precursor emissions, and other air quality issues in Alameda County and Hayward. For the purpose of brevity and to avoid redundancy, the setting information contained in the Background Report is not repeated here in detail.

[1] Bay Area Air Quality Management District, California Environmental Quality Act Air Quality Guidelines, 2010.

The major findings of the Background Report relevant to air quality are described below.

- The City of Hayward is located in the San Francisco Bay Area Air Basin, which is currently designated as a nonattainment area for a number of different types of air pollutants (including ozone precursors and various forms of particulate matter) under State and Federal ambient air quality standards. A nonattainment area is defined as an area or air basin that does not meet State or Federal ambient air quality standards for a given pollutant.

- Within Alameda County, mobile sources (e.g., cars, trucks, etc.) are the largest contributor of ozone precursor emissions, which include reactive organic gases (ROG) and nitrogen oxides (NO_X). Areawide sources (e.g., paved road dust, construction and demolition activities, etc.) in Alameda County are the largest contributor of respirable particulate matter (PM_{10}) and fine particulate matter ($PM_{2.5}$) emissions.

- Emissions data collected between 2006 and 2011 from air quality monitoring stations within or adjacent to the Planning Area indicated ozone violations for the eight-hour and one-hour Federal and State ambient air quality standards, respectively. In addition, emissions data collected between 2006 and 2011 from a nearby monitoring station indicated violations of $PM_{2.5}$ standards for both the State and Federal ambient air quality standards during this period.

- There are approximately 172 stationary sources in the Planning Area that emit toxic substances and are subject to the Air Toxics Hot Spots reporting requirements under AB 2588. Most of these are located within industrial areas in the western region of the Planning Area.

- Portions of the Planning Area in upland areas east of Mission Boulevard have been classified as having the potential to contain serpentine bedrock, which may contain naturally occurring asbestos (NOA).

7.1.2 Regulatory Setting

Section 7.3 (Air Quality) in the Background Report contains a Regulatory Setting section that addresses federal, State, regional and local laws, rules, regulations, goals and policies that apply to air quality. As noted in the Background Report, air quality within the Planning Area is regulated by the U.S. Environmental Protection Agency (EPA), the California Air Resources Board (ARB), and BAAQMD. For the purpose of brevity and to avoid redundancy, the Regulatory Setting information contained in the Background Report is not repeated here in detail.

Since the Background Report was completed, however, new information is available on the status of the BAAQMD CEQA Guidelines and the District's 2010 thresholds of significance. On August 13, 2013, the Court of Appeals of the State of California, First Appellate District, reversed the Alameda County Superior Court's decision that the Air District Board's 2010 adoption of CEQA thresholds was a "project" under CEQA. As of the writing of this Draft EIR, the ultimate status of BAAQMD's significance thresholds is subject to the completion of the legal process and the District's administrative response.

7.2 ENVIRONMENTAL EFFECTS

Air quality impacts from future development pursuant to general or area plans can be divided into construction-related impacts and operational-related impacts. Construction-related impacts are associated with construction activities likely to occur in conjunction with future development allocated by the plan. Operational-related impacts are associated with continued and future operation of developed land uses, including increased vehicle trips and energy use.

Community health risk exposure related to certain pollutants, as well as impacts related to odor exposure, are also considered in terms of potential impacts from adoption and implementation of a general plan.

Analysis for each significance criterion includes a policy-level discussion of anticipated impacts. Significant impacts are identified and mitigation measures are provided where appropriate.

7.2.1 Significance Criteria

Based on the CEQA Guidelines,[1] a significant air quality impact would occur if 2040 General Plan implementation would:

(a) Conflict with or obstruct implementation of the applicable air quality plan;

(b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation;

(c) Result in a cumulatively considerable net increase of any criteria air pollutant for which the region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors);

(d) Expose sensitive receptors to substantial criteria air pollutant concentrations; or

(e) Create objectionable odors affecting a substantial number of people.

BAAQMD has developed specific plan-level thresholds of significance for use in evaluating general plans and other area-wide plans within the San Francisco Bay Area Air Basin (SFBAAB). These include the following:

(f) Criteria Pollutants and Ozone Precursors (Operational): Consistency with current air quality plan (AQP) control measures (i.e., Bay Area 2010 Clean Air Plan);

(g) Criteria Pollutants and Ozone Precursors (Operational): Result in a projected vehicle miles traveled (VMT) or vehicle trip increase that is greater than projected population increase;

(h) Risks and Hazards: Conflict with recommended special overlay zones around existing and planned sources of toxic air contaminants (TACs);

(i) Risks and Hazards: Conflict with recommended special overlay zones of at least 500 feet on each side of all freeways and high-volume roadways; and

[1] CEQA Guidelines, appendix G, items II(a) through (e).

(j) Odors: Create objectionable odors affecting a substantial number of people by failing to include policies that would reduce impacts of existing or planned sources of odors.

The impact analysis in this chapter uses the methodology described below to determine if the General Plan would violate these significance criteria.

7.2.2 Analysis Methodology

Short-term construction and long-term operational emissions from build-out of the proposed General Plan were estimated for mobile and area sources. Construction and operational area-wide emissions (i.e., construction-related on- and off-road vehicles and equipment, and area-wide source, emissions of Reactive Organic Gases (ROG), Nitrogen Dioxide (NO_X), Particulate Matter (PM_{10}), and Fine Particulate Matter ($PM_{2.5}$) were estimated using the California Emission Estimator Model (CalEEMod) 2013.2, based on inputs from the proposed General Plan land use diagram and associated land use data (see the EIR Air Quality appendix for CalEEMod output data).

Operational on-road mobile emissions (i.e., local and regional mobile-source emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$) were estimated using the latest version of ARB's Mobile-Source Emission Factor Model (EMFAC 2011) based on inputs from the transportation analysis (see EIR chapter 18, Transportation and Circulation; EMFAC modeling output is provided in the Air Quality appendix).

The proposed General Plan was also reviewed to determine consistency with the Bay Area 2010 Clean Air Plan primary goals and applicable control measures, as well as the BAAQMD significance criteria identified above.

7.2.3 Environmental Impacts

Impact 7-1: Conflict With or Obstruct Implementation of Applicable Air Quality Plans. The proposed General Plan would be substantially consistent with all applicable control measures in the Bay Area 2010 Clean Air Plan. However, the proposed General Plan would still have significant and unavoidable impacts associated with short-term construction and long-term operational emissions, as well as health risk exposure associated with toxic air contaminants and $PM_{2.5}$, as noted under Impacts 7-2, 7-3, and 7-4. Because the proposed General Plan exceeds the District's air quality thresholds of significance, the proposed General Plan would not be considered to be fully consistent with the Clean Air Plan goals. This would be a ***significant impact*** (see criterion [a] in subsection 7.2.1, "Significance Criteria," above).

The primary goals of the Bay Area 2010 Clean Air Plan are:

- Attain air quality standards;
- Reduce population exposure and protect public health in the Bay Area; and
- Reduce greenhouse gas emissions and protect the climate.

BAAQMD recommends that compliance with the District's CEQA thresholds of significance be used as the measure for determining consistency with the 2010 Clean Air Plan's primary goals. If no significant air quality impacts are identified, after the applicable of all feasible mitigation, the proposed General Plan would be considered consistent with the 2010 Clean Air Plan. As noted in the remaining impact statements in this section, impacts would be significant and unavoidable after the application of all feasible mitigation. Therefore, the proposed General Plan would not be considered fully consistent with the primary goals in the 2010 Clean Air Plan.

The 2010 Clean Air Plan contains 55 air quality control measures that fall into five categories: Stationary Source Measures, Transportation Control Measures, Mobile-Source Measures, Land Use & Local Impact Measures, and Energy & Climate Measures. Applicable control measures are summarized below in Table 7.1, along with identified General Plan policies and implementation programs that are consistent with these control measures. There are no policies in the proposed General Plan that would conflict with applicable control measures in the 2010 Clean Air Plan.

Therefore, because the proposed General Plan would not be fully consistent with the primary goals in the 2010 Clean Air Plan, this impact would be ***significant***.

Mitigation 7-1. There are no additional measures that would reduce this impact. As discussed under Impacts 7-2, 7-3 and 7-4, the identified impacts from short-term construction emissions, long-term operational emissions, and health risk exposure to TAC and $PM_{2.5}$ impacts would remain significant and unavoidable after application of all feasible mitigation. Therefore, in accordance with guidance from BAAQMD, the proposed General Plan would not be fully consistent with the primary goals of the Bay Area Clean Air Plan. This impact would be ***significant and unavoidable***.

Impact 7-2: Short-Term Construction Emissions of ROG, NO_X, PM_{10} and $PM_{2.5}$. Implementation of the proposed General Plan would involve construction of development projects that would result in the temporary generation of ROG and NO_X (ozone precursors), and PM_{10} and $PM_{2.5}$ (criteria pollutant) emissions from site preparation (e.g., excavation, grading, and clearing), off-road equipment, material import/export, worker commute exhaust emissions, paving, and other miscellaneous activities. Emissions from individual construction projects could exceed BAAQMD's project-level significance thresholds. This would be a ***significant impact*** (see criteria [a] through [d] in subsection 7.2.1, "Significance Criteria," above).

Construction emissions are described as "short-term" or temporary in duration and have the potential to have an adverse effect on air quality. ROG and NO_X emissions are primarily associated with gas and diesel equipment exhaust and the application of architectural

Table 7.1
BAY AREA 2010 CLEAN AIR PLAN CONTROL MEASURES AND SUPPORTING 2040 GENERAL PLAN POLICIES

Control Measure Title	**Control Measure Description**	**Supporting 2040 General Plan Policies and Programs**
MSM A-1 – Promote Clean, Fuel-Efficient Light and Medium Duty Vehicles	The Air District, in cooperation with local businesses, city and county governments, and state and federal agencies, will expand the use of Super Ultra-low Emission (SULEV) and Partial-Zero (ZEV) emission light-duty passenger vehicles and trucks within the Bay Area. Emphasis will be placed on vehicles capable of using renewable, low-carbon fuels.	PFS-2.3 Sustainable Practices PFS-2.5 Alternative Fuels NR-2.7 Coordination with Bay Area Air Quality Management District NR-2.9 Fleet Operations NR-2.12 Preference for Reduced-Emission Equipment M-9.9 Alternative Fuel Vehicle Parking
MSM A-2 - Zero Emission Vehicles (ZEV) and Plug-in Hybrids	The Air District, in cooperation with local businesses, city and county governments, and state and federal agencies, will expand the use of Zero Emission (ZEV) and Plug-in Hybrid (PHEV) passenger vehicles and light-duty trucks within the Bay Area.	NR-2.7 Coordination with Bay Area Air Quality Management District NR-2.10 Zero-Emission and Low-Emission Vehicle Use NR-2.11 Zero-Emission and Low-Emission Vehicle Advocacy NR-2.12 Preference for Reduced-Emission Equipment M-9.9 Alternative Fuel Vehicle Parking M-9.11 Multifamily Charging Stations
MSM C-1 - Construction and Farming Equipment	Reduce emissions from construction and farming equipment by 1) cash incentives to retrofit construction and farm equipment with diesel particulate matter filters or upgrade to a Tier III or IV off-road engine; 2) work with CARB, CEC and others to develop more fuel efficient off-road engines and drive-trains; 3) work with local communities, contractors and developers to encourage the use of renewable alternative fuels in applicable equipment.	NR-2.12 Preference for Reduced-Emission Equipment
TCM A-1 – Improve Local and Areawide Bus Service	Improve transit by providing new Express Bus or Bus Rapid Transit on major travel corridors, funding the replacement of older and dirtier buses, and implementing Transit Priority Measures on key transit routes.	M-1.6 Bicycling, Walking, and Transit Amenities M-2.1 Regional Coordination M-2.2 Regional Plans M-2.3 Multi-Jurisdictional Transportation Corridors M-2.4 Regional Transit Options Goal M-7 Transit (see Policies M-7.1 – M-7.13)

Control Measure Title	Control Measure Description	Supporting 2040 General Plan Policies and Programs
		Implementation M 3: Survey Transportation and Transit Gaps and Barriers Implementation M 14: Transit Rider Information Study
TCM A-2 Improve Local and Regional Rail Service	Improve rail service by sustaining and expanding local and regional rail services and by providing funds to maintain railcars, stations, and other rail capital assets.	M-1.6 Bicycling, Walking, and Transit Amenities M-2.1 Regional Coordination M-2.2 Regional Plans M-2.3 Multi-Jurisdictional Transportation Corridors M-2.4 Regional Transit Options Goal M-7 Transit (see Policies M-7.1 – M-7.13)
TCM B-1 Implement Freeway Performance Initiative	Improve the performance and efficiency of freeway and arterial systems through operational improvements, including implementing the Freeway Performance Initiative, the Arterial Management Program, and the Bay Area Freeway Service Patrol.	M-2.1 Regional Coordination M-2.2 Regional Plans M-2.3 Multi-Jurisdictional Transportation Corridors
TCM C-1 - Support Voluntary Employer-Based Trip Reduction Program	Support voluntary employer trip-reduction programs through the implementation of the 511 Regional Rideshare Program and Congestion Management Agency rideshare programs, the Spare the Air Program, encouraging cities to adopt transit benefit ordinances, and supporting Bay Area shuttle service providers.	Goal M-8 Transportation Demand Management (see Policies M-8.1 – M-8.9) NR-2.8 Reduced Emissions for City Operations and Commutes Implementation M 16: Citywide TDM Plan Implementation M 17: City Employee Car/Bike Share Program Implementation M 18: City Commuter Benefits Implementation M 19: TDM Amendments
TCM C-2 - Implement Safe Routes to Schools and Safe Routes to Transit	Facilitate safe routes to schools and transit by providing funds and working with transportation agencies, local governments, schools, and communities to implement safe access for pedestrians and cyclists.	HQL-2.5 Safe Routes to School HQL-2.2 Remove Physical Barriers HQL-6.7 Transit Service for Seniors M-1.7 Eliminate Gaps Goal M-3 Complete Streets (see Policies M-3.1 – M-3.12)
TCM C-3 Promote Rideshare Services and Incentives	Promote rideshare services and incentives through the implementation of the 511 Regional Rideshare Program and Congestion Management Agency rideshare programs including marketing rideshare services, operating rideshare	Goal M-8 Transportation Demand Management (see Policies M-8.1 – M-8.9) Implementation M 12: Shuttle Service Study

Control Measure Title	Control Measure Description	Supporting 2040 General Plan Policies and Programs
	information call center and website, and providing vanpool support services.	Implementation M 13: Private Transportation Companies Implementation M 16: Citywide TDM Plan Implementation M 17: City Employee Car/Bike Share Program Implementation M 18: City Commuter Benefits
TCM C-4 – Conduct Public Outreach & Education	Educate the public about the air quality, environmental, and social benefits of carpooling, vanpooling, taking public transit, biking, walking, and telecommuting, through the Spare the Air campaign and Transportation Climate Action Campaign.	NR-2.14 Air Quality Education HQL-2.1 Physical Activity and the Built Environment HQL-2.3 Education about Walking, Cycling and Using Public Transit HQL-2.6 Education on Sharing the Road M-1.8 Transportation Choices Goal M-8 Transportation Demand Management (see Policies M-8.1 – M-8.9) Implementation M 16: Citywide TDM Plan Implementation M 17: City Employee Car/Bike Share Program
TCM C-5 – Promote Smart Driving/Speed Moderation	Educate the public about the air quality and climate protection benefits of reducing high-speed driving and observing posted speed limits.	HQL-2.6 Education on Sharing the Road Implementation M 10: Traffic Calming Measures
TCM D-1- Improve Bicycle Access and Facilities	Expand bicycle facilities serving transit hubs employment sites, educational and cultural facilities, residential areas, shopping districts, and other activity centers.	M-1.6 Bicycling, Walking, and Transit Amenities M-1.7 Eliminate Gaps Goal M-3 Complete Streets (see Policies M-3.1 – M-3.12) Goal M-6 Bikeways (see Policies M.6-1 – M.6-8) HQL-2.4 Bicycle Security HQL-2.2 Remove Physical Barriers Implementation M 17: City Employee Car/Bike Share Program
TCM D-2 Improve Pedestrian Access and Facilities	Provide funding for projects to improve pedestrian access to transit hubs, employment sites, educational and cultural facilities, residential areas, shopping districts, and other activity centers.	M-1.6 Bicycling, Walking, and Transit Amenities M-1.7 Eliminate Gaps Goal M-3 Complete Streets (see Policies M-3.1 – M-3.12) Goal M-5 Pedestrian Facilities (see Policies M-5.1 – M-5.8)

Control Measure Title	Control Measure Description	Supporting 2040 General Plan Policies and Programs
		HQL-2.2 Remove Physical Barriers Implementation M 11: Pedestrian Master Plan Implementation M 15: Pedestrian Design Standard for Transit Stop
TCM D-3 Support Local Land Use Strategies	Promote land use patterns, policies, and infrastructure investments that support mixed-use, transit-oriented development that reduce motor vehicle dependence and facilitate walking, bicycling, and transit use.	See Goals and Policies throughout the Land Use Element related to land use patterns, infill, mixed use, transit-oriented development, complete neighborhoods, etc., that achieve these outcomes. Implementation LU 1: Comprehensive Zoning Ordinance Update
TCM E-2 - Parking Pricing and Management Strategies	Promote policies to implement market-rate pricing of parking facilities, reduce parking requirements for new development projects, parking "cash-out", bundling of parking in residential and commercial leases, shared parking at mixed-use facilities, etc.	Goal M-9 Parking (see Policies M-9.1 – M-9.11) Implementation M 16: Citywide TDM Plan Implementation M 17: City Employee Car/Bike Share Program Implementation M 18: City Commuter Benefits Implementation M 20: Off-Street Parking Regulations Comprehensive Update Implementation M 21: Downtown Parking Management Plan
LUM 1: Goods Movement	Reduce diesel PM and GHG emissions from goods movement in the Bay Area through targeted enforcement of CARB diesel ATCMs in impacted communities, partnerships with ports and other stakeholders, increased signage indicating truck routes and anti-idling rules, shifts in freight transport mode, shore-side power for ships, and improvements in the efficiency of engine drive trains, distribution systems (roadways, logistic systems) and land use patterns.	Goal M-11 Goods Movement (see Policies M-11.1 – 11.4) Implementation M 22: Truck Routes Study
LUM 4: Land Use Guidance	Provide guidance to local governments re: 1) air quality and greenhouse gases in General Plans, and 2) how to address and mitigate population exposure related to land use development.	LU-1.9 Development Standards and Greenhouse Gas Emissions NR-2.1 Ambient Air Quality Standards NR-2.2 New Development NR-2.3 Emissions Reduction NR-2.4 Community Greenhouse Gas Reduction

Control Measure Title	Control Measure Description	Supporting 2040 General Plan Policies and Programs
		NR-2.5 Municipal Greenhouse Gas Reduction NR-2.7 Coordination with Bay Area Air Quality Management District NR-2.13 Wood Stove and Fireplace Replacement See 2040 GPU Policies listed below related to reducing health risk. Implementation M 22: Truck Routes Study
LUM 5: Reduce Health Risk in Impacted Communities	Establish a system to track cumulative health risks from all emissions sources in impacted communities (as identified by the District's CARE program) in order to monitor progress in reducing population exposure.	NR-2.15Community Risk Reduction Strategy NR-2.16 Sensitive Uses NR-2.17 Source Reduction Measures NR-2.18 Exposure Reduction BMPs for New Receptors NR-2.19 Exposure Reduction Measures for both Existing and New Receptors HQL-7.5 Proximity to Pollution Sources Implementation M 22: Truck Routes Study
LUM 6: Enhanced Air Quality Monitoring	Expand monitoring program to provide better local air quality monitoring data in impacted communities.	NR-2.7 Coordination with Bay Area Air Quality Management District
ECM 1: Energy Efficiency	Provide 1) education to increase energy efficiency; 2) technical assistance to local governments to adopt and enforce energy- efficient building codes; and 3) incentives for improving energy efficiency at schools.	NR-2.7 Coordination with Bay Area Air Quality Management District NR-4.1 Energy Efficiency Measures NR-4.2 Energy Efficiency Collaboration NR-4.3 Efficient Construction and Development Practices NR-4.4 Energy Resource Conservation in Public Buildings NR-4.5 Energy Efficient Contractors NR-4.11 Green Building Standards NR-4.13 Energy Use Data NR-4.14 Energy Efficiency Retrofits NR-4.15 Energy Efficiency Programs See Implementations NR 5through NR 11
ECM 2: Renewable Energy	Promote distributed renewable energy generation (solar, micro wind turbines, cogeneration, etc.) on commercial and residential buildings, and at industrial facilities	NR-4.6 Renewable Energy NR-4.7 Renewable Portfolio Standards NR-4.8 Community Choice Aggregation NR-4.9 Renewable Energy Financing Programs

Control Measure Title	Control Measure Description	Supporting 2040 General Plan Policies and Programs
		NR-4.10 Public Renewable Energy Generation NR-4.11 Green Building Standards Implementations NR 12: Financing Program for the Installation of Residential Renewable Energy Systems Implementation NR 13: Financing Program for the Installation of Commercial Renewable Energy Systems
ECM 3: Urban Heat Island Mitigation	Mitigate the "urban heat island" effect by promoting the implementation of cool roofing, cool paving, and other strategies.	HQL-8.4 Urban Heat Island Effects NR-4.11 Green Building Standards See proposed General Plan policies under ECM 4: Shade Tree Planting below.
ECM 4: Shade Tree Planting	Promote planting of low-VOC-emitting shade trees to reduce urban heat island effects, save energy, and absorb CO_2 and other air pollutants.	NR-2.7 Coordination with Bay Area Air Quality Management District NR-4.12 Urban Forestry HQL-8.1 Manage and Enhance Urban Forest HQL-8.2 Urban Forest Management Plan HQL-8.5 Tree Giveaway Program

SOURCE: Ascent Environmental, Inc.

coatings. Fugitive dust emissions (PM_{10} and $PM_{2.5}$) are primarily associated with site preparation and vary as a function of such parameters as soil silt content, soil moisture, wind speed, acreage of disturbance area, and vehicle miles traveled (VMT) by construction vehicles on- and off-site. Typical construction equipment associated with development and redevelopment projects includes dozers, graders, excavators, loaders, and trucks.

Although it is not possible to speculate on the exact type, number, location, or timing of future projects that would be proposed over the planning horizon of the General Plan, nor on the precise nature or degree of environmental impacts associated with such projects, General Plan policies will be implemented and/or realized through future projects that will require construction activity. Thus, the impact analysis below pertains to assumed levels of development and implementation of policies contained within the proposed General Plan.

Short-term construction emissions were estimated for worst-case, average annual levels of development assumed to occur under the proposed General Plan. Average annual construction emissions associated with General Plan buildout are summarized below in Table 7.2.

BAAQMD does not have a recommended plan-level threshold of significance for short-term construction related emissions of ROG, NO_X, PM_{10} and $PM_{2.5}$. However, several of the proposed General Plan goals, policies and programs identified below in Table 7.3 would reduce emissions from construction projects.

The above-referenced goals and policies in the proposed General Plan incorporate all feasible measures as recommended by BAAQMD. Implementation of these policies and program would result in a substantial reduction of construction-related emissions. However, because project-specific details are unknown at this time, it cannot be known with certainty that the above-referenced policies and programs would reduce project-specific emissions to below project-specific thresholds recommended by BAAQMD. Therefore, impacts associated with short-term construction emissions under the proposed General Plan would be ***significant*.**

Mitigation 7-2. There are no additional measures available that would reduce impacts from short-term construction emissions. All feasible construction emission reduction measures have been incorporated into the proposed General Plan. Therefore, this impact would remain ***significant and unavoidable.***

Impact 7-3: Long-Term Operational Emissions of ROG, NO_X, CO, PM_{10} and $PM_{2.5}$. Project-related operational emissions of the ozone precursors ROG and NO_X would be reduced on an annual basis over the General Plan implementation period, as compared with existing conditions. However, operational PM_{10} and $PM_{2.5}$ emissions would increase compared to baseline conditions. While the proposed General Plan would be consistent with all applicable control measures in the 2010 Bay Area Clean Air Plan, the rate of increase in VMT and vehicle trips under the proposed General Plan would be higher than the rate of population increase by 2035. Therefore, impacts associated with long-term operational emissions under the proposed General Plan would be a ***significant impact*** (see criteria [a] through [d] and [f] and [g] in subsection 7.2.1, "Significance Criteria," above).

Proposed projects that may occur under the proposed General Plan could include development of residential, commercial and industrial projects, transportation facilities, public/quasi-public facilities, and other land uses. The impact analysis below pertains to the potential development authorized under the proposed General Plan, which could result in long-term operational emissions.

In order to estimate operational mobile-source emissions, VMT generated within the Planning Area boundary was obtained from the General Plan traffic study (see EIR chapter 18) for Baseline (2010), No Project (2035) and Project (2035) conditions. Total mobile-source emissions associated with VMT for all three conditions were modeled using EMFAC 2011. It was assumed that the vehicle fleet mix information contained in the EMFAC model for Alameda County would be representative of vehicles in Hayward.

Table 7.2
AVERAGE ANNUAL CONSTRUCTION EMISSIONS FROM DEVELOPMENT UNDER THE PROPOSED 2040GENERAL PLAN

	Annual Emissions (tons/year)			
	ROG	**NO_X**	**PM_{10}**	**$PM_{2.5}$**
"Worst-Case" Construction Year (2015)	21.5	7.4	1.8	0.8

SOURCE: CalEEMod 2013.2, modeling by Ascent Environmental, Inc. 2013. Detailed model output can be found in the EIR Air Quality appendix.

Note: Average annual development assumptions were estimated by dividing net increase in residential and commercial units associated with the 2040 General Plan (dwelling units and square feet) by 25 years. Construction emissions were estimated for this annualized average level development within the first full calendar year after anticipated General Plan adoption (2015).

Area-source emissions were estimated using CalEEMod. Area-source emissions include emissions from consumer products, landscaping and maintenance, wood-burning appliances, and other off-road equipment. Energy-related emissions would be associated with space and water heating. Both area-source and energy emissions were calculated using land use type and acreage inputs consistent with the project description and default model assumptions in CalEEMod.

The net change in total emissions associated with operation of development generated through General Plan buildout was estimated for the build-out year (2035) and compared with existing conditions (2010) (see Table 7.4). For informational purposes, the net change in emissions associated with implementation of the proposed General Plan was also compared with the No Project condition (i.e., buildout of the existing General Plan) in the year 2035 (see Table 7.5).

As shown in the results of the emissions modeling presented in Table 7.4, emissions of ozone precursors (ROG and NO_x) and CO in Hayward would be expected to decrease substantially by 2035 under the proposed General Plan compared to existing conditions. This is primarily due to the fact that mobile-source operational emission factors would decrease because of more stringent vehicle emission standards over the planning period. EMFAC 2011, the emissions model used in this analysis, accounts for already enacted (present) and approved (future) vehicle emissions control measures contained in SIPs submitted to EPA, smog check programs, truck and bus emissions rules, and fuel economy standards, which would result in foreseeable mobile-source emission reductions in the region. PM_{10} and $PM_{2.5}$ emissions would experience a net increase, however, under the proposed General Plan compared to baseline conditions. Some of the increase is attributable to ongoing tire and brake wear which increase proportionally with growth in traffic, as well as increase in areawide and energy related PM emissions.

Table 7.3 Proposed Hayward General Plan Policies to Avoid or Reduce Construction-Related Emissions		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Natural Resources Element		
Goal NR-2	Improve the health and sustainability of the community through continued local efforts to improve regional air quality, reduce greenhouse gas emissions, and reduce community exposure to health risks associated with toxic air contaminants and fine particulate matter.	States the overall goal of the City to improve health sustainability of the community by improving air quality and addressing health risks.
Policy NR-2.1 Ambient Air Quality Standards	The City shall work with the California Air Resources Board and the Bay Area Air Quality Management District to meet State and Federal ambient air quality standards in order to protect all residents, from the health effects of air pollution.	Establishes the City's commitment to work with agencies with regulatory authority over air quality at the Federal, State, and regional levels.
Policy NR-2.2 New Development	The City shall review proposed development applications to ensure projects incorporate feasible measures that reduce construction and operational emissions for reactive organic gases (ROG), nitrogen oxides (NO_X), and particulate matter (PM_{10} and $PM_{2.5}$) through project location and design.	Requires that new development projects incorporate feasible construction emission mitigation measures to address ROG, NO_X, PM_{10}, and $PM_{2.5}$.
Policy NR-2.7 Coordination with Bay Area Air Quality Management District	The City shall coordinate with the Bay Area Air Quality Management District to ensure projects incorporate feasible mitigation measures to reduce greenhouse gas emissions and air pollution if not already provided for through project design.	Establishes the City's commitment to work with the BAAQMD to ensure that project-level mitigation measures reduce GHG emissions and air pollution.
Policy NR-2.12 Preference for Reduced-Emission Equipment	The City shall give preference to contractors using reduced-emission equipment for City construction projects and contracts for services (e.g., garbage collection), as well as businesses that practice sustainable operations.	Establishes the City's commitment to give bid preference to contractors using reduced-emission equipment for City construction projects.
Policy NR-2.15 Community Risk Reduction Strategy	The City shall maintain and implement the General Plan as Hayward's community risk reduction strategy to reduce health risks associated with toxic air contaminants (TACs) and fine particulate matter ($PM_{2.5}$) in both existing and new development	Establishes the City's commitment to reduce health risk exposure associated with TACs and $PM_{2.5}$ through a plan-based community risk reduction strategy.
Policy NR-2.16 Sensitive Uses	The City shall minimize exposure of sensitive receptors to toxic air contaminants (TAC), fine particulate matter ($PM_{2.5}$), and odors to the extent possible, and consider distance, orientation, and wind direction when siting	Requires the application of project-specific BMPs that reduce construction exhaust and fugitive dust as part of the City's Community Risk Reduction Strategy (see Impact 7.4).

Table 7.3 Proposed Hayward General Plan Policies to Avoid or Reduce Construction-Related Emissions		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	sensitive land uses in proximity to TAC- and $PM_{2.5}$-emitting sources and odor sources in order to minimize health risk.	
Policy NR-2.17 Source Reduction Measures	The City shall coordinate with and support the efforts of the Bay Area Air Quality Management District, the California Air Resources Board, the U.S. Environmental Protection Agency, and other agencies as appropriate to implement source reduction measures and best management practices that address both existing and new sources of toxic air contaminants (TAC) and fine particulate matter ($PM_{2.5}$), and odors.	Requires the application of project-specific BMPs that reduce construction exhaust and fugitive dust as part of the City's Community Risk Reduction Strategy (see Impact 7.4).
Policy NR-2.18 Exposure Reduction BMPs for New Receptors	The City shall require development projects to implement all applicable best management practices that will reduce exposure of new sensitive receptors (e.g., hospitals, schools, daycare facilities, elderly housing and convalescent facilities) to odors, toxic air contaminants (TAC), and fine particulate matter ($PM_{2.5}$).	Requires the application of project-specific BMPs that reduce exposure to construction exhaust and fugitive dust as part of the City's Community Risk Reduction Strategy (see Impact 7.4).
Policy NR-2.19 Exposure Reduction Measures for both Existing and New Receptors	The City shall work with area businesses, residents and partnering organizations to provide information about best management practices that can be implemented on a voluntary basis to reduce exposure of sensitive receptors to toxic air contaminants (TAC) and fine particulate matter ($PM_{2.5}$).	Encourages voluntary reduction of construction exhaust emissions and fugitive dust, as well as exposure to these emissions, as part of the City's Community Risk Reduction Strategy (see Impact 7.4).

Table 7.4
NET CHANGE IN OPERATIONAL EMISSIONS: PROPOSED GENERAL PLAN COMPARED WITH BASELINE CONDITIONS (2010 TO 2035)

Emission Source	Tons Per Year (TPY)				
	ROG	**NO_X**	**CO**	**PM_{10}**	**$PM_{2.5}$**
Area-Source Emissions	119	2	160	12	12
Energy Emissions	4	39	22	3	3
Mobile-Source Emissions	-327	-1,023	-3,678	15	-5
Total Emissions[1]	**-204**	**-983**	**-3,497**	**30**	**10**

SOURCE: Traffic data provided by Kittelson Associates; results of modeling by Ascent Environmental, Inc. are provided in the Air Quality appendix.

Notes: CO = carbon monoxide; NO_X = oxides of nitrogen; PM_{10} = particulate matter less than 10 microns in diameter; $PM_{2.5}$ = particulate matter less than 2.5 microns in diameter; TPY = tons per year.

[1]Totals may not sum exactly because of rounding.

Table 7.5
NET CHANGE IN OPERATIONAL EMISSIONS: PROPOSED GENERAL PLAN COMPARED WITH NO PROJECT (2035)

Emission Source	Tons Per Year (TPY)				
	ROG	**NO_X**	**CO**	**PM_{10}**	**$PM_{2.5}$**
Area-Source Emissions	5.4	0.1	5.6	0.1	0.1
Energy Emissions	0.1	0.5	0.1	0.0	0.0
Mobile-Source Emissions	1.6	3.6	12.1	0.7	0.3
Total Emissions[1]	**7.0**	**4.2**	**17.8**	**0.9**	**0.4**

SOURCE: Traffic data provided by Kittelson Associates; results of modeling by Ascent Environmental, Inc. are provided in the Air Quality appendix.

Notes: CO = carbon monoxide; NO_X = oxides of nitrogen; PM_{10} = particulate matter less than 10 microns in diameter; $PM_{2.5}$ = particulate matter less than 2.5 microns in diameter; TPY = tons per year.

[1] Totals may not sum exactly because of rounding.

Table 7.5 shows that emissions under the proposed General Plan would also result in a net increase compared to No Project in 2035. Although the same improvements in emission factors from mobile sources would occur under either Project or No Project conditions, the rate of increase compared to No Project is primarily attributable to overall increases in traffic and vehicle miles traveled under the proposed General Plan that are generated primarily by net increases in population and employment, compared to No Project.

The proposed General Plan was also evaluated against the BAAQMD's recommended plan-level operational-related thresholds for criteria pollutants and ozone precursors (see subsection 7.2.1, [f] and [g]). According to BAAQMD guidance, a proposed plan should demonstrate that projected VMT or vehicle trips associated with plan implementation is less than or equal to projected population increase under the plan, in order for impacts to be considered less than significant.

Table 7.6 below compares population, employment and service population rates of increase with a number of VMT and vehicle trip metrics. Total VMT generated by all residents as well as employed persons within Hayward is expected to increase by about 50% in 2035 compared to baseline conditions. The combined population and employment (also known as "service population") rate of increase is about 30%. The rate of change in vehicle trips is about 33%, which is greater than the rate of service population increase. It should be noted that the rate of vehicle trip and VMT increase associated with both increased population and employment are partially due to the increase in employed persons residing within the Planning Area. Because the baseline year is 2010, employment levels in this year, and associated trips per household, may not be comparable to future year estimates of employment, in which overall trips per household may be increasing to declining unemployment levels. Nevertheless, the rate of increase in both VMT and vehicle trips exceeds the rate of increase in service population, which exceeds the BAAQMD-recommended threshold.

As set forth in Table 7.7 below, the proposed General Plan includes numerous goals, policies, and implementation programs that would result in reductions in operational-related ozone precursor and criteria pollutant emissions during buildout of the proposed General Plan.

The proposed General Plan policies and programs would help to reduce operational emissions, and modeling of future operational emissions under the proposed General Plan shows a net decrease in mass emissions of ozone precursors (ROG and NO_x) in 2035 compared to the baseline. In addition, as noted earlier under Impact 7-1 in this Air Quality section, the proposed General Plan would be substantially consistent with all control measures in the 2010 Bay Area Clean Air Plan. However, PM_{10} and $PM_{2.5}$ emissions would still increase under the proposed General Plan in 2035 compared to baseline conditions. The rate of increase in VMT and vehicle trips would also be higher than the rate of service population increase by the year 2035, which exceeds the BAAQMD's threshold of significance. Therefore, impacts from operational-related emissions under the proposed General Plan build-out would be ***significant.***

Mitigation 7-3. There are no additional measures that would substantially reduce impacts from long-term operational emissions. All feasible long-term operational emission reduction measures have been incorporated into the goals, policies and programs in the proposed General Plan. This impact would therefore be ***significant and unavoidable.***

Table 7.6
COMPARISON OF POPULATION RATE OF INCREASE WITH VMT RATE OF INCREASE

	Population[1]	Employment	Service Population (SP)[2]	VMT[3]	VMT/ capita	VMT/SP	Vehicle Trips[3]	Vehicle Trips/ capita	Vehicle Trips/SP
2010 Baseline	160,632	76,067	236,699	3,199,918	19.9	13.5	727,671	4.53	3.07
2035 No Project	204,597	100,120	304,717	4,788,468	23.4	15.7	953,409	4.66	3.13
2035 Project	206,581	101,854	308,435	4,817,620	23.3	15.6	965,332	4.67	3.13
Percent Change (Project vs. Baseline)	**28.6%**	**33.9%**	**30.3%**	**50.6%**	**17.1%**	**15.5%**	**32.7%**	**3.2%**	**1.8%**
Percent Change (Project vs. No Project)	**1.0%**	**1.7%**	**1.2%**	**0.6%**	**-0.4%**	**-0.6%**	**1.3%**	**0.3%**	**0.0%**

SOURCE:

Notes: VMT = vehicle miles traveled; SP = service population

[1] Total population as reported in the land use inputs to the General Plan transportation modeling (see EIR chapter 18)
[2] Service Population is defined as the sum of population and employment
[3] VMT and vehicle trip data generated from General Plan transportation modeling.

Table 7.7 Proposed Hayward General Plan Policies to Avoid or Reduce Operational Emissions		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Natural Resources Element		
Goal NR-2	Improve the health and sustainability of the community through continued local efforts to improve regional air quality, reduce greenhouse gas emissions, and reduce community exposure to health risks associated with toxic air contaminants and fine particulate matter.	States the overall goal of the City to improve health sustainability of the community by improving air quality and addressing health risks.
Policy NR-2.1 Ambient Air Quality Standards	The City shall work with the California Air Resources Board and the Bay Area Air Quality Management District to meet State and Federal ambient air quality standards in order to protect all residents, from the health effects of air pollution.	Establishes the City's commitment to work with agencies with regulatory authority over air quality at the Federal, State, and regional levels.
Policy NR-2.2 New Development	The City shall review proposed development applications to ensure projects incorporate feasible measures that reduce construction and operational emissions for reactive organic gases (ROG), nitrogen oxides (NO_X), and particulate matter (PM_{10} and $PM_{2.5}$) through project location and design.	Requires that new development projects incorporate feasible operational-related emission mitigation measures to address ROG, NO_X, PM_{10}, and $PM_{2.5}$.
Policy NR-2.7 Coordination with Bay Area Air Quality Management District	The City shall coordinate with the Bay Area Air Quality Management District to ensure projects incorporate feasible mitigation measures to reduce greenhouse gas emissions and air pollution if not already provided for through project design.	Establishes the City's commitment to work with the BAAQMD to ensure that project-level mitigation measures reduce GHG emissions and air pollution.
Policy NR-2.9 Fleet Operations	The City shall continue to purchase low-emission or zero-emission vehicles for the City's fleet and to use available clean fuel sources such as bio-diesel for trucks and heavy equipment.	Establishes the City's ongoing commitment to purchase low- or zero-emission vehicles.
Policy NR-2.10 Zero-Emission and Low-Emission Vehicle Use	The City shall encourage the use of zero-emission vehicles, low-emission vehicles, bicycles and other non-motorized vehicles, and car-sharing programs by requiring sufficient and convenient infrastructure and parking facilities throughout the City.	Establishes City's support for low- and zero-emission vehicle adoption in the community by requiring sufficient and convenient infrastructure and parking facilities to support these vehicles.
Policy NR-2.12 Preference for Reduced-Emission Equipment	The City shall give preference to contractors using reduced-emission equipment for City construction projects and contracts for services (e.g., garbage collection), as well as businesses that practice sustainable operations.	Establishes the City's commitment to give bid preference to contractors using reduced-emission equipment for City construction projects and contracts for services.

Table 7.7 Proposed Hayward General Plan Policies to Avoid or Reduce Operational Emissions		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy NR-2.15 Community Risk Reduction Strategy	The City shall maintain and implement the General Plan as Hayward's community risk reduction strategy to reduce health risks associated with toxic air contaminants (TACs) and fine particulate matter ($PM_{2.5}$) in both existing and new development	Establishes the City's commitment to reduce health risk exposure associated with TACs and $PM_{2.5}$ through a plan-based community risk reduction strategy, which includes source reduction measures to reduce operational TAC and $PM_{2.5}$ emissions.
Policy NR-2.17 Source Reduction Measures	The City shall coordinate with and support the efforts of the Bay Area Air Quality Management District, the California Air Resources Board, the U.S. Environmental Protection Agency, and other agencies as appropriate to implement source reduction measures and best management practices that address both existing and new sources of toxic air contaminants (TAC), fine particulate matter ($PM_{2.5}$), and odors.	Establishes the City's commitment to work collaboratively with appropriate regulatory agencies to reduce TAC and $PM_{2.5}$ emissions from existing and new sources.
Land Use and Community Character Element		
Goal LU-1 Growth and Sustainable Development	Promote local growth patterns and sustainable development practices that improve quality of life, protect open space and natural resources, and reduce resource consumption, traffic congestion, and related greenhouse gas emissions.	Establishes the City's goal for sustainable growth patterns to address traffic congestion and reduce resource consumption and greenhouse gas emissions, which would also help to reduce operational mobile source emissions.
Policy LU-1.1 Jobs-Housing Balance	The City shall support efforts to improve the jobs-housing balance of Hayward and other communities throughout the region to reduce automobile use, regional and local traffic congestion, and pollution.	Establishes the City's commitment to improving local jobs-housing balance, which would reduce automobile use, congestion and associated operational mobile source emissions.
Policy LU-1.5 Transit-Oriented Development	The City shall support high-density transit-oriented development within the City's Priority Development Areas to improve transit ridership and to reduce automobile use, traffic congestion, and greenhouse gas emissions.	Establishes the City's commitment to high-density, transit-oriented development in specific Priority Development Areas. Improving transit ridership and reducing automobile use would reduce operational mobile source emissions.
Policy LU-1.6 Mixed-Use Neighborhoods	The City shall encourage the integration of a variety of compatible land uses into new and established neighborhoods to provide residents with convenient access to goods, services, parks and recreation, and other community amenities.	Establishes the City's commitment to encourage mixed use development, which would contribute to reduction of vehicle miles traveled and reduced operational mobile source emissions.

Table 7.7 Proposed Hayward General Plan Policies to Avoid or Reduce Operational Emissions		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy LU-1.9 Development Standards and Greenhouse Gas Emissions	The City shall explore the use of zoning and development standards that help reduce greenhouse gas emissions when preparing or updating plans and ordinances.	Establishes the City's commitment to explore standards that would reduce GHG emissions. Land use oriented zoning and development standards that lead to reductions in GHG emissions would result in co-benefits of reducing operational mobile source emissions.
Policy LU-1.12 Regional Planning	The City shall coordinate with regional and local agencies to prepare updates to regional growth plans and strategies, including the Bay Area's Regional Transportation Plan, Sustainable Communities Strategy, and Regional Housing Needs Allocation (RHNA).	Establishes the City's commitment to work collaboratively on regional planning issues, which would lead to reductions in vehicle miles traveled and associated operational mobile source emissions.
Goal LU-2 Priority Development Areas Policies LU-2.1 – 2.19	Revitalize and enhance Hayward's Priority Development Areas to accommodate and encourage growth within compact, mixed-use, and walkable neighborhoods and districts that are located near the City's job centers and regional transit facilities.	Establishes the City's commitment to accommodating infill development in priority development areas near transit, which would contribute to reduction of automobile usage and vehicle miles traveled and lead to reduced operational emissions.
Goal LU-3 Complete Neighborhoods Policies LU-3.1 – 3.11	Create complete neighborhoods that provide a mix of housing options and convenient access to parks, schools, shopping, jobs, and other community amenities.	Establishes the City's commitment to encourage mixed-use development, which would contribute to reduction of automobile usage and vehicle miles traveled and lead to reduced operational emissions.
Mobility Element		
Goal M-1 Multi-Modal System Policies M-1.1 – 1.8	Provide a comprehensive, integrated, and connected network of transportation facilities and services for all modes of travel.	Establishes the City's commitment to creating a more multi-modal transportation network, which would lead to reduced vehicle miles traveled, thereby reducing operational emissions.
Goal M-2 Regional Transportation Context Policies M-2.1 – M-2.5	Connect Hayward to regional and adjacent communities' transportation networks and reduce the impacts of regional through traffic in Hayward.	Establishes the City's commitment to provide connection to adjacent transportation networks, which would lead to improved mobility and reduced congestion from through traffic, thereby reducing operational mobile source emissions.

Table 7.7 Proposed Hayward General Plan Policies to Avoid or Reduce Operational Emissions		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Goal M-3 Complete Streets Policies M-3.1 – M-3.12	Provide complete streets that balance the diverse needs of users of the public right-of-way.	Establishes the City's commitment to provide for multi-modal, complete streets, which would reduce vehicle miles traveled and lead to reduced operational mobile source emissions.
Goal M-5 Pedestrian Facilities Policies M-5.1 – M-5.8	Provide a universally accessible, safe, convenient, and integrated pedestrian system that promotes walking.	Establishes the City's commitment to provide a transportation system that promotes walking, which would lead to reduced vehicle miles traveled (VMT) and associated reductions in operational mobile source emissions.
Goal M-6 Bikeways Policies M-6.1 – M-6.8	Create and maintain a safe, comprehensive, and integrated bicycle system and support facilities throughout the City that encourage bicycling that is accessible to all.	Establishes the City's commitment to provide a transportation system that promotes biking, which would lead to reduced vehicle miles traveled and associated reductions in operational mobile source emissions.
Goal M-7 Public Transit Policies M-7.1 – M-7.13	Improve coordination among public agencies and transit providers to meet public transit needs and provide greater mobility.	Establishes the City's commitment to work with transit providers to improve transit services and mobility.
Goal M-8 Transportation Demand Management Policies M-8.1 – M-8.9	Encourage transportation demand management strategies and program to reduce vehicular travel, traffic congestion, and parking demand.	Establishes the City's commitment to reduce transportation demand and vehicle trips through various strategies and programs.
Goal M-9 Parking Policies M-9.1 – M-9.11	Provide and manage a balanced approach to parking that meets economic development and sustainability goals.	Establishes the City's commitment to ensure that parking management is balanced with the City's sustainability goals by reducing parking requirements, reducing parking demand, managing parking supply, and requiring alternative fuel vehicle parking. These strategies would help to reduce vehicle miles traveled, and therefore would lead to decreases in operational mobile source emissions.
Implementation Program M 1 Multimodal LOS and Design Standards	The City shall adopt multi-modal Level of Service (LOS) and design standards and a methodology that defines the process for determining which non-vehicular transportation and transit improvements will be	Implements Policies M-1.2, M-1.3, M-1.4, and M-1.5. Establishes the City's intent to adopt multi-modal levels of service, which would increase likelihood of a multi-modal transportation network

Table 7.7 Proposed Hayward General Plan Policies to Avoid or Reduce Operational Emissions		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	implemented. The multimodal LOS program, design standards, and methodology should be consistent with those adopted by the Alameda County Transportation Commission.	and associated improvements, leading to reduction of operational mobile source emissions.
Implementation Program M 3 Survey Transportation and Transit Gaps and Barriers	The City shall prepare a study to identify existing gaps and barriers in the transportation and transit network. Based on the findings from the study, the City shall prepare and submit recommendations to the City Council on a set of priority investments for inclusion in the Capital Improvement Program and/or the Countywide Transportation Plan to address the gaps and barriers.	Implements Policies M-7.2, M-7.3, M-7.4, and M-7.10. Establishes the City's intent to address gaps and barriers in the transportation and transit network and improve connectivity, which would lead to potential reductions in vehicle miles traveled and associated operational mobile source emissions.
Implementation Program M 4 Regional Connection Improvements	The City shall work with the Alameda County Transportation Commission, AC Transit, and adjacent communities to identify better connections between City roadways, pedestrian ways, bicycle facilities, and transit corridors and neighboring and regional transportation networks. Based on findings from the study, the City shall prepare and submit recommendations to the City Council on priority improvements for better regional transportation connections that should be included in the Capital Improvement Program or Countywide Transportation Plan.	Implements Policies M-2.1 and M-2.3. Establishes the City's intent to address gaps and barriers in the transportation network and improve connectivity with surrounding jurisdictions, which would lead to potential reductions in vehicle miles traveled and associated operational mobile source emissions.
Implementation Program M 6 Complete Streets Assessment	The City shall conduct a study of the existing street network to identify streets that can be more complete. Based on findings from the study, the City shall prepare and submit recommendations to the City Council on a priority list of complete streets improvements.	Implements Policies M-3.2, M-3.3, and M-3.10. Establishes the City's commitment to provide for multi-modal, complete streets, which would reduce vehicle miles traveled and lead to reduced operational mobile source emissions.
Implementation Program M 7 Underused Rights-of-Way	The City shall conduct a study to identify underused rights-of-way, such as street lanes, open drainage facilities, and railroad corridors, to convert to bikeways, pedestrian ways, trails, and/or landscaping improvements. Based on findings from the study, the City shall prepare and submit recommendations to the City Council on priorities to maximize the use of underused right-of-way for non-motorized facilities or landscaping improvements.	Implements Policies M-3.2, M-3.3, and M-3.10. Establishes the City's commitment to improve routes for non-motorized travel, which would lead to reduced vehicle miles traveled and associated mobile source emissions.

Table 7.7 Proposed Hayward General Plan Policies to Avoid or Reduce Operational Emissions		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Implementation Program M 9 Improved Traffic Flow Program	The City shall work with the Metropolitan Transportation Commission and the Alameda County Transportation Commission to plan and obtain funding for projects that improve traffic flow on arterials and reduce vehicle idling.	Implements Policies M-4.1 and M-4.4. Establishes the City's commitment to improve traffic flow and reduce idling, which would result in reduced emissions.
Implementation Program M 11 Pedestrian Master Plan	The City shall develop, adopt, and implement a Pedestrian Master Plan that includes a planned sidewalk system, pedestrian design standards, and implementation program. As part of the preparation of the Pedestrian Master Plan, the City shall review and incorporate (as appropriate) planned improvements and programs identified in the Alameda Countywide Pedestrian Plan that connect Hayward's existing and planned pedestrian facilities to regional walking and bicycle facilities. The Pedestrian Master Plan shall include a Safe Routes to Schools Plan, an ADA Transition Plan, and strategies to improve pedestrian connections to parks, transit, and neighborhood commercial, and service uses.	Implements Policies M-5.2, M-5.4, and M-5.5. Establishes the City's commitment to provide a transportation system that promotes walking, which would reduce vehicle miles traveled and associated mobile source emissions.
Implementation Program M 12 Shuttle Service Study	The City shall conduct a study to evaluate the feasibility of establishing shuttle services to address any unmet transit needs, to fill in gaps in service that are not being met by other transit providers, and to improve transit connections between major transit stations and employment centers. Based on findings from the study, the City shall prepare and submit recommendations to the City Council relative to the options for establishing such services in the City.	Implements Policy M-7.11. Establishes the City's commitment to work with transit providers to improve transit services and mobility, which would reduce vehicle miles traveled and associated mobile source emissions.
Implementation Program M 14 Transit Rider Information Study	The City shall work with AC Transit to identify options for informing transit riders of the availability and timing (e.g., headways) of public transit. Based on findings from the study, the City shall work with AC Transit to prepare and submit recommendations to the City Council on developing a transit information program.	Implements Policy M-7.7. Establishes the City's commitment to work with transit providers to improve transit services and mobility, which would reduce vehicle miles traveled and associated mobile source emissions.
Implementation Program M 16 Citywide TDM Plan	The City shall develop and adopt a Citywide Transportation Demand Management (TDM) Plan, which could include strategies to reduce peak-hour traffic, such	Implements Policy M-8.2. Establishes the City's commitment to reduce transportation demand and vehicle trips through various strategies and

Table 7.7 Proposed Hayward General Plan Policies to Avoid or Reduce Operational Emissions		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	as staggered work hours, flexible schedule options, and telecommuting from home offices.	programs, which would reduce vehicle miles traveled and associated mobile source emissions.
Implementation Program M 17 City Employee Car/Bike Share Programs	The City shall conduct a study that explores the development of car-sharing and/or bike sharing programs for City employees. Based on findings from the study, the City shall prepare and submit recommendations to the City Council about establishing such programs.	Implements Policies M-8.3, M-8.4, M-8.5, and M-8.6. Establishes the City's commitment to reduce transportation demand and vehicle trips through various strategies and programs, which would reduce vehicle miles traveled and associated mobile source emissions.
Implementation Program M 18 City Commuter Benefits	The City shall continue to offer commuter benefits, such as Tran Ben or Commuter Checks to City employees, and when possible, expand or develop other commuter benefits programs, such as parking cash-out or parking pricing programs, or taking advantage of the new tax credit for biking to work.	Implements Policy M-8.5. Establishes the City's commitment to reduce transportation demand and vehicle trips through various strategies and programs, which would reduce vehicle miles traveled and associated mobile source emissions.
Implementation Program M 19 TDM Amendments	The City shall amend Administrative Rule 2.26 to reflect current transportation demand management opportunities.	Implements Policies M-8.3 and M-8.4. Establishes the City's commitment to reduce transportation demand and vehicle trips through various strategies and programs, which would reduce vehicle miles traveled and associated mobile source emissions.
Implementation Program M 20 Off-Street Parking Regulations Comprehensive Update	The City shall amend the Off-Street Parking Regulations of the Municipal Code to incorporate smart growth principles and to incentivize walking, biking, and public transit. The update shall consider the following changes: ▪ Creating a single "blended" parking requirement for commercial uses to facilitate future changes of use (i.e. changing a retail store to a restaurant); ▪ Proving requirements or incentives for bicycle parking; ▪ Allowing on-street parking along the property's frontage to count towards satisfying a portion of the property's off-street parking requirements; ▪ Setting parking maximums to limit the amount of parking that can be built on a site;	Implements Policies M-9.2, M-9.3, and M-9.11. Establishes the City's commitment to ensure that parking management is balanced with the City's sustainability goals by reducing parking requirements, reducing parking demand, managing parking supply, and requiring alternative fuel vehicle parking. These strategies would help to reduce vehicle miles traveled, and therefore would lead to decreases in operational mobile source emissions.

Table 7.7 Proposed Hayward General Plan Policies to Avoid or Reduce Operational Emissions		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	▪ Creating parking preferences or incentives for residents who rideshare or use low- or zero-emissions vehicles; and ▪ Allowing property owners to develop and implement parking demand management plans that consider ways to reduce the need for off-street parking by using shared parking arrangements, valet parking services, paid parking, and other appropriate techniques.	
Implementation Program M 21 Downtown Parking Management Plan	The City shall prepare and implement a Downtown Parking Management Plan. The preparation of the plan shall consider the following: ▪ Adopting parking requirements that are appropriate for a mixed-use, walkable, and transit-oriented district; ▪ Creating a single "blended" parking requirement to facilitate future changes of use (i.e. changing a retail store to a restaurant or office space to residential); ▪ Establishing flexible parking requirements to allow innovative parking solutions to efficiently meet parking needs, including shared parking, valet parking, and the implementation of parking demand management strategies; ▪ Providing dedicated parking spaces for car-sharing programs and low- or zero-emissions vehicles; ▪ Establishing incentives to encourage car-sharing programs (e.g., receiving credit for meeting the minimum "parking minimum" if a car share program is included with the project); ▪ Establishing paid parking with market pricing strategies for public parking (on- and off-street); ▪ Installing state-of-the-art parking meters that allow users to locate, reserve, and pay for parking with smart phone and mobile device applications; ▪ Adopting policies to use parking revenues to fund Downtown improvements and enhancements; and ▪ Establishing bicycle parking requirements and incentives.	Implements Policies M-9.4 and M-9.8. Establishes the City's commitment to ensure that parking management is balanced with the City's sustainability goals by reducing parking requirements, reducing parking demand, managing parking supply, and requiring alternative fuel vehicle parking. These strategies would help to reduce vehicle miles traveled, and therefore would lead to decreases in operational mobile source emissions.

Table 7.7 Proposed Hayward General Plan Policies to Avoid or Reduce Operational Emissions		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	The Parking Management Plan may be prepared in conjunction with the Downtown Specific Plan (see Implementation Program 4 of Table LU-1).	
Public Facilities and Services Element		
Policy PFS-2.5 Alternative Fuels	The City shall, wherever possible, require the use of alternative fuels in new services provided by City franchisees.	Requires use of alternative fuels in new services. Alternative fuels can include reduced- or zero-emission technologies, which could lead to reduce operational emissions from mobile sources.
Policy PFS-2.6 City Facilities Near Transit	When making decisions about where to rent or build new City facilities, the City shall give preference to locations that are accessible to an existing public transit line or ensure that public transit links (e.g. bus lines) are extended to the new locations.	Establishes City commitment to location efficiency when siting new City facilities. Increased proximity to transit would reduce vehicle miles traveled and associated operational mobile source emissions.

Impact 7-4: Exposure to Toxic Air Contaminants (TACs) and Fine Particulate Matter ($PM_{2.5}$). Implementation of development projects consistent with the proposed General Plan could involve siting of sensitive receptors near major roadways or near major stationary sources of TAC and $PM_{2.5}$ emissions, as well as the siting of potential new sources of these emissions. Such actions could increase community health risk exposure associated with these emissions. While the proposed General Plan contains a Community Risk Reduction Strategy consisting of goals, policies, implementation programs, and specific BMPs to reduce these risks, the effectiveness of the Strategy in reducing health risk exposure cannot be quantified at this time. Therefore, impacts associated with health risk exposure to TACs and $PM_{2.5}$ would be a ***significant impact*** (see criteria [d], [h], and [i] in subsection 7.2.1, "Significance Criteria," above).

A Community Risk Reduction Strategy (CRRS) has been prepared as part of the proposed General Plan to address health risk exposure from existing and future sources of TAC and $PM_{2.5}$ within the Hayward Planning Area. As part of the development of this strategy, an inventory of emissions sources was collected and dispersion modeling conducted to determine which areas of the Hayward Planning Area are exposed to higher concentrations of cancer risk associated with the inhalation of TACs and/or higher concentrations of $PM_{2.5}$. Air pollutants considered in the analysis were emissions of primary $PM_{2.5}$ and TACs with documented cancer toxicities that are emitted by local sources, including traffic on freeways and major roadways, stationary sources, and railroads. Air dispersion modeling was used to identify areas with elevated air pollutant concentrations and higher population exposures. Dispersion modeling applies a time-averaged, simplified representation of turbulent, atmospheric transport to approximate how pollutants are carried, mixed, dispersed, and diluted by the local winds.

The cancer risk estimates developed by this study represent the levels of cancer risk throughout the Hayward Planning Area from a 70-year exposure to carcinogenic TACs emitted by local sources beginning in 2014, which is the earliest year when development may occur after the proposed General Plan is expected to be adopted. This study also estimates the $PM_{2.5}$ concentrations in Hayward for 2014 as well as the planning horizon year 2040. The Technical Support document contained in the EIR Air Quality appendix includes details regarding the local inventory of sources of carcinogenic TACs and $PM_{2.5}$, the input parameters and source characterization used in the air dispersion modeling, the approach for generating concentrations and cancer risk estimates from the modeling output, and the results and findings.

The modeling produced four maps for understanding how levels of cancer risk and $PM_{2.5}$ concentrations vary throughout the City--shown in Exhibits 1 through4 in the Hayward Community Risk Reduction Plan Technical Support Documentation in the EIR Air Quality appendix. Exhibit 1 indicates areas of low and high levels of cancer risk exposure due to the inhalation of carcinogenic TACs from local sources. Exhibit 2 and Exhibit 3 show the spatial distribution of estimated annual average $PM_{2.5}$ concentrations in base year 2014 and plan horizon year 2040, respectively. Exhibits 2 and 3 demarcate areas where the average annual concentrations of $PM_{2.5}$ are considered low or high. Exhibits 2 and 3 indicate that $PM_{2.5}$ concentrations are not expected to increase substantially in the future. While emission factors

of $PM_{2.5}$ exhaust from on-road mobile sources are expected to decline as new vehicles replace older ones, emission of $PM_{2.5}$ from break wear, tire wear, and re-entrained road dust will increase with the projected increase in VMT and thereby result in a combined overall increase of $PM_{2.5}$ from local sources. Exhibit 4 is a combination of Exhibits 1, 2, and 3 and represents the "High" health risk exposure areas associated with both TAC and $PM_{2.5}$ in the City of Hayward.

Several of the City's priority development areas (PDAs) are located within or near areas where higher health risk exposure could occur, including within the Downtown Hayward Area, and in several PDA's along Mission Boulevard. Implementation of the proposed General Plan could, therefore, expose residents and other sensitive receptors to substantial pollutant concentrations that would increase health risk exposure over the long-term.

As noted above, the proposed General Plan contains a CRRS that is integrated throughout various proposed goals and policies in the Policy Document. The Strategy includes specific policies, as well as more detailed emission source reduction and receptor-oriented risk reduction measures and best management practices (BMPs). These are summarized below in Tables 7.8, 7.9, and 7.10. It should be noted that many of the previously-identified General Plan policies that reduce construction-related and operational-related emissions in Tables 7.3 and 7.7 would also contribute to TAC and $PM_{2.5}$ source reductions as part of the CRRS.

The above-referenced proposed General Plan goals policies would, as part of the City's Community Risk Reduction Strategy, reduce impacts associated with health risk exposure to carcinogenic TACs and $PM_{2.5}$. However, because specific BMPs were not included within the proposed policies, the extent to which health risk exposure would be reduced on a communitywide basis cannot be determined. This impact would therefore be considered ***significant***.

Table 7.8 Proposed Hayward General Plan Policies to Avoid or Reduce Community Health Risk Exposure to Toxic Air Contaminants and Fine Particulate Matter		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Natural Resources Element		
Policy NR-2.15 Community Risk Reduction Strategy	The City shall maintain and implement the General Plan as Hayward's community risk reduction strategy to reduce health risk exposure associated with toxic air contaminant (TAC) and fine particulate matter ($PM_{2.5}$) concentrations at both existing and new development.	Establishes the City's intent to reduce community health risk exposure associated with TAC and $PM_{2.5}$ using a plan-based approach in the 2040 General Plan.
Policy NR-2.16 Sensitive Uses	The City shall minimize exposure of new sensitive receptors to toxic air contaminants (TAC), fine particulate matter ($PM_{2.5}$), and odors to the extent possible, and consider distance, orientation, and wind direction when siting sensitive land uses in proximity to TAC- and $PM_{2.5}$-emitting sources and odor sources in order to minimize exposure to health risk.	Establishes the City's intent to minimize exposure of sensitive receptors to TAC and $PM_{2.5}$ emissions when siting new sensitive land uses.
Policy NR-2.17 Source Reduction Measures	The City shall coordinate with and support the efforts of the Bay Area Air Quality Management District, the California Air Resources Board, the U.S. Environmental Protection Agency, and other agencies as appropriate to implement source reduction measures and best management practices that address both existing and new sources of toxic air contaminants (TAC), fine particulate matter ($PM_{2.5}$), and odors. The City shall require new development projects to implement all applicable source reduction measures and best management practices.	Establishes the City's intent to implement source reduction measures and best management practices (BMPs) in coordination with appropriate regulatory agencies.
Policy NR-2.18 Exposure Reduction Measures for New Receptors	The City shall require development projects to implement all applicable best management practices that will reduce exposure of new sensitive receptors (e.g., hospitals, schools, daycare facilities, elderly housing and convalescent facilities) to odors, toxic air contaminants (TAC), and fine particulate matter ($PM_{2.5}$).	Requires development projects that would result in placement of new sensitive receptors to implement all applicable BMPs to reduce health risk exposure related to TAC and $PM_{2.5}$.
Policy NR-2.19 Exposure Reduction Measures for both Existing and New Receptors	The City shall work with area businesses, residents and partnering organizations to provide information about best management practices that can be implemented on a	Establishes the City's intent to minimize exposure of both existing and new sensitive receptors to health risks associated with TAC and PM2.5

Table 7.8 Proposed Hayward General Plan Policies to Avoid or Reduce Community Health Risk Exposure to Toxic Air Contaminants and Fine Particulate Matter		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	voluntary basis to reduce exposure of sensitive receptors to toxic air contaminants (TAC) and fine particulate matter ($PM_{2.5}$).	through education about voluntary implementation of BMPs.
Community Health and Quality of Life Element		
Policy HQL-7.5 Proximity to Pollution Sources	The City shall avoid locating new sensitive uses such as schools, childcare centers, and senior housing, to the extent feasible, in proximity to sources of pollution, odors, or near existing businesses that handle toxic materials. Where such uses are located in proximity to sources of air pollution, odors, or toxic materials, the City shall encourage building design, construction safeguards, and technological techniques to mitigate the negative impacts of hazardous materials and/or air pollution on indoor air quality.	Establishes the City's intent to avoid locating new sensitive land uses near sources of air pollution and businesses that handle toxic materials and encourage application of BMPs in the event that sensitive uses are located near such sources.

Table 7.9
PROPOSED HAYWARD 2040 GENERAL PLAN COMMUNITY RISK REDUCTION STRATEGY
SOURCE REDUCTION MEASURES AND BEST MANAGEMENT PRACTICES

Measure Category	**Description**	**Implementation Method**	**Source Type (Stationary, Mobile, Off-Road Equipment)**
Construction Exhaust Reduction	Require all construction equipment to meet US EPA[1] Tier 2 standards or BACT[2]	Conditions of Approval	Off-road Equipment
Construction Exhaust Reduction	Require conditions of approval for construction projects near receptors and/or that would generate substantial levels of mass emissions to implement emission reduction strategies such as: ▪ Installing PM filters on generators ▪ Contractors to use equipment that meets ARB's most recent certification for off-road diesel engines or BACT ▪ Use of electric-powered construction equipment ▪ Provide grid or renewable electricity in place of generators ▪ Phase construction activities ▪ Minimize idling limits to two minutes and provide clear signage explaining such limits ▪ Demonstrate fleet average of 45% reduction in PM compared to ARB's fleet average ▪ Utilize alternative fuels and engine technologies that reduce emissions ▪ Ensure that construction equipment is maintained and tuned according to manufacturer specifications	Conditions of Approval	Off-Road Equipment
Construction Exhaust Reduction	Reroute construction-related haul truck traffic to avoid sensitive receptors	Conditions of Approval	Mobile
Construction Exhaust Reduction	Require equipment staging areas to be located as far from existing sensitive receptors as feasible	Conditions of Approval	Off-Road Equipment
Construction-Related Fugitive Dust Emissions	Install sandbags or other erosion control measures to prevent silt from entering roadways	Conditions of Approval	Mobile
Construction-Related Fugitive Dust Emissions	Install wind breaks	Conditions of Approval	Off-Road Equipment

[1] US EPA = U.S. Environmental Protection Agency
[2] BACT = Best Available Control Technology

Measure Category	Description	Implementation Method	Source Type (Stationary, Mobile, Off-Road Equipment)
Construction-Related	Apply water every 4 hours to the area within 100 ft of a structure being demolished, to reduce vehicle trackout.	Conditions of Approval	Off-Road Equipment
Construction-Related Fugitive Dust Emissions	Apply layer of wood chips, mulch, or gravel to site accesses 100 ft from paved road.	Conditions of Approval	Mobile
Construction-Related Fugitive Dust Emissions	Install a gravel apron, 25 ft long by road width, or a pipe-grid trackout-control device to reduce mud/dirt trackout from unpaved truck exit routes.	Conditions of Approval	Mobile
Construction-Related Fugitive Dust Emissions	Apply dust suppressants (e.g., polymer emulsion) to disturbed areas upon completion of earth disturbance or demolition.	Conditions of Approval	Off-Road Equipment
Construction-Related Fugitive Dust Emissions	Apply water to disturbed soils after demolition is completed or at the end of each day of cleanup.	Conditions of Approval	Off-Road Equipment
Construction-Related Fugitive Dust Emissions	Prohibit demolition, grading, excavation, or other earth disturbance activities when wind speeds exceed 25 mph.	Conditions of Approval	Off-Road Equipment
Construction-Related Fugitive Dust Emissions	Apply water every 3 hours to disturbed areas within a construction site.	Conditions of Approval	Off-Road Equipment
Construction-Related Fugitive Dust Emissions	Require minimum soil moisture of 12% for earthmoving by use of a moveable sprinkler system or a water truck. Moisture content can be verified by lab sample or moisture probe.	Conditions of Approval	Off-Road Equipment
Construction-Related Fugitive Dust Emissions	Limit on-site vehicle speeds (on unpaved roads and surfaces) to 15 mph. Post speed limit where site is accessed.	Conditions of Approval	Off-Road Equipment
Construction-Related Fugitive Dust Emissions	Replace ground cover in disturbed areas as soon as possible.	Conditions of Approval	Off-Road Equipment
Construction-Related Fugitive Dust Emissions	All trucks hauling dirt, sand, soil, or other loose materials are to be tarped with a fabric cover and maintain a freeboard height of 12 inches.	Conditions of Approval	Mobile
Fugitive Dust Emissions	Implement street sweeping program with PM10 efficient vacuum units and a minimum14-day frequency.	Conditions of Approval	Mobile

Measure Category	Description	Implementation Method	Source Type (Stationary, Mobile, Off-Road Equipment)
Fugitive Dust Emissions	Implement watering twice a day for industrial unpaved roads.	Conditions of Approval	Mobile
Fugitive Dust Emissions	Provide construction of 3-sided enclosures with 50% porosity around storage pile locations dedicated for long-term use.	Conditions of Approval	Mobile
Construction-Related Fugitive Dust Emissions	Water the storage pile or apply cover when wind events are declared.	Conditions of Approval	Mobile
Construction-Related Fugitive Dust Emissions	Plant tree windbreaks on the windward perimeter of construction projects if adjacent to open land.	Conditions of Approval	Mobile
Construction-Related Fugitive Dust Emissions	Plant vegetative ground cover in disturbed areas as soon as possible.	Conditions of Approval	Mobile
Distance/ Setbacks	Establish minimum setbacks or buffers to separate new non-BAAQMD-permitted sources and existing or planned sensitive receptors.	Ordinance and/or Conditions of Approval	Stationary
Physical Buffers	Plant fine-needle conifer trees along freeways, major roadways and rail corridors.	Conditions of Approval and/or Public Works Projects	Mobile
Site Design/ Neighborhood Enhancements	Install low-maintenance, drought-tolerant landscaping to minimize the use of gasoline-powered lawn mowers and leaf blowers.	Conditions of Approval and/or Public Works Projects	Off-Road Equipment
Traffic Flow	Route existing or projected traffic away from receptor areas	Conditions of Approval and/or Public Works Projects	Mobile
Clean Fuels and Vehicles	Install diesel particulate filters on diesel engines	Conditions of Approval	Mobile
Clean Fuels and Vehicles	Install diesel oxidation catalysts on diesel engines	Conditions of Approval	Mobile
Truck Operations	Install electrical hookups at loading docks to reduce emissions from idling and transport refrigeration units (TRUs)	Conditions of Approval	Mobile
Truck Operations	All new loading docks used by more than 1 truck per week shall be equipped with electrical hook-ups for electrical hook-ups.	Conditions of Approval	Mobile
Truck Operations	Signs shall be posted at all new loading docks and areas where stationary truck activity takes place that limit idling to less than 2 minutes.	Conditions of Approval	Mobile

Measure Category	Description	Implementation Method	Source Type (Stationary, Mobile, Off-Road Equipment)
Truck Operations	Implement off-hour delivery program	Public Works Projects and/or Development Conditions of Approval	Mobile
Truck Operations	Implement truck parking restrictions	Public Works Projects and/or Development Conditions of Approval	Mobile
Truck Operations	Identify and enforce no-idle zones		Mobile
Truck Operations	Enforce state laws for idling with trucks and auxiliary units		Mobile
Truck Operations	Restrict and/or reroute truck traffic		Mobile
Truck Operations	Configure on-site construction parking to minimize traffic interference and ensure emergency vehicle access		Mobile
Truck Operations	Design project to reduce the number of diesel vehicles congregating at any one location		Mobile
Diesel Generators	All new or replacement backup diesel generators shall meet EPA Tier 4 emission standards.	Conditions of Approval	Stationary

SOURCE: Ascent Environmental, Inc.

Table 7.10
PROPOSED HAYWARD 2040 GENERAL PLAN COMMUNITY RISK REDUCTION STRATEGY--RECEPTOR-ORIENTED RISK REDUCTION MEASURES AND BEST MANAGEMENT PRACTICES

Measure Category	Description	Implementation Method	Receptor Category (Existing, New or Both)
Physical Buffers	Plant and maintain rows of fine-needle coniferous trees along segments of freeways located in areas shown to have "high" levels of cancer risk exposure and "high" average annual concentrations of $PM_{2.5}$. The trees shall be located on the side of the freeway that is between the receptors and the freeway segment. Recommended tree species include Pine (*Pinus nigra* var. *maritima*), Cypress (*X Cupressocyparis leylandii*), Hybrid popular (*Populus deltoids X trichocarpa*), and Redwoods *(Sequoia sempervirens*).[1]	Conditions of Approval, or Public Works Projects	Both
Land Use/Location, Building Code	Avoid siting sensitive receptors, including residences, schools, or hospitals, in areas with "high" levels of cancer risk or in areas "high" annual average $PM_{2.5}$ concentrations.[1]	Development Review	New
Land Use/Location, Building Code	Residential buildings or buildings where people work, including schools, developed in areas identified as having "high" levels of cancer risk or "high" annual average PM2.5 concentrations shall be designed with air filtration systems that have a minimum efficiency reporting value (MERV) of 13 and mechanical airflow and ventilation systems that are equipped to handle necessary air flow needs, as determined by an specialist certified by the American Society of Heating, Refrigeration, and Air-Conditioning Engineers (ASHRAE). As part of implementing this measure, an ongoing maintenance plan for the HVAC air infiltration system shall be required.[1]	Conditions of Approval	Both
Land Use/Location, Building Code	Phasing of residential developments when proposed within 500 feet of freeways such that homes nearest the freeway are built last, if feasible.	Conditions of Approval	New
Building Code, Design and Retrofit	Conduct building performance testing in existing buildings and install upgrades to improve building mechanical intake air filtration. Performance testing may include the following: ▪ Performing blower door testing	Conditions of Approval	Existing

Measure Category	Description	Implementation Method	Receptor Category (Existing, New or Both)
	▪ Reducing duct leakage ▪ Reducing air infiltration around windows and doors through caulking, sealing and replacement where necessary ▪ Improving air filtration of mechanical HVAC systems		

SOURCE: Ascent Environmental, Inc.

[1] Areas with "High" levels of health risk exposure are shown in the maps contained in the Hayward Community Risk Reduction Plan Technical Report (see Air Quality appendix).

Mitigation 7-4. Incorporation of specific source-reduction and receptor-oriented risk reduction measures and best management (BMPs) into the proposed General Plan (see Tables 7.9 and 7.10 above) would further reduce impacts associated with health risk exposure to TACs and $PM_{2.5}$, as part of the Community Risk Reduction Strategy. While the above-referenced source-reduction and receptor-oriented measures and BMPs would reduce health risk exposure, the overall effectiveness of these measures and BMPs in reducing communitywide health risk exposure cannot be quantified at this time, due to lack of quantification methodology and/or limited research on their effectiveness. There are no additional mitigation measures that would substantially reduce community health risk exposure to TACs and $PM_{2.5}$. All feasible risk reduction measures and BMPs have been incorporated into the Community Risk Reduction Strategy contained within the proposed General Plan. Therefore, this impact would remain ***significant and unavoidable***.

Exposure to Odors. Implementation of the General Plan could result in the exposure of sensitive receptors to odors, as well as the siting of new sources of odor (see criteria [e] and [j] in subsection 7.2.1, "Significance Criteria," above).

As noted in Section 7.3 of the Background Report, existing potential sources of odor in Hayward include the Hayward Wastewater Treatment Plant and Oro Loma Wastewater Treatment Plant. No other major odor sources are identified. Other minor sources of odor associated with typical land uses located in commercial and industrial areas in urban communities are currently present in Hayward, such as restaurants, auto repair facilities, gasoline stations, manufacturing plants, and other similar uses.

The proposed General Plan would provide for some increases in residential and commercial development within priority development areas (PDAs), compared to the 2002 General Plan. However, the proposed General Plan would not alter or create new land use designations, or result in substantial resignation of land, within the Planning Area. Any new development would be located primarily within PDAs located in the downtown area, near the South Hayward BART station, and along major corridors such as Mission Boulevard. The proposed General Plan would not introduce new sensitive receptors adjacent to or near the wastewater treatment plants

noted above. The South Hayward BART station PDA is located adjacent to areas designated Industrial Technology and Innovation Corridor in the General Plan.

There are no major new sources of odor that are proposed or designated in the General Plan. Various commercial and industrial land uses would be permitted under the General Plan that could potentially result in the siting of new sources of odors, including restaurants, food manufacturing and processing, and other manufacturing or industrial uses. Because no specific projects or sites have been identified in the General Plan, however, the degree of impact with respect to potential odors associated with future projects and their effects on adjacent receptors is uncertain.

Reducing land use conflicts between residential or mixed-use communities and industrial areas, which are typically associated with uses that are potential sources of odor, and addressing the potential for introducing new sources of odor or new receptors associated with new development, are key strategies to reducing potential odor impacts.

Table 7.11 summarizes proposed General Plan policies that would address odor-related impacts. These include policies that would minimize exposure of sensitive receptors to odors and reduce odor impacts from numerous sources. Because the proposed General Plan contains specific policies that avoid or minimize odor-related air quality impacts associated with new development, odor-related impacts would be ***less than significant***.

Mitigation: No mitigation is required.

Table 7.11 Proposed Hayward General Plan Policies to Avoid or Reduce Odors		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Natural Resources Element		
Policy NR-2.7 Coordination with Bay Area Air Quality Management District	The City shall coordinate with the Bay Area Air Quality Management District to ensure projects incorporate feasible mitigation measures to reduce greenhouse gas emissions and air pollution if not already provided for through project design.	Establishes the City's commitment to work with the BAAQMD to ensure project-level mitigation measures reduce GHG emissions and air pollution. Odor-related impacts are considered under the jurisdiction of the BAAQMD, and therefore this policy would address odors.
Policy NR-2.16 Sensitive Uses	The City shall minimize exposure of sensitive receptors to toxic air contaminants (TAC) and odors, to the extent possible, and consider distance, orientation, and wind direction when siting sensitive land uses in proximity to TAC-emitting sources and odor sources in order to minimize health risk.	Provides policy direction to minimize exposure of sensitive receptor to TAC and odors when siting sensitive land uses in proximity to TAC and odor emitting sources.
Policy NR-2.17 Source Reduction Measures	The City shall coordinate with and support the efforts of the Bay Area Air Quality Management District, the California Air Resources Board, the U.S. Environmental Protection Agency, and other agencies as appropriate to implement source reduction measures that address existing sources of toxic air contaminants, and fine particulate matter (PM2.5) and odors.	Provides policy direction to coordinate with appropriate agencies to implement source reduction measures for odor-emitting sources.
Policy NR-2.18 Exposure Reduction BMPs for New Receptors	The City shall require development projects to implement all applicable best management practices that will reduce exposure of new sensitive receptors (e.g., hospitals, schools, daycare facilities, elderly housing and convalescent facilities) to odors, toxic air contaminants and particulate matter (PM2.5).	Provides policy direction to implement BMPs to help reduce odor exposure.
Policy HQL-7.5 Proximity to Pollution and Odor Sources	The City shall avoid locating new sensitive uses such as schools, childcare centers, and senior housing, to the extent feasible, in proximity to sources of pollution, odors or near existing businesses that handle toxic materials. Where such uses are located in proximity to sources of air pollution, odors or toxic materials, the City shall encourage building design, construction safeguards, and technological techniques to mitigate the negative impacts of hazardous materials and/or air pollution on indoor air quality.	Provides policy direction to avoid locating sensitive uses near sources of odor.

Table 7.11 Proposed Hayward General Plan Policies to Avoid or Reduce Odors		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Land Use and Community Character Element		
Policy LU-6.5 Incompatible Uses	The City shall protect the Industrial Technology and Innovation Corridor from the encroachment of uses that would impair industrial operations or create future land use conflicts.	Establishes the City's intent to reduce potential land use conflicts with one of the City's primary industrial designations. Reduction of encroachment into industrial areas can help to reduce potential odor impacts from industrial sources.

8. BIOLOGICAL RESOURCES

This EIR chapter describes the existing biological resources in the Planning Area. The chapter includes the regulatory framework necessary to evaluate potential environmental impacts resulting from the 2040 General Plan, describes potential impacts that could result from the General Plan, and discusses General Plan goals, policies, and implementation programs that would avoid or reduce those potential impacts. The chapter recommends mitigation measures as needed to reduce significant impacts.

8.1 SETTING

The environmental and regulatory setting of the Hayward Planning Area with respect to biological resources is described in detail in section 7.2 (Natural Resources: Biological Resources) of the General Plan Background Report (City of Hayward, 2013). Pursuant to section 15150 of the State CEQA Guidelines, the Background Report is incorporated into the Draft Program EIR by reference. The Background Report is available at the City of Hayward 2040 General Plan website at:

http://www.hayward-ca.gov/GENERALPLAN/

Copies of the Background Report may be viewed during regular business hours--8:00 AM to 5:00 PM, Monday through Thursday, and 8:00 AM to noon on Friday--at the City of Hayward Development Services Department Permit Center, 777 B Street, Hayward, CA 94541.

8.1.1 Environmental Setting

The Natural Resources chapter (section 7.2) of the Background Report describes the biological resources within and in the vicinity of the Planning Area. With a location adjacent to San Francisco Bay, the Planning Area supports multiple vegetation types and habitats for numerous plant and animal species, including special status species (rare plants and animals that require special consideration and/or protection under State or Federal law). Within the Planning Area, there are shoreline and upland vegetation communities, disturbed and relatively undisturbed vegetation communities, and developed areas mostly devoid of vegetation. While certain plant and animal species have adapted to living within the developed areas of Hayward, the native vegetation and creeks within the urbanized areas have been modified to a degree that severely limits their value as habitat for special status plant and animal species. However, the shoreline and hillsides of Hayward provide grassland, woodland, and aquatic habitats that are important for a number of special status species.

The major findings of the Background Report Natural Resources chapter relevant to biological resources are described below.

See Figure 8-1 (Existing Vegetation Communities).

- Approximately 40 percent of the lands within the Planning Area boundaries are developed, recently disturbed, or ruderal. The implication is that these disturbed or ruderal lands within the Planning Area do not provide suitable habitat for special status species.

- Areas likely to provide suitable habitat for special status species include: the foothill areas in the eastern portion of the Planning Area, baylands (salt marsh) adjacent to the Hayward shoreline, and riparian areas that bisect the Planning Area.

- Within the Planning Area, there are about 1,686 acres of mixed evergreen woodland and about 3,500 acres of California grasslands. These vegetation communities provide potential habitat for multiple special status bird species, and are located in the eastern portion of the City, adjacent to the Pleasanton Ridge.

- The Planning Area is bordered or adjacent to several undeveloped areas. It is bordered by Garin Regional Park on the east and the Eden Landing Ecological Reserve on the south. Don Edwards National Wildlife Refuge lies to the south of Eden Landing.

- Based on biological resource information from a biological resources assessment prepared by WRA Environmental (2007), there are 85 special status species with potential (ranging from unlikely to high) to occur within the Planning Area boundaries. However, more detailed analysis of characteristics of potential habitat for special status species indicates there are 26 species with moderate or high potential to occur within the Planning Area.

- The Hayward Regional Shoreline is located within the City of Hayward. The undeveloped character of the park implies greater potential to provide habitat for special status species than adjacent urbanized lands.

- Approximately 1,436 acres of wetlands are located within the Planning Area, including one wetland adjacent to a developed area southeast of where Highway 92 intersects the Hayward City limits boundary. This wetland could constrain any additional development on adjacent properties.

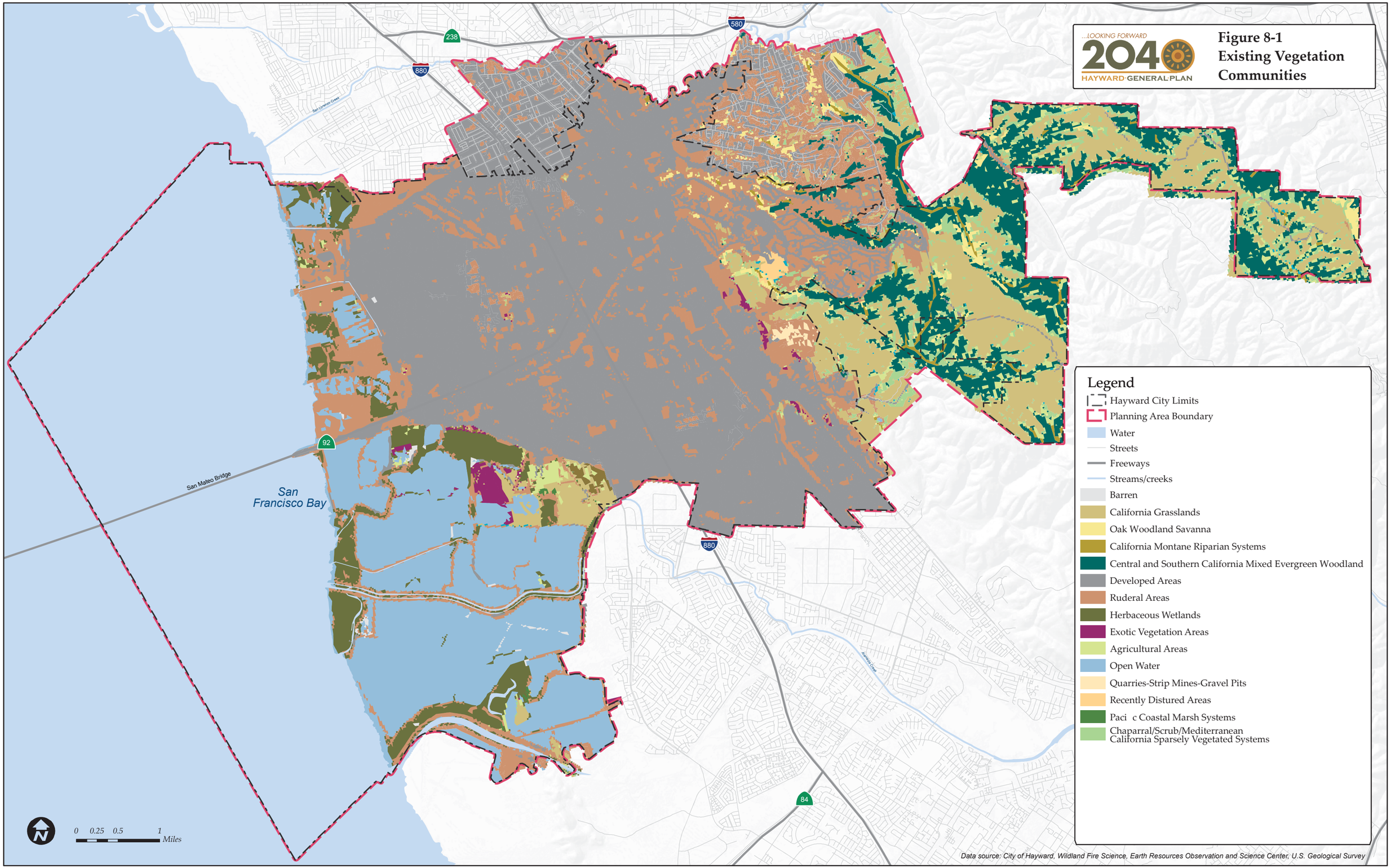
- The Hayward Planning Area includes 31 square miles of open space in Hayward, including baylands, ridgelands, and water in San Francisco Bay.

- The Hayward Planning Area includes nine square miles of baylands. The Hayward Area Shoreline Planning Agency (HASPA) has facilitated the acquisition and restoration of over 3,150 acres of shoreline marsh and wetland areas. The Hayward Regional Shoreline, operated by the East Bay Regional Park District (EBRPD), consists of 1,811 acres of salt, fresh, and brackish water marshes as well as seasonal wetlands and five miles of public trails.

- HASPA has proposed a two-part program to combat the effects of sea level rise: creating armored levees that prevent erosion in areas of the shoreline at the edge of San Francisco Bay; and realigning levees in the inner areas of the shoreline. Several projects are already underway to strengthen and repair levees along the Hayward Shoreline, including the South Bay Salt Pond Restoration Project at the Eden Landing Ponds and the Hayward Marsh Restoration and Enhancement Project.

...LOOKING FORWARD 2040 HAYWARD GENERAL PLAN

Figure 8-1
Existing Vegetation Communities



Legend

- Hayward City Limits
- Planning Area Boundary
- Water
- Streets
- Freeways
- Streams/creeks
- Barren
- California Grasslands
- Oak Woodland Savanna
- California Montane Riparian Systems
- Central and Southern California Mixed Evergreen Woodland
- Developed Areas
- Ruderal Areas
- Herbaceous Wetlands
- Exotic Vegetation Areas
- Agricultural Areas
- Open Water
- Quarries-Strip Mines-Gravel Pits
- Recently Distured Areas
- Paci c Coastal Marsh Systems
- Chaparral/Scrub/Mediterranean California Sparsely Vegetated Systems

Data source: City of Hayward, Wildland Fire Science, Earth Resources Observation and Science Center, U.S. Geological Survey

April, 2013

- Most of the shoreline area is now in public ownership, and most of the public land is preserved and protected as open space.

8.1.2 Regulatory Setting

The Background Report Natural Resources chapter discusses the following regulatory setting relevant to biological resources.

Biological resources in California are managed by a complex network of Federal and State regulations. The California Department of Fish and Wildlife (CDFW) and the U.S. Fish and Wildlife Service (USFWS) administer laws pertaining to the protection of threatened and endangered species, as well as permits for project activities occurring near or in waters of the State or United States. For marine environment species, the National Marine Fisheries Service (NMFS) administers the same or similar laws as the CDFW and USFWS.

Federal Endangered Species Act. The Federal Endangered Species Act of 1973 (as updated in 50 CFR 17.11 and 17.12, January 1992) (FESA) protects plants and wildlife that are listed as endangered or threatened by the U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NMFS). Section 9 of the FESA prohibits the taking of endangered wildlife. Taking is defined as "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, collect, or attempt to engage in such conduct" (50CFR 17.3). For plants, this statute pertains to removing, possessing, maliciously damaging, or destroying any endangered plant on Federal land and removing, cutting, digging-up, damaging, or destroying any endangered plant on non-Federal land in knowing violation of state law (16 USC 1538). Under Section 7 of the FESA, Federal agencies are required to consult with the USFWS if their actions, including permit approvals or funding, could adversely affect an endangered species (including plants) or its critical habitat. Through consultation and the issuance of a biological opinion, the USFWS may issue an incidental take statement allowing take of the species that is incidental to another authorized activity provided the action will not jeopardize the continued existence of the species. Consultation would be triggered if a particular project affects wetlands or waters of the U.S., requiring the U.S. Army Corps of Engineers (USACE) to issue a 404 permit. Section 10 of FESA provides for issuance of incidental take permits to private parties provided a habitat conservation plan is developed.

Migratory Bird Treaty Act. The Migratory Bird Treaty Act (MBTA) implements international treaties between the U.S. and other nations devised to protect migratory birds, any of their parts, eggs, and nests from a variety of activities such as hunting, pursuing, capturing, killing, selling, and shipping, unless expressly authorized in the regulations or by permit. As authorized by the MBTA, the USFWS issues permits to qualified applicants for the following types of activities: falconry, raptor propagation, scientific collecting, special purposes (rehabilitation, education, migratory game bird propagation and salvage), take of depredating birds, taxidermy, and waterfowl sale and disposal. The regulations governing migratory bird permits can be found in 50 CFR Part 13 General Permit Procedures and 50 CFR Part 21 Migratory Bird Permits. The State of California has incorporated the protection of birds of prey in Sections 3800, 3513, and 3503.5 of the CDFG Code.

Federal Clean Water Act. The Clean Water Act's (CWA) purpose is to "restore and maintain the chemical, physical, and biological integrity of the nation's waters." Section 404 of the CWA prohibits the discharge of dredged or fill material into "waters of the United States" without a

permit from the USACE. The definition of waters of the U.S. includes rivers, streams, estuaries, the territorial seas, ponds, lakes, and wetlands. Wetlands are defined as those areas "that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions" (33 CFR 328.3 7b). The U.S. Environmental Protection Agency (U.S. EPA) also has authority over wetlands and may override a USACE permit. Substantial impacts on wetlands may require an individual permit. Projects that only minimally affect wetlands may meet the conditions of one of the existing Nationwide Permits. A Water Quality Certification or waiver pursuant to Section 401 of the CWA is required for Section 404 permit actions; this certification or waiver is issued by the Regional Water Quality Control Board (RWQCB).

California Endangered Species Act. The California Endangered Species Act of 1970 (California Administrative Code Title 14, sections 670.2 and 670.51) (CESA) generally parallels the main provisions of the federal ESA, but unlike its federal counterpart, the CESA applies the take prohibitions to species proposed for listing (called "candidates" by the state). Section 2080 of the CDFG Code prohibits the taking, possession, purchase, sale, and import or export of endangered, threatened, or candidate species, unless otherwise authorized by permit or in the regulations. "Take" is defined in Section 86 of the CDFG Code as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." The CESA allows for take incidental to otherwise lawful development projects. State lead agencies are required to consult with the CDFW to ensure that any action they undertake is not likely to jeopardize the continued existence of any endangered or threatened species or result in destruction or adverse modification of essential habitat.

Fully Protected Species. The State of California first began to designate species as "Fully Protected" prior to the creation of the CESA and the FESA. Lists of fully protected species were initially developed to provide protection to those animals that were rare or faced possible extinction, and included fish, mammals, amphibians, reptiles, birds, and mammals. Most fully protected species have since been listed as threatened or endangered under the CESA and/or FESA. The regulations that implement the Fully Protected Species Statute (CDFG Code Section 4700) provide that fully protected species may not be taken or possessed at any time. Furthermore, the CDFG prohibits any State agency from issuing incidental take permits for fully protected species, except for necessary scientific research.

Native Plant Protection Act. The Native Plant Protection Act (NPPA) of 1977 (CDFG Code Sections 1900-1913) was created with the intent to "preserve, protect and enhance rare and endangered plants in this state." The NPPA is administered by the CDFW. The Fish and Game Commission has the authority to designate native plants as "endangered" or "rare" and to protect endangered and rare plants from take. The CESA provides further protection for rare and endangered plant species, but the NPPA remains part of the CDFG Code.

California Streambed Alteration Notification/Agreement. Section 1602 of the California CDFG Code requires that a Streambed Alteration Application be submitted to the CDFW for "any activity that may substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake." The CDFW reviews the proposed actions and, if necessary, submits a proposal for measures to protect affected fish and wildlife resources to the applicant. The final proposal that is mutually agreed upon by the CDFW and the applicant is the Streambed Alteration Agreement. Often, projects that require a Streambed Alteration Agreement also require a permit from the USACE under Section 404 of the Clean

Water Act. In these instances, the conditions of the Section 404 permit and the Streambed Alteration Agreement may overlap.

Porter-Cologne Water Quality Control Act. The Porter-Cologne Water Quality Control Act (Porter-Cologne) imposes stringent controls on any discharges into the "waters of the State" (California Water Code § 13000 et seq.). Waters of the state are defined as any surface water or groundwater, including saline waters, within the boundaries of the state (California Water Code § 13050(e)). Pursuant to Porter-Cologne, the State Water Resources Control Board (SWRCB) has the ultimate authority over State water rights and water quality policy. However, Porter-Cologne also establishes nine RWQCBs to oversee water quality at the local/regional level. Under Porter-Cologne, the State retains authority to regulate discharges of waste into any waters of the State, regardless of whether the USACE has concurrent jurisdiction under Section 404 of the CWA. For the Hayward Planning Area, RWQCB certification would be under the jurisdiction of the San Francisco Bay Region 2 RWQCB in Oakland, California, and would include consultation with the CDFW.

California Fish and Game Code Sections 3503, 3503.5, and 3800. Sections 3503, 3503.5, and 3800 of the California Fish and Game Code prohibit the “take, possession, or destruction of birds, their nests or eggs.” Disturbance that causes nest abandonment and/or loss of reproductive effort (killing or abandonment of eggs or young) is considered a “take.” Such a take would violate the Migratory Bird Treaty Act. The act is implemented as part of the review process for any required State agency authorization, agreement, or permit.

San Francisco Bay Conservation and Development Commission. The San Francisco Bay Conservation and Development Commission (BCDC) has regulatory responsibility over development in San Francisco Bay and along the Bay's nine-county shoreline. BCDC is authorized in the public interest to control both: (1) Bay filling and dredging, and (2) Bay-related shoreline development. It is necessary to obtain a BCDC permit prior to undertaking most work in the Bay or within 100 feet of the shoreline, including filling, dredging, shoreline development, and other work. There are several different types of permit applications, depending on the size, location, and potential impacts of a project.

Don Edwards San Francisco Bay National Wildlife Refuge. The Don Edwards San Francisco Bay National Wildlife Refuge, created in 1974, is a 30,000-acre oasis for millions of migratory birds and endangered species on the southern end of San Francisco Bay, dedicated to preserve and enhance wildlife habitat, protect migratory birds and threatened and endangered species, and provide opportunities for wildlife-oriented recreation and nature study for the surrounding communities.

The refuge consists primarily of tidal marsh, salt ponds, mud flats, and seasonal wetlands, providing habitat for nine species of Federally-listed threatened or endangered species. It is also home to 227 species of birds, including 8 percent of the world population of the western snowy plover, and protects 60 percent of the world's population of California clapper rail as well as a substantial number of salt marsh harvest mouse, both found only in the remaining tidal marshes of San Francisco Bay.

Wintering waterfowl make extensive use of the area, averaging 45,000-75,000 each winter. More than 500,000 shorebirds make use of the mud flats and salt ponds. Globally significant numbers of at least eight species of shorebirds visit this refuge during migration.

The refuge provides wildlife-oriented recreation opportunities at its Fremont Visitor Center, Alviso Environmental Education Center, over 30 miles of hiking trails, and its accessible fishing pier that extends into San Francisco Bay. Nearly 700,000 people visit the refuge each year, including 10,000 school children, teachers, and parents, who take part in the refuge's nationally recognized environmental education programs.

City of Hayward Tree Preservation Ordinance. Hayward Municipal Code Chapter 10, Article 15 (Tree Preservation), provides for the protection and preservation of significant trees by designating what types of trees located on what types of development or properties are "protected" and would require a permit before removal or pruning (aside from routine maintenance), as well as determining when removed or disfigured trees would require replacement.

8.2 ENVIRONMENTAL EFFECTS

This section describes potential impacts on biological resources that could result from the General Plan, and discusses General Plan goals, policies, and implementation programs that would avoid or reduce those potential impacts. The section also recommends mitigation measures as needed to reduce significant impacts.

8.2.1 Significance Criteria

Based on the CEQA Guidelines,[1] implementation of the City of Hayward 2040 General Plan would have a significant impact on biological resources if it would:

(a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service;

(b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service;

(c) Have a substantial adverse effect on federally protected wetlands as defined by section 404 of the Clean Water Act (including but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;

(d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;

(e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or

(f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

[1] CEQA Guidelines, appendix G, items IV (a) through (f).

8.2.2 Analysis Methodology

The methodology for evaluating potential environmental impacts on biological resources followed this basic sequence:

(1) The General Plan Background Report was evaluated to identify existing environmental conditions and problems related to biological resources**,** including the regulatory framework that applies to these issues.

(2) The CEQA Statute and Guidelines (2013), including appendix G (Environmental Checklist Form), were consulted to identify environmental impact topics and issues that should be addressed in the program EIR. In part, this process resulted in the significance criteria listed in subsection 8.2.1 above.

(3) The General Plan Policy Document, including the associated development capacity assumptions (see EIR section 3.6), was analyzed to identify goals, policies, implementation programs ("policies" for short), and potential outcomes that address the significance criteria. This analysis resulted in two basic conclusions regarding policies and outcomes: (a) many policies would avoid or reduce potential environmental impacts, and (b) some policies or outcomes could result in new environmental impacts or increase the severity of existing environmental problems.

(4) For potential environmental impacts that would result from the 2040 General Plan, mitigations were designed to avoid or reduce each impact to a less-than-significant level. If implementation of all identified feasible mitigations cannot reduce the impact to a less-than-significant level, then the impact is considered significant and unavoidable.

8.2.3 Environmental Impacts

The following tables are aligned with the significance criteria identified above. There is one table for each significance criterion, in the following pattern: significance criterion (a) corresponds with table 8.1, criterion (b) corresponds with table 8.2, and so on. Column 1 (Objective) in each table lists each General Plan goal, policy, and implementation program ("policy" for short), organized by General Plan element, that addresses the potential impact identified in the name of the table. Column 2 is the text of the policy. Column 3 answers the question, "How does the policy avoid or reduce the potential impact?"

Whenever a particular criterion does not apply to the proposed General Plan, an explanation is included in the Significance Criteria text above, and there is no table for that criterion. To maintain consistency, each table's title contains language taken directly from its corresponding significance criterion.

The verbs in column 3 are intended to be applied consistently. The verb "ensures" means that the policy is sufficient to guarantee the result identified in the policy. The verb "helps" means that the policy contributes to avoiding or reducing the identified potential impact; in many cases, "helps" is used for a policy that can be applied to avoid or reduce a wide range of potential impacts. The verb "implements" is used for General Plan implementation programs to indicate that the program provides the details to put the associated policy into action.

In most cases, no one goal, policy, or implementation program ("policy" for short) in itself is expected to completely avoid or reduce an identified potential environmental impact. However, the collective, cumulative mitigating benefits of the policies listed in each table will result in a less-than-significant impact related to the identified significance criterion and the corresponding environmental topic listed in the table name. This conclusion is consistent with the purpose and use of a program EIR for a general plan (see EIR Introduction, chapter 1).

Based on the methodology described above, 2040 General Plan impacts on biological resources would be ***less than significant*** (see criteria [a] through [f] in subsection 8.2.1, "Significance Criteria," above). No mitigation is required.

Table 8.1 Proposed Hayward General Plan Policies to Avoid or Reduce Impacts on Wildlife and Habitats		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Land Use and Community Character Element		
Goal LU-1	Promote local growth patterns and sustainable development practices that improve quality of life, protect open space and natural resources, and reduce resource consumption, traffic congestion, and related greenhouse gas emissions.	Helps ensure that open space and natural resources, including biological resources, will be protected.
Policy LU-1.2 Urban Limit Lines	The City shall maintain its established Urban Limit Lines to protect the Hayward shoreline and hillsides as natural open space and recreational resources.	Helps ensure that new development will not encroach on biological resources at the shoreline and in the hills.
Policy LU-7.5 Clustered Developments	The City shall encourage the clustering of residential units on hillsides to preserve sensitive habitats and scenic resources as natural open space. Sensitive areas and scenic resources include woodlands, streams and riparian corridors, mature trees, ridgelines, and rock outcroppings.	Helps ensure that sensitive habitat and other biological resources in the hillsides will be preserved.
Implementation Program LU 3 Comprehensive Design Guidelines Update	The City shall prepare a comprehensive update of the Hayward Design Guidelines and the Hillside Design and Urban Wildland Interface Guidelines. The guidelines shall apply to commercial, residential, industrial, and mixed-use developments located outside of the City's Priority Development Areas.	Implements Policy LU-7.5.
Policy LU-9.5 Cal State University, East Bay	The City shall coordinate with California State University, East Bay to encourage campus development that: ▪ Maintains compatibility with adjacent residential areas, ▪ Improves access routes to the campus, ▪ Protects sensitive habitat and steep slopes as open space, ▪ Provides additional student and faculty housing and services on campus, ▪ Supports the City's economic development policies and programs, ▪ Enhances opportunities for students, residents, and visitors to experience arts, culture, recreation, and entertainment, and ▪ Promotes sustainable design and maintenance practices.	Helps ensure that sensitive habitat at Cal State University, East Bay will be protected.

Table 8.1 Proposed Hayward General Plan Policies to Avoid or Reduce Impacts on Wildlife and Habitats		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Natural Resources Element		
Goal NR-1	Protect, enhance, and restore sensitive biological resources, native habitat, and vegetation communities that support wildlife species so they can be sustained and remain viable.	Ensures that existing and future biological resources will be protected, enhanced, and restored.
Policy NR-1.1 Native Wildlife Habitat Protection	The City shall limit or avoid new development that encroaches into important native wildlife habitats; limits the range of listed or protected species; or creates barriers that cut off access to food, water, or shelter of listed or protected species.	Helps ensure that new development will not encroach on biological resources or create barriers to the movement of protected species.
Implementation Program NR 1 Habitat Conservation Plan	The City shall coordinate with Alameda County, the cities of Fremont and Union City, the Hayward Area Recreation and Park District, and the East Bay Regional Park District to develop and adopt a comprehensive Habitat Conservation Plan for areas within and surrounding Hayward.	Implements Policies NR-1.1 through NR-1.9 in this table.
Policy NR-1.2 Sensitive Habitat Protection	The City shall protect sensitive biological resources, including State and Federally designated sensitive, rare, threatened, and endangered plant, fish, and wildlife species and their habitats from urban development and incompatible land uses.	Protects sensitive biological resources from urban development and incompatible land uses.
Policy NR-1.3 Sensitive Species Identification, Mapping, and Avoidance	The City shall require qualified biologists to identify, map, and make recommendations for avoiding all sensitive biological resources on the project site, including State and Federally sensitive, rare, threatened, and endangered plant, fish, and wildlife species and their habitats using methods and protocols in accordance with the U.S. Fish and Wildlife Service, California Department of Fish and Wildlife, and California Native Plant Society for all development applications proposed within sensitive biological resource areas.	Ensures that the potential for biological resources will be professionally evaluated for each individual development proposed within a sensitive area. Ensures that identified biological resources will be avoided.
Policy NR-1.4 Shoreline Protection and Enhancement	The City shall coordinate with the Hayward Area Shoreline Planning Agency, Bay Conservation and Development Commission, and California Coastal Commission to conserve, protect, and enhance natural and cultural resources along the San Francisco Bay shoreline by balancing uses that	Helps ensure multi-jurisdictional protection of the Bay shoreline.

Table 8.1 Proposed Hayward General Plan Policies to Avoid or Reduce Impacts on Wildlife and Habitats		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	support multiple community needs, such as recreation, tourism, cultural resource preservation, and natural resource protection.	
Policy NR-1.5 Large-Scale Natural Area Access	The City shall support efforts to improve access to publicly owned large-scale natural areas located within the Planning Area, including the shoreline, creeks, regional parks, riparian corridors, and hillside open space areas, by allowing them to be open for controlled access to improve public enjoyment and education, while also limiting access to extremely sensitive natural habitat and minimizing human-related environmental impacts.	Limits access to extremely sensitive natural habitat and minimizes impacts on biological resources.
Policy NR-1.6 Migratory Bird Habitat Protection	The City shall support the efforts of the Hayward Area Shoreline Planning Agency and other agencies to preserve and protect tidal flats and salt ponds with low salinity for migratory waterfowl that depend on these areas.	Helps ensure that migratory bird habitat is preserved.
Implementation Program NR 2 Creek Daylighting and Restoration Study	The City shall prepare a Creek Daylighting and Restoration study that will identify specific actions to maintain and restore creeks and streams to a more natural state. Based on findings from the study, the City shall prepare and submit recommendations to the City Council on priority actions to maintain and restore creeks and streams.	Implements Policy NR-1.6.
Policy NR-1.8 Invasive Species Mitigation on Public Lands	The City shall coordinate with the East Bay Regional Park District, Hayward Area Recreation and Park District, and California Invasive Plant Council to identify ways to control invasive, non-native vegetation to the extent feasible in all public parks and open space areas.	Controls invasive species on public lands. (Invasive species "invade" native habitat and upset biological balance.)
Policy NR-1.9 Native Plant Species Protection and Promotion	The City shall protect and promote native plant species in natural areas as well as in public landscaping.	Helps ensure that native plants thrive, which will help maintain a biological balance.
Goal NR-3	Preserve, enhance, and expand natural baylands, wetlands, marshes, hillsides, and unique ecosystems within the Planning Area in order to protect their natural ecology, establish the physical setting of the City, provide recreational opportunities, and assist	Ensures that existing and future biological resources are preserved, enhanced, and expanded.

Table 8.1 Proposed Hayward General Plan Policies to Avoid or Reduce Impacts on Wildlife and Habitats		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	with improved air quality and carbon dioxide sequestration.	
Policy NR-3.1 Permanent Open Space Acquisition	The City shall coordinate with the East Bay Regional Park District, Hayward Area Recreation and Park District, and Hayward Area Shoreline Planning Agency to explore all possible resources for public acquisition of permanent open space, including State and public trust funds, leases for private open space use, and additional bond measures.	Helps ensure that biological resources are protected through new permanent open space acquisition.
Policy NR-3.2 Interagency Restoration Coordination	The City shall coordinate with Hayward Area Shoreline Planning Agency, East Bay Regional Park District, Bay Conservation and Development Commission, California Coastal Commission, and other Federal, State, and regional agencies to identify methods for acquiring and restoring baylands and marsh habitats, expanding the National Wildlife Refuge, and funding the purchase and restoration of wetland habitats.	Helps ensure that wetland habitats are acquired and restored.
Policy NR-6.3 Saltwater Slough and Marsh Sedimentation Protection	The City shall ensure that dredging and grading activities do not contribute to sedimentation of saltwater sloughs or marshes.	Helps ensure that slough and marsh habitats are protected.
Public Facilities and Services Element		
Policy PFS-5.8 Enhance Recreation and Habitat	The City shall require new stormwater drainage facilities to be designed to enhance recreation and habitat and shall work with HARD to integrate such facilities into existing parks and open space features.	Minimizes impacts of new drainage facilities on biological resources.

Table 8.2 Proposed Hayward General Plan Policies to Avoid or Reduce Impacts on Riparian Habitats or Sensitive Natural Communities		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Land Use and Community Character Element		
Goal LU-1	Promote local growth patterns and sustainable development practices that improve quality of life, protect open space and natural resources, and reduce resource consumption, traffic congestion, and related greenhouse gas emissions.	Helps ensure that open space and natural resources, including sensitive natural communities, will be protected.

Table 8.2 Proposed Hayward General Plan Policies to Avoid or Reduce Impacts on Riparian Habitats or Sensitive Natural Communities		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy LU-1.2 Urban Limit Lines	The City shall maintain its established Urban Limit Lines to protect the Hayward shoreline and hillsides as natural open space and recreational resources.	Helps ensure that new development will not encroach on sensitive natural communities at the shoreline and in the hills.
Policy LU-7.5 Clustered Developments	The City shall encourage the clustering of residential units on hillsides to preserve sensitive habitats and scenic resources as natural open space. Sensitive areas and scenic resources include woodlands, streams and riparian corridors, mature trees, ridgelines, and rock outcroppings.	Helps ensure that sensitive natural communities in the hillsides will be preserved.
Implementation Program LU 3 Comprehensive Design Guidelines Update	The City shall prepare a comprehensive update of the Hayward Design Guidelines and the Hillside Design and Urban Wildland Interface Guidelines. The guidelines shall apply to commercial, residential, industrial, and mixed-use developments located outside of the City's Priority Development Areas.	Implements Policy LU-7.5.
Policy LU-9.5 Cal State University, East Bay	The City shall coordinate with California State University, East Bay to encourage campus development that: ▪ Maintains compatibility with adjacent residential areas, ▪ Improves access routes to the campus, ▪ Protects sensitive habitat and steep slopes as open space, ▪ Provides additional student and faculty housing and services on campus, ▪ Supports the City's economic development policies and programs, ▪ Enhances opportunities for students, residents, and visitors to experience arts, culture, recreation, and entertainment, and ▪ Promotes sustainable design and maintenance practices.	Helps ensure that sensitive natural communities at Cal State University, East Bay will be protected.
Natural Resources Element		
Goal NR-1	Protect, enhance, and restore sensitive biological resources, native habitat, and vegetation communities that support wildlife species so they can be sustained and remain viable.	Ensures that existing and future sensitive habitats will be protected, enhanced, and restored.

Table 8.2 Proposed Hayward General Plan Policies to Avoid or Reduce Impacts on Riparian Habitats or Sensitive Natural Communities		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy NR-1.1 Native Wildlife Habitat Protection	The City shall limit or avoid new development that encroaches into important native wildlife habitats; limits the range of listed or protected species; or creates barriers that cut off access to food, water, or shelter of listed or protected species.	Helps ensure that new development will not encroach on sensitive habitats.
Implementation Program NR 1 Habitat Conservation Plan	The City shall coordinate with Alameda County, the cities of Fremont and Union City, the Hayward Area Recreation and Park District, and the East Bay Regional Park District to develop and adopt a comprehensive Habitat Conservation Plan for areas within and surrounding Hayward.	Implements Policies NR-1.1 through NR-1.12 in this table.
Policy NR-1.2 Sensitive Habitat Protection	The City shall protect sensitive biological resources, including State and Federally designated sensitive, rare, threatened, and endangered plant, fish, and wildlife species and their habitats from urban development and incompatible land uses.	Protects sensitive habitats from urban development and incompatible land uses.
Policy NR-1.3 Sensitive Species Identification, Mapping, and Avoidance	The City shall require qualified biologists to identify, map, and make recommendations for avoiding all sensitive biological resources on the project site, including State and Federally sensitive, rare, threatened, and endangered plant, fish, and wildlife species and their habitats using methods and protocols in accordance with the U.S. Fish and Wildlife Service, California Department of Fish and Wildlife, and California Native Plant Society for all development applications proposed within sensitive biological resource areas.	Ensures that habitats will be professionally evaluated for each individual development proposed within a sensitive area. Ensures that identified sensitive habitats will be avoided.
Policy NR-1.4 Shoreline Protection and Enhancement	The City shall coordinate with the Hayward Area Shoreline Planning Agency, Bay Conservation and Development Commission, and California Coastal Commission to conserve, protect, and enhance natural and cultural resources along the San Francisco Bay shoreline by balancing uses that support multiple community needs, such as recreation, tourism, cultural resource preservation, and natural resource protection.	Helps ensure multi-jurisdictional protection of sensitive habitats at the Bay shoreline.

Table 8.2 Proposed Hayward General Plan Policies to Avoid or Reduce Impacts on Riparian Habitats or Sensitive Natural Communities		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy NR-1.5 Large-Scale Natural Area Access	The City shall support efforts to improve access to publicly owned large-scale natural areas located within the Planning Area, including the shoreline, creeks, regional parks, riparian corridors, and hillside open space areas, by allowing them to be open for controlled access to improve public enjoyment and education, while also limiting access to extremely sensitive natural habitat and minimizing human-related environmental impacts.	Limits access to extremely sensitive natural habitat and minimizes impacts on these habitats.
Policy NR-1.6 Migratory Bird Habitat Protection	The City shall support the efforts of the Hayward Area Shoreline Planning Agency and other agencies to preserve and protect tidal flats and salt ponds with low salinity for migratory waterfowl that depend on these areas.	Helps ensure that migratory bird habitat is preserved.
Implementation Program NR 2 Creek Daylighting and Restoration Study	The City shall prepare a Creek Daylighting and Restoration study that will identify specific actions to maintain and restore creeks and streams to a more natural state. Based on findings from the study, the City shall prepare and submit recommendations to the City Council on priority actions to maintain and restore creeks and streams.	Implements Policies NR-1.6, NR-1.10, and NR-1.12 in this table.
Policy NR-1.8 Invasive Species Mitigation on Public Lands	The City shall coordinate with the East Bay Regional Park District, Hayward Area Recreation and Park District, and California Invasive Plant Council to identify ways to control invasive, non-native vegetation to the extent feasible in all public parks and open space areas.	Controls invasive species on public lands. (Invasive species "invade" native habitat and upset biological balance.)
Policy NR-1.9 Native Plant Species Protection and Promotion	The City shall protect and promote native plant species in natural areas as well as in public landscaping.	Helps ensure that native plants thrive, which helps maintain habitat balance.
Policy NR-1.10 Creek Daylighting	The City shall identify and create opportunities for "daylighting" existing creeks that are currently contained within culverts or hardened channels to reestablish riparian habitat, provide public access and enjoyment, and improve aesthetics.	Re-establishes riparian habitat.
Policy NR-1.12 Riparian Corridor Habitat Protection	The City shall protect creek riparian corridor habitats by:	Protects riparian habitats through integrated planning.

Table 8.2 Proposed Hayward General Plan Policies to Avoid or Reduce Impacts on Riparian Habitats or Sensitive Natural Communities		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	▪ Requiring sufficient setbacks for new development adjacent to creek slopes, ▪ Requiring sensitive flood control designs to minimize habitat disturbance, ▪ Maintaining natural and continuous creek corridor vegetation, ▪ Protecting/replanting native trees, and ▪ Protecting riparian plant communities from the adverse effects of increased stormwater runoff, sedimentation, erosion, and pollution that may occur from improper development in adjacent areas.	
Goal NR-3	Preserve, enhance, and expand natural baylands, wetlands, marshes, hillsides, and unique ecosystems within the Planning Area in order to protect their natural ecology, establish the physical setting of the City, provide recreational opportunities, and assist with improved air quality and carbon dioxide sequestration.	Ensures that existing and future sensitive habitats are preserved, enhanced, and expanded.
Policy NR-3.1 Permanent Open Space Acquisition	The City shall coordinate with the East Bay Regional Park District, Hayward Area Recreation and Park District, and Hayward Area Shoreline Planning Agency to explore all possible resources for public acquisition of permanent open space, including State and public trust funds, leases for private open space use, and additional bond measures.	Helps ensure that sensitive habitats are protected through new permanent open space acquisition.
Policy NR-3.2 Interagency Restoration Coordination	The City shall coordinate with Hayward Area Shoreline Planning Agency, East Bay Regional Park District, Bay Conservation and Development Commission, California Coastal Commission, and other Federal, State, and regional agencies to identify methods for acquiring and restoring baylands and marsh habitats, expanding the National Wildlife Refuge, and funding the purchase and restoration of wetland habitats.	Helps ensure that sensitive habitats are acquired and restored.
Policy NR-6.1 Surface Watercourse Restoration	The City shall coordinate with local and regional partners to improve and restore surface watercourses	Ensures that impaired watercourses are improved and restored.

Table 8.2 Proposed Hayward General Plan Policies to Avoid or Reduce Impacts on Riparian Habitats or Sensitive Natural Communities		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	to their natural condition to the greatest extent possible.	
Policy NR-6.3 Saltwater Slough and Marsh Sedimentation Protection	The City shall ensure that dredging and grading activities do not contribute to sedimentation of saltwater sloughs or marshes.	Helps ensure that slough and marsh habitats are protected.
Policy PFS-5.8 Enhance Recreation and Habitat	The City shall require new stormwater drainage facilities to be designed to enhance recreation and habitat and shall work with HARD to integrate such facilities into existing parks and open space features.	Minimizes impacts of new drainage facilities on sensitive habitats.

Table 8.3 Proposed Hayward General Plan Policies to Avoid or Reduce Impacts on Wetlands		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Land Use and Community Character Element		
Goal LU-1	Promote local growth patterns and sustainable development practices that improve quality of life, protect open space and natural resources, and reduce resource consumption, traffic congestion, and related greenhouse gas emissions.	Helps ensure that open space and natural resources, including wetlands, will be protected.
Policy LU-1.2 Urban Limit Lines	The City shall maintain its established Urban Limit Lines to protect the Hayward shoreline and hillsides as natural open space and recreational resources.	Helps ensure that new development will not encroach on wetlands at the shoreline and in the hills.
Policy LU-7.5 Clustered Developments	The City shall encourage the clustering of residential units on hillsides to preserve sensitive habitats and scenic resources as natural open space. Sensitive areas and scenic resources include woodlands, streams and riparian corridors, mature trees, ridgelines, and rock outcroppings.	Helps ensure that wetlands in the hillsides will be preserved.
Implementation Program LU 3 Comprehensive Design Guidelines Update	The City shall prepare a comprehensive update of the Hayward Design Guidelines and the Hillside Design and Urban Wildland Interface Guidelines. The guidelines shall apply to commercial, residential, industrial, and mixed-use developments located outside of the City's Priority Development Areas.	Implements Policy LU-7.5.

Table 8.3 Proposed Hayward General Plan Policies to Avoid or Reduce Impacts on Wetlands		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy LU-9.5 Cal State University, East Bay	The City shall coordinate with California State University, East Bay to encourage campus development that: ▪ Maintains compatibility with adjacent residential areas, ▪ Improves access routes to the campus, ▪ Protects sensitive habitat and steep slopes as open space, ▪ Provides additional student and faculty housing and services on campus, ▪ Supports the City's economic development policies and programs, ▪ Enhances opportunities for students, residents, and visitors to experience arts, culture, recreation, and entertainment, and ▪ Promotes sustainable design and maintenance practices.	Helps ensure that wetlands at Cal State University, East Bay will be protected.
Natural Resources Element		
Goal NR-1	Protect, enhance, and restore sensitive biological resources, native habitat, and vegetation communities that support wildlife species so they can be sustained and remain viable.	Ensures that existing and future wetlands will be protected, enhanced, and restored.
Policy NR-1.1 Native Wildlife Habitat Protection	The City shall limit or avoid new development that encroaches into important native wildlife habitats; limits the range of listed or protected species; or creates barriers that cut off access to food, water, or shelter of listed or protected species.	Helps ensure that new development will not encroach on wetlands, which provide wildlife habitat.
Implementation Program NR 1 Habitat Conservation Plan	The City shall coordinate with Alameda County, the cities of Fremont and Union City, the Hayward Area Recreation and Park District, and the East Bay Regional Park District to develop and adopt a comprehensive Habitat Conservation Plan for areas within and surrounding Hayward.	Implements Policies NR-1.1 through NR-1.9 in this table.
Policy NR-1.2 Sensitive Habitat Protection	The City shall protect sensitive biological resources, including State and Federally designated sensitive, rare, threatened, and endangered plant, fish, and wildlife species and their habitats from urban development and incompatible land uses.	Protects wetlands from urban development and incompatible land uses.

Table 8.3 Proposed Hayward General Plan Policies to Avoid or Reduce Impacts on Wetlands		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy NR-1.3 Sensitive Species Identification, Mapping, and Avoidance	The City shall require qualified biologists to identify, map, and make recommendations for avoiding all sensitive biological resources on the project site, including State and Federally sensitive, rare, threatened, and endangered plant, fish, and wildlife species and their habitats using methods and protocols in accordance with the U.S. Fish and Wildlife Service, California Department of Fish and Wildlife, and California Native Plant Society for all development applications proposed within sensitive biological resource areas.	Ensures that wetlands will be professionally evaluated for each individual development proposed within a sensitive area. Ensures that identified wetlands will be avoided.
Policy NR-1.4 Shoreline Protection and Enhancement	The City shall coordinate with the Hayward Area Shoreline Planning Agency, Bay Conservation and Development Commission, and California Coastal Commission to conserve, protect, and enhance natural and cultural resources along the San Francisco Bay shoreline by balancing uses that support multiple community needs, such as recreation, tourism, cultural resource preservation, and natural resource protection.	Helps ensure multi-jurisdictional protection of wetlands at the Bay shoreline.
Policy NR-1.5 Large-Scale Natural Area Access	The City shall support efforts to improve access to publicly owned large-scale natural areas located within the Planning Area, including the shoreline, creeks, regional parks, riparian corridors, and hillside open space areas, by allowing them to be open for controlled access to improve public enjoyment and education, while also limiting access to extremely sensitive natural habitat and minimizing human-related environmental impacts.	Limits access to extremely sensitive natural habitat (including wetlands) and minimizes impacts on wetlands.
Policy NR-1.6 Migratory Bird Habitat Protection	The City shall support the efforts of the Hayward Area Shoreline Planning Agency and other agencies to preserve and protect tidal flats and salt ponds with low salinity for migratory waterfowl that depend on these areas.	Helps ensure that migratory bird wetland habitat is preserved.
Implementation Program NR 2 Creek Daylighting and Restoration Study	The City shall prepare a Creek Daylighting and Restoration study that will identify specific actions to maintain and restore creeks and streams to a more natural state. Based on findings from the study, the	Implements Policies NR-1.6 and NR-1.11 in this table.

Table 8.3 Proposed Hayward General Plan Policies to Avoid or Reduce Impacts on Wetlands		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	City shall prepare and submit recommendations to the City Council on priority actions to maintain and restore creeks and streams.	
Policy NR-1.8 Invasive Species Mitigation on Public Lands	The City shall coordinate with the East Bay Regional Park District, Hayward Area Recreation and Park District, and California Invasive Plant Council to identify ways to control invasive, non-native vegetation to the extent feasible in all public parks and open space areas.	Controls invasive species on public lands. (Invasive species "invade" wetlands and upset biological balance.)
Policy NR-1.9 Native Plant Species Protection and Promotion	The City shall protect and promote native plant species in natural areas as well as in public landscaping.	Helps ensure that native plants thrive, which helps maintain habitat balance in wetlands.
Policy NR-1.11 Creek and Floodplain Access Easements	The City shall identify and create opportunities for public access to and maintenance of creek corridors and floodplains through the creation of access easements, where practical.	Helps ensure that access to wetlands is limited.
Goal NR-3	Preserve, enhance, and expand natural baylands, wetlands, marshes, hillsides, and unique ecosystems within the Planning Area in order to protect their natural ecology, establish the physical setting of the City, provide recreational opportunities, and assist with improved air quality and carbon dioxide sequestration.	Ensures that existing and future wetlands are preserved, enhanced, and expanded.
Policy NR-3.1 Permanent Open Space Acquisition	The City shall coordinate with the East Bay Regional Park District, Hayward Area Recreation and Park District, and Hayward Area Shoreline Planning Agency to explore all possible resources for public acquisition of permanent open space, including State and public trust funds, leases for private open space use, and additional bond measures.	Helps ensure that wetlands are protected through new permanent open space acquisition.
Policy NR-3.2 Interagency Restoration Coordination	The City shall coordinate with Hayward Area Shoreline Planning Agency, East Bay Regional Park District, Bay Conservation and Development Commission, California Coastal Commission, and other Federal, State, and regional agencies to identify methods for acquiring and restoring baylands and marsh habitats, expanding the National Wildlife	Helps ensure that wetlands are acquired and restored.

Table 8.3 Proposed Hayward General Plan Policies to Avoid or Reduce Impacts on Wetlands		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	Refuge, and funding the purchase and restoration of wetland habitats.	
Policy NR-6.3 Saltwater Slough and Marsh Sedimentation Protection	The City shall ensure that dredging and grading activities do not contribute to sedimentation of saltwater sloughs or marshes.	Helps ensure that slough and marsh habitats are protected.

Table 8.4 Proposed Hayward General Plan Policies to Avoid or Reduce Interference with Fish and Wildlife Movement		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Land Use and Community Character Element		
Goal LU-1	Promote local growth patterns and sustainable development practices that improve quality of life, protect open space and natural resources, and reduce resource consumption, traffic congestion, and related greenhouse gas emissions.	Helps ensure that open space and natural resources--including fish, wildlife, and their movement corridors--will be protected.
Policy LU-1.2 Urban Limit Lines	The City shall maintain its established Urban Limit Lines to protect the Hayward shoreline and hillsides as natural open space and recreational resources.	Helps ensure that new development will not encroach on fish, wildlife, and their movement corridors at the shoreline and in the hills.
Policy LU-7.5 Clustered Developments	The City shall encourage the clustering of residential units on hillsides to preserve sensitive habitats and scenic resources as natural open space. Sensitive areas and scenic resources include woodlands, streams and riparian corridors, mature trees, ridgelines, and rock outcroppings.	Helps ensure that wildlife and their movement corridors in the hillsides will be preserved.
Implementation Program LU 3 Comprehensive Design Guidelines Update	The City shall prepare a comprehensive update of the Hayward Design Guidelines and the Hillside Design and Urban Wildland Interface Guidelines. The guidelines shall apply to commercial, residential, industrial, and mixed-use developments located outside of the City's Priority Development Areas.	Implements Policy LU-7.5.
Policy LU-9.5 Cal State University, East Bay	The City shall coordinate with California State University, East Bay to encourage campus development that: ▪ Maintains compatibility with adjacent residential areas, ▪ Improves access routes to the campus,	Helps ensure that wildlife and their movement corridors at Cal State University, East Bay will be protected.

Table 8.4 Proposed Hayward General Plan Policies to Avoid or Reduce Interference with Fish and Wildlife Movement		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	▪ Protects sensitive habitat and steep slopes as open space, ▪ Provides additional student and faculty housing and services on campus, ▪ Supports the City's economic development policies and programs, ▪ Enhances opportunities for students, residents, and visitors to experience arts, culture, recreation, and entertainment, and ▪ Promotes sustainable design and maintenance practices.	
Natural Resources Element		
Goal NR-1	Protect, enhance, and restore sensitive biological resources, native habitat, and vegetation communities that support wildlife species so they can be sustained and remain viable.	Ensures that existing and future fish habitat and wildlife corridors will be protected, enhanced, and restored.
Policy NR-1.1 Native Wildlife Habitat Protection	The City shall limit or avoid new development that encroaches into important native wildlife habitats; limits the range of listed or protected species; or creates barriers that cut off access to food, water, or shelter of listed or protected species.	Helps ensure that new development will not limit access or create barriers to fish movement or wildlife corridors.
Implementation Program NR 1 Habitat Conservation Plan	The City shall coordinate with Alameda County, the cities of Fremont and Union City, the Hayward Area Recreation and Park District, and the East Bay Regional Park District to develop and adopt a comprehensive Habitat Conservation Plan for areas within and surrounding Hayward.	Implements Policies NR-1.1 through NR-1.12 in this table.
Policy NR-1.2 Sensitive Habitat Protection	The City shall protect sensitive biological resources, including State and Federally designated sensitive, rare, threatened, and endangered plant, fish, and wildlife species and their habitats from urban development and incompatible land uses.	Protects fish habitat and wildlife corridors from urban development and incompatible land uses.
Policy NR-1.3 Sensitive Species Identification, Mapping, and Avoidance	The City shall require qualified biologists to identify, map, and make recommendations for avoiding all sensitive biological resources on the project site, including State and Federally sensitive, rare, threatened, and endangered plant, fish, and wildlife species and their habitats using methods and	Ensures that biological resources (including their connections to wildlife corridors) will be professionally evaluated for each individual development proposed within a sensitive area. Helps ensure that identified fish habitat and wildlife corridors will be protected.

Table 8.4 Proposed Hayward General Plan Policies to Avoid or Reduce Interference with Fish and Wildlife Movement		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	protocols in accordance with the U.S. Fish and Wildlife Service, California Department of Fish and Wildlife, and California Native Plant Society for all development applications proposed within sensitive biological resource areas.	
Policy NR-1.4 Shoreline Protection and Enhancement	The City shall coordinate with the Hayward Area Shoreline Planning Agency, Bay Conservation and Development Commission, and California Coastal Commission to conserve, protect, and enhance natural and cultural resources along the San Francisco Bay shoreline by balancing uses that support multiple community needs, such as recreation, tourism, cultural resource preservation, and natural resource protection.	Helps ensure multi-jurisdictional protection of fish habitat and wildlife corridors along the Bay shoreline.
Policy NR-1.5 Large-Scale Natural Area Access	The City shall support efforts to improve access to publicly owned large-scale natural areas located within the Planning Area, including the shoreline, creeks, regional parks, riparian corridors, and hillside open space areas, by allowing them to be open for controlled access to improve public enjoyment and education, while also limiting access to extremely sensitive natural habitat and minimizing human-related environmental impacts.	Limits access to extremely sensitive natural habitat, including fish habitat and wildlife corridors.
Policy NR-1.6 Migratory Bird Habitat Protection	The City shall support the efforts of the Hayward Area Shoreline Planning Agency and other agencies to preserve and protect tidal flats and salt ponds with low salinity for migratory waterfowl that depend on these areas.	Helps ensure that migratory bird habitat is preserved.
Implementation Program NR 2 Creek Daylighting and Restoration Study	The City shall prepare a Creek Daylighting and Restoration study that will identify specific actions to maintain and restore creeks and streams to a more natural state. Based on findings from the study, the City shall prepare and submit recommendations to the City Council on priority actions to maintain and restore creeks and streams.	Implements Policies NR-1.6 and NR-1.12 in this table.
Policy NR-1.8 Invasive Species Mitigation on Public Lands	The City shall coordinate with the East Bay Regional Park District, Hayward Area Recreation and Park	Controls invasive species in open space areas (including Baylands). (Invasive species

Table 8.4 Proposed Hayward General Plan Policies to Avoid or Reduce Interference with Fish and Wildlife Movement		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	District, and California Invasive Plant Council to identify ways to control invasive, non-native vegetation to the extent feasible in all public parks and open space areas.	"invade" native habit and can disrupt fish habitat and wildlife corridors.)
Policy NR-1.9 Native Plant Species Protection and Promotion	The City shall protect and promote native plant species in natural areas as well as in public landscaping.	Helps ensure that native plants (both marine and land) thrive, which can help maintain fish habitat and wildlife corridors.
Policy NR-1.12 Riparian Corridor Habitat Protection	The City shall protect creek riparian corridor habitats by: ▪ Requiring sufficient setbacks for new development adjacent to creek slopes, ▪ Requiring sensitive flood control designs to minimize habitat disturbance, ▪ Maintaining natural and continuous creek corridor vegetation, ▪ Protecting/replanting native trees, and ▪ Protecting riparian plant communities from the adverse effects of increased stormwater runoff, sedimentation, erosion, and pollution that may occur from improper development in adjacent areas.	Protects riparian corridors through integrated planning.
Goal NR-3	Preserve, enhance, and expand natural baylands, wetlands, marshes, hillsides, and unique ecosystems within the Planning Area in order to protect their natural ecology, establish the physical setting of the City, provide recreational opportunities, and assist with improved air quality and carbon dioxide sequestration.	Ensures that existing fish habitat and wildlife corridors are preserved, enhanced, and expanded.
Policy NR-3.1 Permanent Open Space Acquisition	The City shall coordinate with the East Bay Regional Park District, Hayward Area Recreation and Park District, and Hayward Area Shoreline Planning Agency to explore all possible resources for public acquisition of permanent open space, including State and public trust funds, leases for private open space use, and additional bond measures.	Helps ensure that fish habitat and wildlife corridors are protected through new permanent open space acquisition.
Policy NR-3.2 Interagency Restoration Coordination	The City shall coordinate with Hayward Area Shoreline Planning Agency, East Bay Regional Park District, Bay Conservation and Development	Helps ensure that fish habitat and wildlife corridors are acquired and restored.

Table 8.4 Proposed Hayward General Plan Policies to Avoid or Reduce Interference with Fish and Wildlife Movement		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	Commission, California Coastal Commission, and other Federal, State, and regional agencies to identify methods for acquiring and restoring baylands and marsh habitats, expanding the National Wildlife Refuge, and funding the purchase and restoration of wetland habitats.	
Policy NR-6.3 Saltwater Slough and Marsh Sedimentation Protection	The City shall ensure that dredging and grading activities do not contribute to sedimentation of saltwater sloughs or marshes.	Helps ensure that slough and marsh habitats are protected.
Public Facilities and Services Element		
Policy PFS-5.8 Enhance Recreation and Habitat	The City shall require new stormwater drainage facilities to be designed to enhance recreation and habitat and shall work with HARD to integrate such facilities into existing parks and open space features.	Minimizes impacts of new drainage facilities on fish habitat and wildlife corridors.

Table 8.5 Proposed Hayward General Plan Policies to Avoid or Reduce Conflict with Local Biological Resource Protection Policies or Ordinances		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Land Use and Community Character Element		
Goal LU-1	Promote local growth patterns and sustainable development practices that improve quality of life, protect open space and natural resources, and reduce resource consumption, traffic congestion, and related greenhouse gas emissions.	Helps ensure that open space and natural resources, including biological resources, will be protected. Supports implementation of the City of Hayward Tree Preservation Ordinance.
Policy LU-1.2 Urban Limit Lines	The City shall maintain its established Urban Limit Lines to protect the Hayward shoreline and hillsides as natural open space and recreational resources.	Helps ensure that new development will not encroach biological resources at the shoreline and in the hills. Supports implementation of the City of Hayward Tree Preservation Ordinance.
Policy LU-7.5 Clustered Developments	The City shall encourage the clustering of residential units on hillsides to preserve sensitive habitats and scenic resources as natural open space. Sensitive areas and scenic resources include woodlands, streams and riparian corridors, mature trees, ridgelines, and rock outcroppings.	Helps ensure that biological resources in the hillsides will be preserved. Supports implementation of the City of Hayward Tree Preservation Ordinance.

Table 8.5 Proposed Hayward General Plan Policies to Avoid or Reduce Conflict with Local Biological Resource Protection Policies or Ordinances		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Implementation Program LU 3 Comprehensive Design Guidelines Update	The City shall prepare a comprehensive update of the Hayward Design Guidelines and the Hillside Design and Urban Wildland Interface Guidelines. The guidelines shall apply to commercial, residential, industrial, and mixed-use developments located outside of the City's Priority Development Areas.	Implements Policy LU-7.5.
Policy LU-9.5 Cal State University, East Bay	The City shall coordinate with California State University, East Bay to encourage campus development that: ▪ Maintains compatibility with adjacent residential areas, ▪ Improves access routes to the campus, ▪ Protects sensitive habitat and steep slopes as open space, ▪ Provides additional student and faculty housing and services on campus, ▪ Supports the City's economic development policies and programs, ▪ Enhances opportunities for students, residents, and visitors to experience arts, culture, recreation, and entertainment, and ▪ Promotes sustainable design and maintenance practices.	Helps ensure that biological resources at Cal State University, East Bay will be protected. Supports implementation of the City of Hayward Tree Preservation Ordinance.
Natural Resources Element		
Policy NR-1.1 Native Wildlife Habitat Protection	The City shall limit or avoid new development that encroaches into important native wildlife habitats; limits the range of listed or protected species; or creates barriers that cut off access to food, water, or shelter of listed or protected species.	Helps ensure that new development will not encroach on biological resources or create barriers to the movement of protected species.
Implementation Program NR 1 Habitat Conservation Plan	The City shall coordinate with Alameda County, the cities of Fremont and Union City, the Hayward Area Recreation and Park District, and the East Bay Regional Park District to develop and adopt a comprehensive Habitat Conservation Plan for areas within and surrounding Hayward.	Implements Policies NR-1.1 through NR-1.8 in this table through a Habitat Conservation Plan.
Policy NR-1.4 Shoreline Protection and Enhancement	The City shall coordinate with the Hayward Area Shoreline Planning Agency, Bay Conservation and	Helps ensure multi-jurisdictional protection of the Bay shoreline.

Table 8.5 Proposed Hayward General Plan Policies to Avoid or Reduce Conflict with Local Biological Resource Protection Policies or Ordinances		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	Development Commission, and California Coastal Commission to conserve, protect, and enhance natural and cultural resources along the San Francisco Bay shoreline by balancing uses that support multiple community needs, such as recreation, tourism, cultural resource preservation, and natural resource protection.	
Policy NR-1.6 Migratory Bird Habitat Protection	The City shall support the efforts of the Hayward Area Shoreline Planning Agency and other agencies to preserve and protect tidal flats and salt ponds with low salinity for migratory waterfowl that depend on these areas.	Helps ensure multi-jurisdictional protection of migratory bird habitat.
Implementation Program NR 2 Creek Daylighting and Restoration Study	The City shall prepare a Creek Daylighting and Restoration study that will identify specific actions to maintain and restore creeks and streams to a more natural state. Based on findings from the study, the City shall prepare and submit recommendations to the City Council on priority actions to maintain and restore creeks and streams.	Implements Policy NR-1.6.
Policy NR-1.7 Native Tree Protection	The City shall encourage protection of mature, native tree species to the maximum extent practicable, to support the local eco-system, provide shade, create windbreaks, and enhance the aesthetics of new and existing development.	Encourages native tree protection. Supports implementation of the City of Hayward Tree Preservation Ordinance.
Policy NR-1.8 Invasive Species Mitigation on Public Lands	The City shall coordinate with the East Bay Regional Park District, Hayward Area Recreation and Park District, and California Invasive Plant Council to identify ways to control invasive, non-native vegetation to the extent feasible in all public parks and open space areas.	Controls invasive species on public lands through coordinated multi-jurisdictional planning.
Policy NR-3.1 Permanent Open Space Acquisition	The City shall coordinate with the East Bay Regional Park District, Hayward Area Recreation and Park District, and Hayward Area Shoreline Planning Agency to explore all possible resources for public acquisition of permanent open space, including State and public trust funds, leases for private open space use, and additional bond measures.	Helps ensure that biological resources are protected through coordinated multi-jurisdictional planning.

Table 8.5 Proposed Hayward General Plan Policies to Avoid or Reduce Conflict with Local Biological Resource Protection Policies or Ordinances		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy NR-3.2 Interagency Restoration Coordination	The City shall coordinate with Hayward Area Shoreline Planning Agency, East Bay Regional Park District, Bay Conservation and Development Commission, California Coastal Commission, and other Federal, State, and regional agencies to identify methods for acquiring and restoring baylands and marsh habitats, expanding the National Wildlife Refuge, and funding the purchase and restoration of wetland habitats.	Helps ensure that biological habitats are acquired and restored through coordinated multi-jurisdictional planning.
Community Health and Quality of Life Element		
Policy HQL-8.3 Trees of Significance	The City shall require the retention of trees of significance (such as heritage trees) by promoting stewardship and ensuring that project design provides for the retention of these trees wherever possible. Where tree removal cannot be avoided, the City shall require tree replacement or suitable mitigation.	Ensures retention of significant trees consistent with the City of Hayward Tree Preservation Ordinance.

Table 8.6 Proposed Hayward General Plan Policies to Avoid Conflict with Approved Habitat Conservation Plans		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Land Use and Community Character Element		
Goal LU-1	Promote local growth patterns and sustainable development practices that improve quality of life, protect open space and natural resources, and reduce resource consumption, traffic congestion, and related greenhouse gas emissions.	Helps ensure compatibility of new development with San Francisco Bay Conservation and Development Commission (BCDC) jurisdiction and Don Edwards San Francisco Bay National Wildlife Refuge policy.
Policy LU-1.2 Urban Limit Lines	The City shall maintain its established Urban Limit Lines to protect the Hayward shoreline and hillsides as natural open space and recreational resources.	Helps ensure compatibility of new development with BCDC jurisdiction and Wildlife Refuge policy.
Natural Resources Element		
Policy NR-1.1 Native Wildlife Habitat Protection	The City shall limit or avoid new development that encroaches into important native wildlife habitats; limits the range of listed or protected species; or creates barriers that cut off access to food, water, or shelter of listed or protected species.	Helps ensure that new development will not encroach on biological resources or create barriers to the movement of protected species.

Table 8.6 Proposed Hayward General Plan Policies to Avoid Conflict with Approved Habitat Conservation Plans		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Implementation Program NR 1 Habitat Conservation Plan	The City shall coordinate with Alameda County, the cities of Fremont and Union City, the Hayward Area Recreation and Park District, and the East Bay Regional Park District to develop and adopt a comprehensive Habitat Conservation Plan for areas within and surrounding Hayward.	Implements Policies NR-1.1 through NR-1.8 in this table through a Habitat Conservation Plan.
Policy NR-1.4 Shoreline Protection and Enhancement	The City shall coordinate with the Hayward Area Shoreline Planning Agency, Bay Conservation and Development Commission, and California Coastal Commission to conserve, protect, and enhance natural and cultural resources along the San Francisco Bay shoreline by balancing uses that support multiple community needs, such as recreation, tourism, cultural resource preservation, and natural resource protection.	Helps ensure multi-jurisdictional protection of the Bay shoreline consisted with adopted plans and policies.
Policy NR-1.6 Migratory Bird Habitat Protection	The City shall support the efforts of the Hayward Area Shoreline Planning Agency and other agencies to preserve and protect tidal flats and salt ponds with low salinity for migratory waterfowl that depend on these areas.	Helps ensure multi-jurisdictional protection of migratory bird habitat consistent with adopted plans and policies.
Implementation Program NR 2 Creek Daylighting and Restoration Study	The City shall prepare a Creek Daylighting and Restoration study that will identify specific actions to maintain and restore creeks and streams to a more natural state. Based on findings from the study, the City shall prepare and submit recommendations to the City Council on priority actions to maintain and restore creeks and streams.	Implements Policy NR-1.6.
Policy NR-1.8 Invasive Species Mitigation on Public Lands	The City shall coordinate with the East Bay Regional Park District, Hayward Area Recreation and Park District, and California Invasive Plant Council to identify ways to control invasive, non-native vegetation to the extent feasible in all public parks and open space areas.	Controls invasive species on public lands through coordinated multi-jurisdictional planning.
Policy NR-3.1 Permanent Open Space Acquisition	The City shall coordinate with the East Bay Regional Park District, Hayward Area Recreation and Park District, and Hayward Area Shoreline Planning Agency to explore all possible resources for public acquisition of permanent open space, including State	Helps ensure that biological resources are protected through coordinated multi-jurisdictional planning.

Table 8.6 Proposed Hayward General Plan Policies to Avoid Conflict with Approved Habitat Conservation Plans		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	and public trust funds, leases for private open space use, and additional bond measures.	
Policy NR-3.2 Interagency Restoration Coordination	The City shall coordinate with Hayward Area Shoreline Planning Agency, East Bay Regional Park District, Bay Conservation and Development Commission, California Coastal Commission, and other Federal, State, and regional agencies to identify methods for acquiring and restoring baylands and marsh habitats, expanding the National Wildlife Refuge, and funding the purchase and restoration of wetland habitats.	Helps ensure that biological habitats are acquired and restored through coordinated multi-jurisdictional planning.

9. GEOLOGY, SOILS, AND MINERALS

This EIR chapter describes the existing geological, soil, and mineral conditions in the Planning Area. The chapter includes the regulatory framework necessary to evaluate potential environmental impacts resulting from the 2040 General Plan, describes potential impacts that could result from the General Plan, and discusses General Plan goals, policies, and implementation programs that would avoid or reduce those potential impacts. The chapter recommends mitigation measures as needed to reduce significant impacts.

9.1 SETTING

The environmental and regulatory setting of the Hayward Planning Area with respect to geology, soils, and minerals is described in detail in section 7.7 (Natural Resources: Mineral Resources) and section 9.2 (Hazards: Geologic and Seismic Materials) of the General Plan Background Report (City of Hayward, 2013). Pursuant to section 15150 of the State CEQA Guidelines, the Background Report is incorporated into the Draft Program EIR by reference. The Background Report is available at the City of Hayward 2040 General Plan website at:

http://www.hayward-ca.gov/GENERALPLAN/

Copies of the Background Report may be viewed during regular business hours--8:00 AM to 5:00 PM, Monday through Thursday, and 8:00 AM to noon on Friday--at the City of Hayward Development Services Department Permit Center, 777 B Street, Hayward, CA 94541.

9.1.1 Environmental Setting

The Hazards chapter (section 9.2) of the Background Report and the Natural Resources chapter (section 7.7) describe the existing conditions related to geology (including seismic hazards), soils, and minerals in the Planning Area. The major findings of the Background Report chapters relevant to these issues are described below.

See Figure 9-1 (Hayward Fault).

- A portion of the active Hayward fault, including an Earthquake Fault Zone designated by the State Department of Conservation, traverses the City. The fault has a 31 percent probability of experiencing a 6.7-magnitude earthquake in the next three decades.

- Approximately 50 percent of Hayward is included in Seismic Hazard Zones for liquefaction as designated by the State Department of Conservation Earthquake Zones of Required Investigation--Hayward Quadrangle map (September 21, 2012).

- The hilly, eastern portion of Hayward contains approximately 15 percent officially designated Landslide Zones, in the State Department of Conservation Earthquake Zones of Required Investigation--Hayward Quadrangle map (September 21, 2012).

- The City of Hayward implements regulations and programs to minimize the risk of geologic and seismic hazards. These regulations and programs include, among others, the City Building Code and building permit process, the City Grading and Clearing Permit process, the Multi-Jurisdictional Local Hazard Mitigation Plan with City of Hayward Annex document, the City of Hayward Comprehensive Emergency Management Plan, and the Community Emergency Response Team program.

- The U.S. Geological Survey has identified eleven past, present, or prospective mining sites within the City of Hayward.

- The only State-designated mineral resource "sector" of regional significance in Hayward is the La Vista Quarry. All operations at the site have been terminated, and the Surface Mining Permit for the La Vista Quarry issued by Alameda County expired in 2008.

9.1.2 Regulatory Setting

The Background Report Hazards chapter and Natural Resources chapter describe the State and local regulatory setting relevant to geology (including seismic hazards), soils, and minerals.

Alquist-Priolo Earthquake Fault Zoning Act. The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the potential hazard of surface faults to structures for human occupancy. The main purpose of the Act is to prevent the construction of human-occupied buildings over active faults. The Act only addresses the hazard of fault rupture and is not directed toward other earthquake hazards.

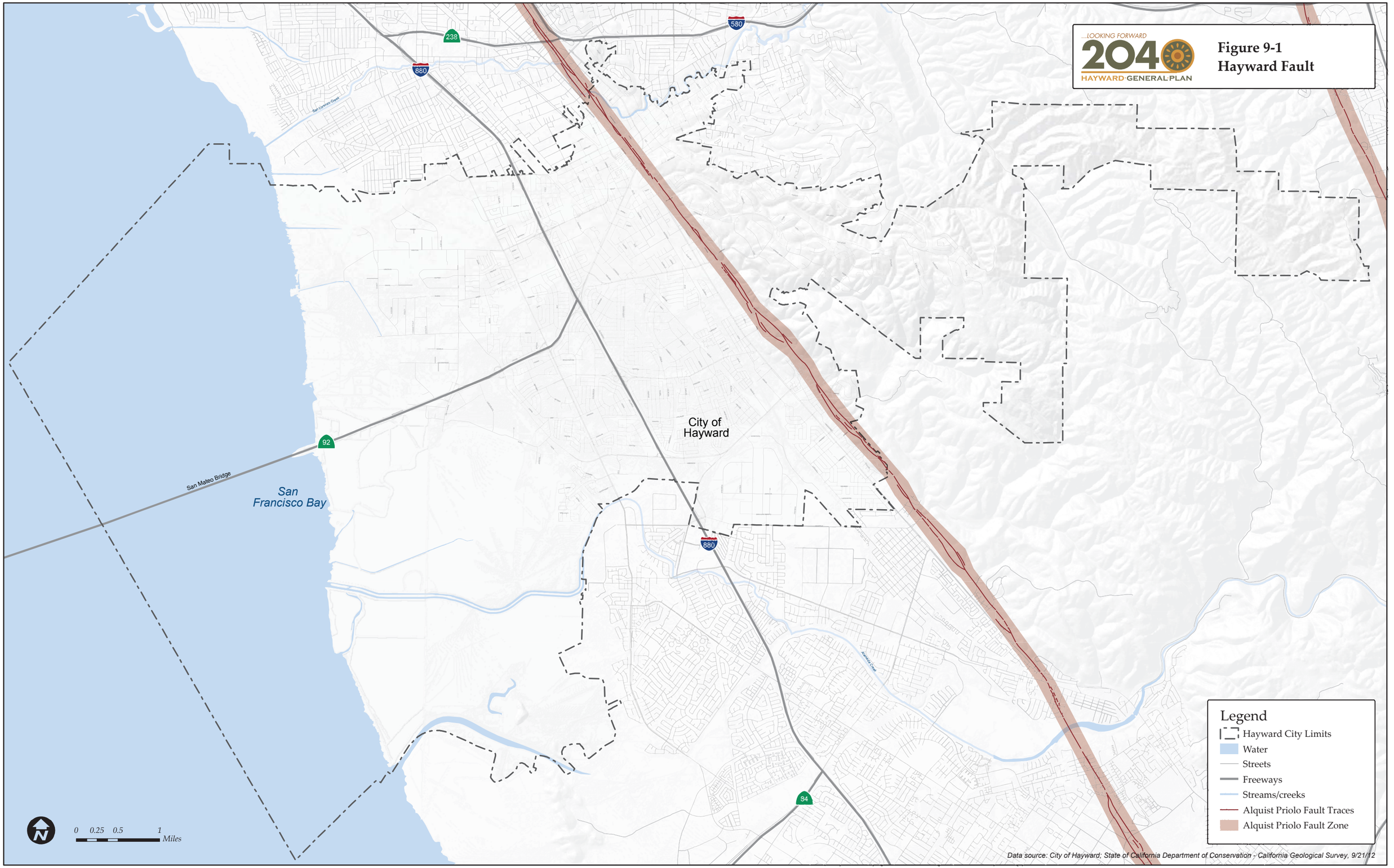
The Act requires the State Geologist to establish regulatory zones (known as Earthquake Fault Zones) around the surface traces of active faults and to issue maps to all affected cities, counties, and State agencies for their use in planning and controlling development. Local agencies must regulate most development projects within the zones, and generally there can be no construction for human occupancy within 50 feet of an active fault zone.

Seismic Hazards Mapping Act. The Seismic Hazards Mapping Act addresses earthquake hazards other than fault rupture, including liquefaction and seismically induced landslides. Seismic Hazard Zones are mapped by the State Geologist to assist local governments in land use planning. The California Geological Survey map "Earthquake Zones of Required Investigation, Hayward Quadrangle, 2012" (released September 21, 2012) shows the location of Alquist-Priolo Earthquake Zones and Seismic Hazard Zones, collectively referred to as Earthquake Zones of Required Investigation. These zones are delineated to assist cities and counties in fulfilling their responsibilities for protecting the public from the effects of surface fault rupture and earthquake-triggered ground failure as required by the Alquist-Priolo Earthquake Fault Zoning Act and the Seismic Hazards Mapping Act.

California Building Code. The California Building Code (CBC) is contained in the California Code of Regulations (CCR), Title 24. The purpose of the CBC is to establish minimum standards to safeguard the public health, safety, and general welfare through structural strength, means of egress facilities, and general stability by controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of building and structures. The 2010 CBC is based on the 2009 International Building Code (IBC) published by the International Code Council. The CBC contains specific requirements for seismic safety,

...LOOKING FORWARD 2040 HAYWARD GENERAL PLAN

Figure 9-1
Hayward Fault



May, 2013

excavation, foundations, retaining walls, and site demolition. It also regulates grading activities, including drainage and erosion control.

City of Hayward Building Permit Process. A building permit is required for almost all construction-related work in Hayward. When a building permit is required, the City will determine during the pre-application process what information needs to be provided to staff for their review and, depending on the extent of the project, whether or not public and/or environmental or other review is required. Once the building permit application is deemed complete, a building permit will be issued. Before the City will issue a certificate of occupancy, all permitted work must be completed, a final inspection must occur, and all remaining fees must be paid.

City of Hayward Grading and Clearing Permit Process. The City of Hayward requires a Grading and Clearing permit for most types of grading in the City.

Association of Bay Area Governments (ABAG) Multi-Jurisdictional Local Hazard Mitigation Plan for the San Francisco Bay Area. The City of Hayward has adopted the ABAG Multi-Jurisdictional Local Hazard Mitigation Plan ("Taming Natural Disasters") as the City's Local Hazard Mitigation Plan (LHMP). The ABAG Plan involves local agencies throughout its nine-county Bay Area jurisdiction, with an overall strategy to maintain and enhance disaster response of the region, as well as to fulfill the requirements of the Federal Disaster Mitigation Act of 2000. Each partner jurisdiction (including Hayward) has submitted an "Annex" document that contains jurisdiction-specific hazard mitigation strategies to attach to the Multi-Jurisdictional Plan. The Plan, which focuses on mitigation *before* rather than after disasters, (1) identifies natural hazards the community and region face (e.g., earthquakes, flooding, severe weather), (2) assesses the community's and region's vulnerability to these hazards, and (3) identifies specific preventive actions that can be taken to reduce the risk from the hazards. Adoption of the Multi-Jurisdictional Plan allows the City of Hayward to become eligible for Federal Disaster assistance.

Hayward Fire Department. The Hayward Fire Department implements the City of Hayward Comprehensive Emergency Management Plan. The plan addresses the City's responsibilities in emergencies associated with natural disaster, human-caused incidents, and technological incidents, including earthquakes and their seismic-related results (e.g., liquefaction). It defines the primary and support roles of City of Hayward agencies and departments in after-incident damage assessment and reporting requirements.

The Hayward Fire Department also operates the Community Emergency Response Team (CERT) program. The program trains and certifies members of the public in basic emergency response and organizational skills, including light fire suppression, hazardous materials awareness, first aid, light search and rescue techniques, and disaster response assistance.

Surface Mining and Reclamation Act (SMARA) of 1975. The California Public Resource Code, Division 2: Geology, Mines and Mining, Chapter 9: The California Surface Mining and Reclamation Act (SMARA) mandates that the State Board of Mining and Geology Board (SMGB) and Division of Mines and Geology (DMG) prepare a mineral resource report for each county. SMARA regulates the permitting of mining operations, provides for inspections during the life of the mine, and contains provisions to ensure that remediation occurs after completion of mining operations.

Alameda County Code of Ordinances, Chapter 6.80 Surface Mining and Reclamation. Chapter 6.80 of the Alameda County Code of Ordinances requires a surface mining permit, reclamation plan, and financial assurances to conduct surface mining operations. Surface mining operators are required to submit an annual surface mining report to the State Department of Conservation and the Alameda County Planning Director. The County protects mineral resources by preventing the encroachment of incompatible uses. Chapter 6.80 also includes requirements for slopes, setbacks, fencing, screening, drainage, erosion, noise, groundwater use, traffic access and safety, and hours of operation on mining sites.

City of Hayward Municipal Code Article 18, Surface Mining and Reclamations. Article 18 of the City of Hayward Municipal Code adopts the California SMARA provisions and requires a conditional use permit, reclamation plan, and financial assurances to conduct surface mining operations. Surface mining operators are required to submit an annual surface mining report to the State Department of Conservation and the City of Hayward Planning Division. The City protects mineral resources by preventing the encroachment of incompatible uses.

9.2 ENVIRONMENTAL EFFECTS

This section describes potential impacts related to geology (including seismicity), soils, and minerals that could result from the General Plan, and discusses General Plan goals, policies, and implementation programs that would avoid or reduce those potential impacts. The section also recommends mitigation measures as needed to reduce significant impacts.

9.2.1 Significance Criteria

Based on the CEQA Guidelines,[1] implementation of the City of Hayward 2040 General Plan would have a significant impact related to geology, soils, and minerals if it would:

(a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

(1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (Division of Mines and Geology Special Publication 42);

(2) Strong seismic ground shaking;

(3) Seismic-related ground failure, including liquefaction; or

(4) Landslides;

(b) Result in substantial soil erosion or the loss of topsoil;

(c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landsliding, lateral spreading, subsidence, liquefaction, or collapse;

[1]CEQA Guidelines, appendix G, items VI (a) through (e) and XI (a) and (b).

(d) Be located on expansive soil, as defined by Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property;

(e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater;

(f) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state; or

(g) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan, including the current Hayward General Plan and proposed Hayward 2040 General Plan.

Regarding criterion (e), the Planning Area is served by a comprehensive, integrated wastewater collection, treatment, and disposal system. Neither septic tank systems nor alternative wastewater disposal systems are proposed as part of General Plan implementation. No impact will result, and this issue is not discussed further in this EIR.

9.2.2 Analysis Methodology

The methodology for evaluating potential environmental impacts related to geology, soils, and minerals followed this basic sequence:

(1) The General Plan Background Report was evaluated to identify existing environmental conditions and problems related to geology, soils, and seismicity**,** including the regulatory framework that applies to these issues.

(2) The CEQA Statute and Guidelines (2013), including appendix G (Environmental Checklist Form), were consulted to identify environmental impact topics and issues that should be addressed in the program EIR. In part, this process resulted in the significance criteria listed in subsection 9.2.1 above.

(3) The General Plan Policy Document, including the associated development capacity assumptions (see EIR section 3.6), was analyzed to identify goals, policies, implementation programs ("policies" for short), and potential outcomes that address the significance criteria. This analysis resulted in two basic conclusions regarding policies and outcomes: (a) many policies would avoid or reduce potential environmental impacts, and (b) some policies or outcomes could result in new environmental impacts or increase the severity of existing environmental problems.

(4) For potential environmental impacts that would result from the 2040 General Plan, mitigations were designed to avoid or reduce each impact to a less-than-significant level. If implementation of all identified feasible mitigations cannot reduce the impact to a less-than-significant level, then the impact is considered significant and unavoidable.

9.2.3 Environmental Impacts

The following tables are aligned with the significance criteria identified above. There is one table for each significance criterion, in the following pattern: significance criterion (a) corresponds with table 9.1, criterion (b) corresponds with table 9.2, and so on. Column 1 (Objective) in each table lists each General Plan goal, policy, and implementation program ("policy" for short), organized by General Plan element, that addresses the potential impact identified in the name of the table. Column 2 is the text of the policy. Column 3 answers the question, "How does the policy avoid or reduce the potential impact?"

Whenever a particular criterion does not apply to the proposed General Plan, an explanation is included in the Significance Criteria text above, and there is no table for that criterion. To maintain consistency, each table's title contains language taken directly from its corresponding significance criterion.

The verbs in column 3 are intended to be applied consistently. The verb "ensures" means that the policy is sufficient to guarantee the result identified in the policy. The verb "helps" means that the policy contributes to avoiding or reducing the identified potential impact; in many cases, "helps" is used for a policy that can be applied to avoid or reduce a wide range of potential impacts. The verb "implements" is used for General Plan implementation programs to indicate that the program provides the details to put the associated policy into action.

In most cases, no one goal, policy, or implementation program ("policy" for short) in itself is expected to completely avoid or reduce an identified potential environmental impact. However, the collective, cumulative mitigating benefits of the policies listed in each table will result in a less-than-significant impact related to the identified significance criterion and the corresponding environmental topic listed in the table name. This conclusion is consistent with the purpose and use of a program EIR for a general plan (see EIR Introduction, chapter 1).

Based on the methodology described above, 2040 General Plan impacts related to geology, soils, and minerals would be ***less than significant*** (see criteria [a] through [d], [f], and [g] in subsection 9.2.1, "Significance Criteria," above). No mitigation is required.

Table 9.1 Proposed Hayward General Plan Policies to Avoid or Reduce Seismic or Other Geologic Risks		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Land Use and Community Character Element		
Goal LU-7	Preserve the rural and natural character of hillside development areas.	Helps minimize exposure of people and structures to risks of hillside development, including potential landslides.
Policy LU-7.1 Slopes	The City shall prohibit the construction of buildings on unstable and steep slopes (slopes greater than 25 percent).	Avoids exposure of people and structures to landslide risks and geologic hazards on unstable and steep slopes.
Implementation Program LU 3 Comprehensive Design Guidelines Update	The City shall prepare a comprehensive update of the Hayward Design Guidelines and the Hillside Design and Urban Wildland Interface Guidelines. The guidelines shall apply to commercial, residential, industrial, and mixed-use developments located outside of the City's Priority Development Areas.	Implements Policy LU-7.1.
Implementation Program LU 12 Grading and Clearing Ordinance Update	The City shall update the Grading and Clearing Ordinance.	Implements Policy 7.1 and ensures that the Grading and Clearing Ordinance will be reviewed for updates as necessary as the 2040 General Plan is implemented over time.
Policy LU-7.2 Ridgelines	The City shall discourage the placement of homes and structures near ridgelines to maintain natural open space and preserve views. If ridgeline development cannot be avoided, the City shall require grading, building, and landscaping designs that mitigate visual impacts and blend the development with the natural features of the hillside.	Helps ensure that potential geologic hazards of new development on ridgelines, including potential landslides, will be evaluated.
Policy LU-7.3 Hillside Street Layouts	The City shall require curvilinear street patterns in hillside areas to respect natural topography and minimize site grading.	Helps ensure that potential geologic hazards of new development on hillsides, including potential landslides, will be evaluated.
Policy LU-7.4 Hillside Street Design	The City shall encourage narrow streets in hillside areas. Streets should be designed with soft shoulders and drainage swales (rather than sidewalks with curbs and gutters) to maintain the rural character of hillside areas and minimize grading impacts. The City shall prohibit parking along narrow street shoulders to provide space for residents to walk and ride horses.	Helps ensure that potential geologic hazards of new development on hillsides, including potential landslides, will be evaluated.

Table 9.1 Proposed Hayward General Plan Policies to Avoid or Reduce Seismic or Other Geologic Risks		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Hazards Element		
Goal HAZ-1	Promote a disaster-resilient region by reducing hazard risks through regional coordination and mitigation planning.	Reduces seismic and related geologic risks.
Policy HAZ-1.1 Multi-Jurisdictional Local Hazards Mitigation Plan	The City shall coordinate with regional and local agencies to implement the Multi-Jurisdictional Local Hazards Mitigation Plan for the San Francisco Bay Area.	Reduces seismic and related geologic risks. through the Hazards Mitigation Plan.
Policy HAZ-1.2 Plan Implementation and Monitoring	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.	Ensures that the Hazards Mitigation Plan strategies are prioritized and associated operations adequately funded.
Policy HAZ-1.3 Plan Updates	The City shall support the Association of Bay Area Governments (ABAG) in its role as the lead agency that prepares and updates the Multi-Jurisdictional Local Hazards Mitigation Plan. If ABAG cannot fulfill this role in the future, the City shall coordinate with Alameda County and other local agencies to encourage the development and implementation of a new Multi-Jurisdictional Local Hazards Mitigation Plan.	Ensures that the Hazards Mitigation Plan will continue to be effectively implemented.
Goal HAZ-2	Protect life and minimize property damage from potential seismic and geologic hazards.	Helps minimize impacts from seismic and geologic hazards.
Policy HAZ-2.1 Seismic Safety Codes and Provisions	The City shall enforce the seismic safety provisions of the Building Code and Alquist-Priolo Special Studies Zone Act to minimize earthquake-related hazards in new construction, particularly as they relate to high occupancy structures or buildings taller than 50 feet in height.	Ensures that construction is seismically sound.
Implementation Program HAZ 1 Seismic and Geologic Safety Standards	The City shall review and update (as necessary) its seismic and geologic safety standards when there is an update to the Uniform Building Code and the California Building Code.	Implements Policy HAZ-2.1.

Table 9.1 Proposed Hayward General Plan Policies to Avoid or Reduce Seismic or Other Geologic Risks		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy HAZ-2.2 Geologic Investigations	The City shall require a geologic investigation for new construction on sites within (or partially within) the following zones: ▪ Fault Zone (see Figure 9.2-1 in the Hazards Background Report) ▪ Liquefaction Zone (see Figure 9.2-2 in the Hazards Background Report) ▪ Landslide Zone (see Figure 9.2-3 in the Hazards Background Report) A licensed geotechnical engineer shall conduct the investigation and prepare a written report of findings and recommended mitigation measures to minimize potential risks related to seismic and geologic hazards.	Ensures that individual project sites are evaluated for seismic and geologic risks.
Policy HAZ-2.3 Fault Zones Assumption	The City shall assume that all sites within (or partially within) any fault zone are underlain by an active fault trace until a geotechnical investigation by a licensed geotechnical engineer proves otherwise.	Ensures the widest geographical area of protection from seismic hazards.
Policy HAZ-2.4 New Buildings in a Fault Zone	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.	Avoids impacts from buildings being constructed on an active fault, consistent with the Alquist-Priolo Special Studies Zone Act.
Policy HAZ-2.5 Existing Buildings in a Fault Zone	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.	Minimizes additional impacts on buildings already located on an active fault or in a fault zone, consistent with the Alquist-Priolo Special Studies Zone Act.
Policy HAZ-2.6 Infrastructure and Utilities	The City shall require infrastructure and utility lines that cross faults to include design features to mitigate potential fault displacement impacts and restore service in the event of major fault displacement. Mitigation measures may include plans for damage isolation or temporary bypass by using standard	Mitigates potential seismic impacts on infrastructure and utility lines located across a fault.

Table 9.1 Proposed Hayward General Plan Policies to Avoid or Reduce Seismic or Other Geologic Risks		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	isolation valves, flexible hose or conduit, and other techniques and equipment.	
Policy HAZ-2.7 Dam Failure	The City shall coordinate with agencies responsible for the maintenance of the South Reservoir Dam, the Del Valle Dam, and other small dams along Alameda Creek to ensure that dam infrastructure is maintained and enhanced to withstand potential failure during an earthquake.	Minimizes the potential for loss, injury, and death from dam failure.
Policy HAZ-2.9 Seismic Retrofits	The City shall encourage property owners to upgrade buildings for seismic safety purposes, especially masonry and soft-story buildings (i.e., buildings designed with minimal bracing on the first floor).	Encourages protection from seismic hazards.
Implementation Program HAZ 2 Seismic Retrofit Feasibility Study for City Facilities	The City shall prepare a study to identify all existing City facilities that do not meet current building code standards. The City shall use the study to prioritize the funding of capital improvement projects.	Implements Policy HAZ-2.9 for City facilities.
Implementation Program HAZ 3 Seismic Retrofit Program	City shall establish and promote a seismic retrofit program to encourage property owners to upgrade buildings, especially masonry buildings, soft-story buildings (i.e., buildings designed with minimal bracing on the first floor), and critical facilities (i.e., hospitals, schools, and long-term care facilities.	Implements Policy HAZ-2.9 for non-City facilities.
Policy HAZ-2.10 City Facilities	The City shall strive to seismically upgrade existing City facilities that do not meet current building code standards. Where upgrades are not economically feasible, the City shall consider the relocation and/or reconstruction of facilities.	Helps minimize seismic risks to City facilities.
Policy HAZ-2.11 Critical Facilities	The City shall encourage seismic upgrades to hospitals, schools, long-term care facilities, and other important facilities that do not meet current building code standards. Where upgrades are not economically feasible, the City shall encourage the relocation and/or reconstruction of facilities.	Helps minimize seismic risks to critical facilities.
Policy HAZ-2.12 Public Awareness	The City shall promote greater public awareness of earthquake hazards and promote resources and programs to help property owners make their homes and businesses more seismically safe.	Promotes Policy HAZ-2.9 above.

Table 9.1 Proposed Hayward General Plan Policies to Avoid or Reduce Seismic or Other Geologic Risks		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Public Facilities and Services Element		
Policy PFS-3.12 Seismic Safety	The City shall continue to improve the seismic safety of the water system, including seismic retrofits of reservoirs and improvements to pipes at fault line crossings.	Improves the seismic safety of the water system.
Policy PFS-4.8 Seismic Safety	The City shall continue to improve the seismic safety of its sewer collection and treatment facilities.	Improves the seismic safety of the sewer system.
Policy PFS-8.4 Safe Utility Lines	The City shall work with regulators and energy providers (e.g., PG&E) to regularly monitor, evaluate, and maintain the safety of utility facilities (e.g., gas pipelines and electric lines and transformers). Where facilities are found to be a potential safety concern, especially those that could be impacted by seismic events, the City shall support utility provider efforts to repair and/or replace the affected facilities.	Improves the seismic safety of utility facilities.

Table 9.2 Proposed Hayward General Plan Policies to Avoid or Reduce Soil Erosion or Loss of Topsoil		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Land Use and Community Character Element		
Goal LU-7	Preserve the rural and natural character of hillside development areas.	Helps minimize soil erosion and the loss of topsoil resulting from hillside development.
Policy LU-7.1 Slopes	The City shall prohibit the construction of buildings on unstable and steep slopes (slopes greater than 25 percent).	Avoids soil erosion and the loss of topsoil on unstable and steep slopes.
Implementation Program LU 3 Comprehensive Design Guidelines Update	The City shall prepare a comprehensive update of the Hayward Design Guidelines and the Hillside Design and Urban Wildland Interface Guidelines. The guidelines shall apply to commercial, residential, industrial, and mixed-use developments located outside of the City's Priority Development Areas.	Implements Policy LU-7.1.
Implementation Program LU 12 Grading and Clearing Ordinance Update	The City shall update the Grading and Clearing Ordinance.	Implements Policy 7.1 and ensures that the Grading and Clearing Ordinance will be reviewed for updates as necessary as the 2040 General Plan is implemented over time.

Table 9.2 Proposed Hayward General Plan Policies to Avoid or Reduce Soil Erosion or Loss of Topsoil		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy LU-7.2 Ridgelines	The City shall discourage the placement of homes and structures near ridgelines to maintain natural open space and preserve views. If ridgeline development cannot be avoided, the City shall require grading, building, and landscaping designs that mitigate visual impacts and blend the development with the natural features of the hillside.	Helps minimize soil erosion and the loss of topsoil resulting from new development on ridgelines.
Policy LU-7.3 Hillside Street Layouts	The City shall require curvilinear street patterns in hillside areas to respect natural topography and minimize site grading.	Helps minimize soil erosion and the loss of topsoil resulting from new development on hillsides.
Policy LU-7.4 Hillside Street Design	The City shall encourage narrow streets in hillside areas. Streets should be designed with soft shoulders and drainage swales (rather than sidewalks with curbs and gutters) to maintain the rural character of hillside areas and minimize grading impacts. The City shall prohibit parking along narrow street shoulders to provide space for residents to walk and ride horses.	Helps minimize soil erosion and the loss of topsoil resulting from new development on hillsides.
Natural Resources Element		
Policy NR-6.4 Minimizing Grading	The City shall minimize grading and, where appropriate, consider requiring onsite retention and settling basins.	Helps minimize soil erosion and loss of topsoil.
Policy NR-6.5 Erosion Control	The City shall concentrate new urban development in areas that are the least susceptible to soil erosion into water bodies in order to reduce water pollution.	Helps minimize soil erosion through careful site selection.
Policy NR-8.2 Hillside Site Preparation Techniques	The City shall require low-impact site grading, soils repair, foundation design, and other construction methods to be used on new residential structures and roadways above 250 feet in elevation to protect aesthetics, natural topography, and views of hillsides and surrounding open space.	Helps minimize soil erosion through careful hillside site preparation.

Table 9.3 Proposed Hayward General Plan Policies to Avoid or Reduce Impacts from Unstable Geology or Soils		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Land Use and Community Character Element		
Goal LU-7	Preserve the rural and natural character of hillside development areas.	Helps minimize geologic hazards of hillside development, including potential unstable soil.
Policy LU-7.1 Slopes	The City shall prohibit the construction of buildings on unstable and steep slopes (slopes greater than 25 percent).	Avoids development on unstable and steep slopes.
Implementation Program LU 3 Comprehensive Design Guidelines Update	The City shall prepare a comprehensive update of the Hayward Design Guidelines and the Hillside Design and Urban Wildland Interface Guidelines. The guidelines shall apply to commercial, residential, industrial, and mixed-use developments located outside of the City's Priority Development Areas.	Implements Policy LU-7.1.
Implementation Program LU 12 Grading and Clearing Ordinance Update	The City shall update the Grading and Clearing Ordinance.	Implements Policy 7.1 and ensures that the Grading and Clearing Ordinance will be reviewed for updates as necessary as the 2040 General Plan is implemented over time.
Policy LU-7.2 Ridgelines	The City shall discourage the placement of homes and structures near ridgelines to maintain natural open space and preserve views. If ridgeline development cannot be avoided, the City shall require grading, building, and landscaping designs that mitigate visual impacts and blend the development with the natural features of the hillside.	Helps ensure that potential geologic hazards of new development on ridgelines will be evaluated.
Policy LU-7.3 Hillside Street Layouts	The City shall require curvilinear street patterns in hillside areas to respect natural topography and minimize site grading.	Helps ensure that potential geologic hazards of new development on hillsides will be evaluated.
Policy LU-7.4 Hillside Street Design	The City shall encourage narrow streets in hillside areas. Streets should be designed with soft shoulders and drainage swales (rather than sidewalks with curbs and gutters) to maintain the rural character of hillside areas and minimize grading impacts. The City shall prohibit parking along narrow street shoulders to provide space for residents to walk and ride horses.	Helps ensure that potential geologic hazards of new development on hillsides will be evaluated.
Hazards Element		
Goal HAZ-2	Protect life and minimize property damage from potential seismic and geologic hazards.	Helps minimize impacts from seismic and geologic hazards.

Table 9.3 Proposed Hayward General Plan Policies to Avoid or Reduce Impacts from Unstable Geology or Soils		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy HAZ-2.1 Seismic Safety Codes and Provisions	The City shall enforce the seismic safety provisions of the Building Code and Alquist-Priolo Special Studies Zone Act to minimize earthquake-related hazards in new construction, particularly as they relate to high occupancy structures or buildings taller than 50 feet in height.	Ensures that construction is geotechnically sound.
Implementation Program HAZ 1 Seismic and Geologic Safety Standards	The City shall review and update (as necessary) its seismic and geologic safety standards when there is an update to the Uniform Building Code and the California Building Code.	Implements Policy HAZ-2.1 through the Uniform Building Code and the California Building Code.
Policy HAZ-2.2 Geologic Investigations	The City shall require a geologic investigation for new construction on sites within (or partially within) the following zones: ▪ Fault Zone (see Figure 9.2-1 in the Hazards Background Report) ▪ Liquefaction Zone (see Figure 9.2-2 in the Hazards Background Report) ▪ Landslide Zone (see Figure 9.2-3 in the Hazards Background Report) A licensed geotechnical engineer shall conduct the investigation and prepare a written report of findings and recommended mitigation measures to minimize potential risks related to seismic and geologic hazards.	Ensures that individual project sites are evaluated for seismic and geologic risks.

Table 9.4 Proposed Hayward General Plan Policies to Avoid or Reduce Risks from Expansive Soils		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Hazards Element		
Policy HAZ-2.1 Seismic Safety Codes and Provisions	The City shall enforce the seismic safety provisions of the Building Code and Alquist-Priolo Special Studies Zone Act to minimize earthquake-related hazards in new construction, particularly as they relate to high occupancy structures or buildings taller than 50 feet in height.	Ensures that construction is seismically and geotechnically sound.

Table 9.4 Proposed Hayward General Plan Policies to Avoid or Reduce Risks from Expansive Soils		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Implementation Program HAZ 1 Seismic and Geologic Safety Standards	The City shall review and update (as necessary) its seismic and geologic safety standards when there is an update to the Uniform Building Code and the California Building Code.	Implements Policy HAZ-2.1 through the Uniform Building Code and the California Building Code.

Table 9.5 Proposed Hayward General Plan Policies to Avoid Loss of Mineral Resources		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Natural Resources Element		
Goal NR-5	Protect the economic viability of State-identified mineral resource extraction areas, while avoiding potential land use conflicts and minimizing adverse environmental impacts.	Helps ensure that State-identified mineral resources remain available.
Policy NR-5.1 Mineral Resource Protection	The City shall protect mineral resources in undeveloped areas that have been classified by the State Mining and Geology Board as having statewide or regional significance for possible future extraction by limiting new residential or urban uses that would be incompatible with mining and mineral extraction operations.	Protects the possible future extraction of State-identified mineral resources.

Table 9.6 Proposed Hayward General Plan Policies to Avoid Loss of a Mineral Resource Recovery Site		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Natural Resources Element		
Goal NR-5	Protect the economic viability of State-identified mineral resource extraction areas, while avoiding potential land use conflicts and minimizing adverse environmental impacts.	Helps ensure that State-identified mineral resources remain available.
Policy NR-5.1 Mineral Resource Protection	The City shall protect mineral resources in undeveloped areas that have been classified by the State Mining and Geology Board as having statewide or regional significance for possible future extraction	Protects the possible future extraction of State-identified mineral resources.

Table 9.6 Proposed Hayward General Plan Policies to Avoid Loss of a Mineral Resource Recovery Site		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	by limiting new residential or urban uses that would be incompatible with mining and mineral extraction operations.	

10. GLOBAL CLIMATE CHANGE AND GREENHOUSE GAS EMISSIONS

This EIR chapter describes the impacts of the proposed 2040 General Plan with respect to global climate change and greenhouse gas (GHG) emissions. The chapter was prepared using methodologies and assumptions recommended by the Bay Area Air Quality Management District (BAAQMD), the regional air quality regulatory agency.[1] In keeping with these guidelines, the chapter describes existing sources and quantities of GHG emissions, potential short-term construction-related greenhouse gas emissions, potential direct and indirect operational emissions associated with the General Plan, and mitigation measures warranted to reduce or eliminate any identified significant impacts. This chapter was prepared by the EIR climate change/greenhouse gas, air quality, and noise consultant, Ascent Environmental, Inc.

10.1 SETTING

The environmental and regulatory settings of the City of Hayward and the Planning Area with respect to global climate change and GHG emissions are described in detail in the Greenhouse Gas Emissions section (section 7.4) of the General Plan Background Report (City of Hayward, 2013). Pursuant to section 15150 of the CEQA Guidelines, this document is incorporated into the Draft EIR by reference. The updated Background Report is available at the City of Hayward 2040 General Plan website at:

http://www.hayward-ca.gov/GENERALPLAN/

Copies of the Background Report may be viewed during regular business hours--8:00 AM to 5:00 PM, Monday through Thursday, and 8:00 AM to noon on Friday--at the City of Hayward Development Services Department Permit Center, 777 B Street, Hayward, CA 94541.

Additional technical data related to global climate change and greenhouse gas emissions is included in the EIR appendices, also available at the General Plan website and at the Permit Center.

10.1.1 Environmental Setting

Section 7.4 (Natural Resources--Greenhouse Gas Emissions) in the Background Report contains an Existing Conditions section that also serves as the Environmental Setting for the purpose of this global climate change and GHG emissions analysis. The Existing Conditions section includes detailed information on existing global climate conditions, climate change science, and GHG emission sources in California, the San Francisco Bay Area, and the City of Hayward. For the purpose of brevity and to avoid redundancy, the setting information contained in the Background Report is not repeated here in detail.

[1] BAAQMD CEQA Guidelines, June 2010.

Section 9.6 (Hazards--Climate Change Impacts) in the Background Report describes potential effects on the Planning Area associated with global climate change.

The major findings of the Natural Resources and the Hazards chapters relevant to global climate change and greenhouse gas emissions are described below.

- Total GHG emissions in Hayward were approximately 1,183,279 metric tons of CO_2 equivalent in 2005. The primary source of GHG emissions in Hayward is the transportation sector, comprising about 62 percent of all GHG emissions in the City. Residential and commercial building energy consumption comprises nearly 34 percent of local emissions.

- In 2010, total GHG emissions decreased in certain sectors compared to 2005 levels. Residential and commercial energy usage in building each decreased by 3 percent during this period, while transportation GHG emissions from on-road sources (including passenger vehicles, commercial vehicles, and buses) decreased significantly by a total of 8 percent between 2005 and 2010. Waste-related GHG emissions experienced the most significant decline, approximately 54 percent, between 2005 and 2010.

- The City of Hayward has an adopted Climate Action Plan (CAP) that includes the 2005 GHG emission inventory, forecasts future emissions, and sets reduction targets. The City's GHG reduction targets are as follows:

  - 6 percent below 2005 levels by 2013
  - 12.5 percent below 2005 levels by 2020
  - 82.5 percent below 2005 levels by 2050

- The CAP's forecasted GHG emission scenarios for 2020 and 2050 take into account "business of usual" growth in emissions without any local, State or federal actions, as well as future emissions with key assumptions regarding State and federal actions. Projected growth in GHG emissions was indexed to generalized growth factors, and may not be consistent with General Plan build-out conditions. Any changes in assumed growth in the current General Plan Update will need to be applied to revised GHG emission forecasts.

- The CAP includes nine GHG reduction strategies that apply to all sectors in the GHG inventory. Within these strategies, there are approximately 40 specific communitywide actions and 20 specific municipal actions that implement the strategies. Full implementation of all quantitative actions according to the implementation plan in the CAP will result in meeting the City's GHG reduction targets by 2020 and 2050.

- Temperatures in Hayward have historically averaged about 57.3°F and are projected to rise between 3.6 and 6.0°F by 2100. Additionally, Hayward is projected to experience 90 extreme heat days per year and an increase of about 1.8°F in the temperature of extreme heat days by 2100. Hayward has historically experienced an average of four extreme heat days per year.

- Hayward is expected to generally experience a decrease in annual precipitation from an average of 24 inches in 2010 to 18 inches in 2100. However, Hayward precipitation is expected to become more variable, with an increase in the number of long dry spells in the summer, as well as a 20 to 30 percent increase in precipitation in the spring and fall.

- The spring snowpack in the Sierra Nevada, which provides 80 percent of the state's water, has decreased by 10 percent in the last century and may decrease up to 80 percent by 2100. For each 1.8°F increase in Earth's average temperature, the Sierra snowpack will retreat 500 feet in elevation.

- In 2011, Alameda County did not meet the California attainment standards for ozone, PM2.5, or PM10 pollutants, or the Federal attainment standards for ozone or PM2.5 pollutants.

- California sea level has risen by about seven inches over the 20th century and is predicted to rise between 19 to 55 inches by the end of the 21st century, depending on the emissions scenario. Most of the Hayward coastline west of the Southern Pacific Railroad, as well as the area extending east along Tennyson Road to Mission Boulevard, is at risk of a 100-year flood caused by sea level rise.

- By 2100, 34,390 acres of Bay Area coastland (an increase of 44 percent), 66,000 county residents (an increase of 450 percent), 73,000 employees (an increase of 300 percent), 468 miles of transportation infrastructure, and $3.3 billion worth of buildings are anticipated to be vulnerable to a 100-year flood with a rise in sea level.

- Over 70 square miles of wetland in Alameda County may be impacted by a 55-inch rise in sea level. Floods also threaten ruderal areas, California annual grassland, exotic vegetation areas, and a few small agricultural parcels near the San Francisco Bay.

- In the Hayward planning area, 82 percent of Census tracts experience either high or medium level vulnerability to climate change. The majority of the remaining seven tracts that are less vulnerable to climate change are located almost entirely in the western portion of the City, which is mostly grassland.

10.1.2 Regulatory Setting

Section 7.4 (Greenhouse Gas Emissions) in the Background Report contains a Regulatory Setting section that addresses Federal, State, regional and local laws, rules, regulations, goals and policies that apply to global climate change and GHG emissions. As noted in the Background Report, GHG emissions within the Planning Area is regulated by the U.S. Environmental Protection Agency (EPA), the California Air Resources Board, (ARB), and the Bay Area Air Quality Management District (BAAQMD). For the purpose of brevity and to avoid redundancy, the setting information contained in the Background Report is not repeated here.

Since the Background Report was completed, however, new information is available on the status of the BAAQMD CEQA Guidelines and the District's 2010 thresholds of significance. On August 13, 2013, the Court of Appeals of the State of California, First Appellate District, reversed the Alameda County Superior Court's decision that Air District Board's 2010 adoption of CEQA threshold was a "project" under CEQA. As of the writing of this Draft EIR, the ultimate status of BAAQMD's significance thresholds is subject to the completion of the legal process and the District's administrative response thereto.

10.2 ENVIRONMENTAL EFFECTS

This section addresses cumulative impacts related to anthropogenic (human-caused) GHG emissions from future development pursuant to the proposed General Plan and their incremental contribution to global climate change. Impacts from GHG emissions can be divided into construction-related impacts and operational-related impacts. Construction-related impacts from GHG emissions are considered "short-term" because they are shorter-duration activities associated with construction activities likely to occur in conjunction with future development allocated by the plan. Construction-related GHG emissions come from fuel combustion in off-road equipment and on-road vehicles associated with worker trips. Operational-related impacts are associated with ongoing annual releases of GHG emissions into the atmosphere as a result of future operation of both existing and new development from a number of sources, including fuel combustion from mobile sources, direct emissions from natural gas and indirect emissions from generation of electrical power used in residential and commercial buildings, water consumption and wastewater treatment, and emission from decomposing solid waste generated by the community.

Both construction-related and operational-related GHG emissions from an individual city do not cause global climate change in and of themselves, but contribute on a cumulative basis with other regional, statewide, national, and global sources of GHG emissions to cause climate change.

Analysis for each significance criteria will include a policy-level discussion of anticipated impacts. Significant impacts are identified and mitigation measures are provided where appropriate.

10.2.1 Significance Criteria

Based on the CEQA Guidelines,[1] a significant GHG/climate change impact would occur if 2040 General Plan implementation would:

(a) Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment or

(b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

BAAQMD has developed "plan-level" thresholds of significance for use in evaluating GHG emissions associated with general plans and other area-wide plans within the San Francisco Bay Area Air Basin.[2] These include the following:

(c) Compliance with a qualified GHG reduction strategy; or

[1]CEQA Guidelines, appendix G, items VII(a) and (b).

[2]BAAQMD CEQA Guidelines, June 2010.

(d) 6.6 metric tons of carbon dioxide equivalent per service population[1] per year (MT CO_2e/ SP/year).

10.2.2 Analysis Methodology

Short-term construction-related GHG emissions from on- and off-road vehicles and equipment were estimated using the California Emission Estimator Model (CalEEMod) 2013.2, based on inputs from the proposed General Plan land use diagram and associated land use data (see EIR appendices for CalEEMod input and output data). Short-term construction emissions were estimated for worst-case, average annual levels of development assumed to occur under the proposed General Plan.

The 2009 Hayward Climate Action Plan (CAP) included a communitywide baseline GHG emissions inventory for the year 2005. Specific sectors in which GHG emissions were quantified include transportation, residential, and commercial energy usage (electricity and natural gas), water and wastewater, and solid waste. The City's baseline inventory was subsequently updated to the year 2010 and adjusted to align with data associated with baseline conditions in the proposed General Plan. Future year GHG emissions were also estimated for "Business As Usual" (i.e., No Project) conditions for the years 2020, 2040 and 2050, consistent with forecasted growth in population and employment in the Background Report. Finally, GHG emission reductions associated with both State and Federal regulatory actions, as well as GHG emissions measures contained in the proposed General Plan policies and programs, were quantified to the extent feasible and evaluated against the GHG emission reduction target in the proposed General Plan.

A detailed description of the GHG emission estimation methodologies and assumptions for baseline and future conditions and is available in the EIR appendices, as well as references cited in section 7.4 of the Background Report.

10.2.3 Environmental Impacts

Generation of GHG Emissions from Short-Term Construction and Long-Term Operations. Implementation of the proposed General Plan would result in a net decrease in GHG emissions by over 20 percent below 2005 levels by the year 2020 as a result of the proposed General Plan's programs and policies, as well as GHG reductions associated with State and Federal regulatory actions. Therefore, any impacts resulting from GHG associated with implementation of the proposed General Plan would be ***less than significant*** (see criteria [a] through [d] in subsection 10.2.1, "Significance Criteria," above).

(a) Short-Term Construction-Related GHG Emissions. Construction activities would generate GHG emissions through the use of on- and off-road construction equipment in new development or redevelopment projects. While no project-specific details are known at this time, short-term construction emissions were estimated for worst-case, average annual levels of development assumed to occur under the proposed General Plan through the year 2040. Average annual development assumptions were estimated by dividing the net increase in residential units and commercial building square feet associated with build out of the General Plan by 25 years. Construction emissions were estimated for this annualized average level development within the first full calendar year after anticipated General Plan adoption (2015) in order to obtain a "worst

[1]Service population is defined as residents + employees.

case" estimate of average annual construction-related GHG emissions. Total construction-related GHG emissions in 2015 would be approximately 1,186 metric tons of carbon dioxide equivalent (MT CO_2e) per year.

(b) Long-Term Operational-Related GHG Emissions. Operational emissions from existing development in Hayward in the years 2005 and 2010, as well as projected "Business As Usual" GHG emissions associated with forecasted growth in the City's population and employment in 2020, 2040 and 2050, are shown in Table 10.1 below. The 2020, 2040 and 2050 projections reflect both existing and proposed land uses and population and employment growth assumed in the proposed General Plan, but do not take into account any specific GHG reduction measures associated with State or Federal legislative actions or the City's 2009 CAP.

(c) GHG Reduction Strategy. The City of Hayward adopted the 2009 CAP to reduce GHG emissions communitywide. The 2009 CAP was designed to reduce communitywide emissions 12.5% below 2005 levels by the year 2020, and to set the City on a course to achieve a long-term emission reduction goal of 82.5% below 2005 levels by the year 2050.

The proposed General Plan integrates and updates the comprehensive, communitywide GHG emission reduction strategy contained in the City's 2009 CAP to achieve a GHG emission reduction target of 20% below 2005 levels by the year 2020. The proposed General Plan also recommends longer-term goals for GHG reductions of 61.7% below 2005 levels by the year 2040 and 82.5% below 2005 levels by the year 2050. Total GHG emission reductions from both State and Federal regulatory actions, as well as locally based GHG emission reductions required to achieve the targets for 2020, 2040 and 2050 are summarized below in Table 10.2. Legislative-adjusted projected emissions take into account GHG emission reductions as a result of State and Federal regulatory actions. Additional net GHG emission reductions would be required to meet the proposed targets for 2020, 2040 and 2050; however, the scale of reductions required to achieve the much more aggressive longer-term emission reduction goals will require significant improvements in the availability and/or cost of technology, as well as potential increased reductions from ongoing State and Federal legislative actions.

A comprehensive list of specific General Plan policies and programs that constitute the proposed GHG emission reduction strategy contained within the proposed General Plan is included in Table 10.4 below. These policies and programs contain GHG emission reduction measures that apply to both existing and new development. Implementation of these measures would reduce GHG emissions by approximately 89,961 MT CO_2e below legislative-adjusted projections by the year 2020. When combined with State and Federal legislative reductions, total GHG emissions communitywide would be reduced by more than 20% below 2005 levels by the year 2020 as a result of implementation of the proposed GHG reduction strategy in the proposed General Plan. Detailed assumptions and emission reduction estimates associated with these proposed policies and programs are shown in the EIR appendices.

Estimated GHG emissions under baseline conditions and net GHG emissions under the proposed General Plan were also compared to estimated service population levels to determine consistency with the BAAQMD's threshold of 6.6 MT CO_2e/service population. As shown in Table 10.3, estimated GHG emissions per service population in 2010 were already below the threshold at 5.25 MT CO_2e/sp/yr, and would be further reduced to around 4 MT CO_2e/sp/yr as a result of the GHG reduction strategy in the proposed General Plan in 2020. While total GHG emissions would likely begin to increase in 2040 and 2050 due to increasing population and employment, emissions per service population would remain relatively close to 4 MT

Table 10.1
COMMUNITYWIDE GREENHOUSE GAS EMISSION BASELINE INVENTORIES AND "BUSINESS AS USUAL" PROJECTIONS

	GHG Emissions (MT CO2e/year)				
	Inventories		**Projections ("Business As Usual")**		
Sector	**2005**	**2010**	**2020**	**2040**	**2050**
Residential Energy	158,528	154,424	169,696	200,241	215,514
Commercial/Industrial Energy	238,226	231,719	254,969	301,469	324,720
Transportation[1]	734,087	702,552	748,550	982,017	1,086,054
Solid Waste	52,438	24,048	26,235	30,610	32,798
Water/Wastewater Treatment[2]	-	8,061	8,794	10,261	10,994
Total	**1,183,279**	**1,120,803**	**1,208,245**	**1,524,599**	**1,670,080**

SOURCE: City of Hayward 2009; StopWaste.org 2013; Data adjusted and modeled by Ascent Environmental, Inc. in 2013.

[1] Transportation-related GHG emission projections are non-linear due to competing factors. VMT was projected to increase 44 percent between 2010 and 2035, while mobile-source emission factors are expected to decline over time associated with retirement of older, less-efficient vehicles from the fleet. ARB's EMFAC 2011 model predicts significantly lower emission rates for vehicles in 2020, and 2035 than in 2010. Emission factors are not available in EMFAC beyond fleet year 2035, and thus 2035 emission factors were used to estimate mobile source emissions in years 2040 and 2050.
[2] Water and Wastewater Treatment GHG emissions were not accounted for in the 2005 baseline GHG inventory as part of the 2009 Climate Action Plan.

Notes: ARB = California Air Resources Board; EMFAC = Mobile-Source Emission Factor Model; GHG = greenhouse gas; MT CO_2e = metric tons carbon dioxide equivalent. Totals may not add up to 100 percent due to rounding.

Table 10.2
PROPOSED 2040 HAYWARD GREENHOUSE GAS EMISSIONS REDUCTION TARGETS: 2020, 2040 AND 2050

	GHG Emissions (MT CO_2e/year)							
Year	**Baseline Inventory**	**BAU Projection**	**Legislative-Adjusted Projection**	**Proposed Reduction Targets**	**Net Reductions Below Legislative Adjusted Projection to Achieve Targets**	**% Below 2005 Baseline**	**% Below BAU**	**% Below Legislative Adjusted**
2005	1,183,279	-	-	-	-	-	-	-
2010	1,120,803	-	-	-	-	-	-	-
2020	-	1,208,245	1,025,775	946,623	79,151	20.0%	21.7%	7.7%
2040	-	1,524,599	1,233,223	453,590	779,633	61.7%	70.2%	63.2%
2050	-	1,670,080	1,359,472	207,074	1,152,398	82.5%	87.6%	84.8%

SOURCE: City of Hayward 2009; StopWaste.org 2013; Data modeled by Ascent Environmental, Inc. in 2013.

Notes: BAU = Business As Usual; GHG = greenhouse gas; MT CO_2e = metric tons carbon dioxide equivalent.

Table 10.3
GHG EMISSIONS COMPARED TO SERVICE POPULATION UNDER BASELINE AND PROPOSED GENERAL PLAN

Year	**Baseline and Net GHG Emissions under Proposed General Plan (MTCO2e/yr)**	**Population**	**Employment**	**Service Population (Population + Employment)**	**Annual GHG Emissions per Service Population (MTCO2e/SP/Yr)**
2010	1,120,803-	144,186	69,100	213,286	5.25
2020	934,845	157,302	76,033	233,335	4.00
2040	1,087,601	183,533	89,900	273,433	3.98
2050	1,185,781	196,649	96,833	293,482	4.04

SOURCE: Ascent Environmental, Inc., 2013.

Notes: GHG = greenhouse gas; MT CO_2e = metric tons carbon dioxide equivalent; SP = Service Population (Service Population = Population + Employment). Net GHG Emissions under the proposed General Plan account for emission reductions associated with General Plan policies and programs, as well as State and Federal legislative reductions. Population and Employment estimates are consistent with the Background Report.

CO_2e/sp/yr. Therefore, the proposed General Plan would fall below the BAAQMD-recommended threshold of 6.6 MT CO_2e/sp/yr.

The proposed General Plan contains a comprehensive strategy that achieves a communitywide GHG emission reduction target of 20% below 2005 levels by the year 2020, and sets the City on course towards achieving ongoing GHG emission reductions in the future through the year 2050. Thus, the proposed General Plan would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. In addition, estimated GHG emissions per service population in 2020, 2040 and 2050 would be below the BAAQMD-recommended threshold of 6.6 MT CO_2e/sp/yr. Thus, the proposed project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. Any impacts associated with GHG emissions as a result of the proposed General Plan would be ***less than significant.***

Mitigation: No mitigation is required.

Table 10.4 Proposed Hayward General Plan Policies to Reduce Greenhouse Gas Emissions		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Natural Resources Element		
Goal NR-2 Air Quality and Greenhouse Gas Reduction	Improve the health and sustainability of the community through continued local efforts to improve regional air quality, reduce greenhouse gas emissions, and reduce community exposure to health risks associated with toxic air contaminants and fine particulate matter.	States the overall goal of the City to improve health and sustainability of the community, including through reduction of GHG emissions and reducing air pollution.
Policy NR-2.4 Community Greenhouse Gas Reduction	The City shall work with the community to reduce community-based GHG emissions by 20 percent below 2005 baseline levels by 2020, and strive to reduce community emissions by 61.7 percent and 82.5 percent by 2040 and 2050, respectively.	Establishes the City's communitywide GHG reduction target for 2020, and sets longer-term emission reduction goals for the years 2040 and 2050.
Policy NR-2.5 Municipal Greenhouse Gas Reduction	The City shall reduce municipal greenhouse gas emissions by 20 percent below 2005 baseline level by 2020, and strive to reduce municipal emissions by 61.7 percent and 82.5 percent by 2040 and 2050, respectively.	Establishes the City's municipal operations GHG reduction target for 2020, and sets longer-term emission reduction goals for the years 2040 and 2050.
Policy NR-2.6 Greenhouse Gas Reduction in New Development	The City shall reduce potential greenhouse gas emissions by discouraging new development that is primarily dependent on the private automobile; promoting infill development and/or new development that is compact, mixed use, pedestrian friendly, and transit oriented; promoting energy-efficient building design and site planning; and improving the regional jobs/housing balance ratio.	Establishes the City's goals to achieve GHG emission reductions in new development associated with promotion of key features that reduce emissions.
Policy NR-2.7 Coordination with Bay Area Air Quality Management District	The City shall coordinate with the Bay Area Air Quality Management District to ensure projects incorporate feasible mitigation measures to reduce greenhouse gas emissions and air pollution if not already provided for through project design.	Establishes the City's commitment to work with the BAAQMD to ensure that project-level mitigation measures reduce GHG emissions and air pollution.
Policy NR-2.8 Reduced Emissions for City Operations and Commutes	The City shall promote reduced idling, trip reduction, routing for efficiency, and the use of public transportation, carpooling, and alternate modes of transportation for operating City departments and City employees.	Establishes the City's commitment to reduce emissions associated with transportation activities in City operations and commutes.
Policy NR-2.9 Fleet Operations	The City shall continue to purchase low-emission or zero-emission vehicles for the City's fleet and to use available clean fuel sources such as bio-diesel for trucks and heavy equipment.	Establishes City's ongoing commitment to purchase low- or zero-emission vehicles and alternative fuels to improve the City's fleet, which would result in reduce emissions.

Table 10.4 Proposed Hayward General Plan Policies to Reduce Greenhouse Gas Emissions		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy NR-2.10 Zero-Emission and Low-Emission Vehicle Use	The City shall encourage the use of zero-emission vehicles, low-emission vehicles, bicycles and other non-motorized vehicles, and car-sharing programs by requiring sufficient and convenient infrastructure and parking facilities throughout the City.	Establishes the City's commitment to encourage use of low- and zero-emission vehicles, bicycles and other forms of non-motorized transport through the provision of support facilities and infrastructure.
Policy NR-2.11 Zero-Emission and Low-Emission Vehicle Advocacy	The City shall collaborate with regional, State, and Federal entities to promote the use of alternative fuels and increased vehicle fuel efficiency standards, and to advocate for higher fuel-economy standards, or contribute to regional and state marketing and outreach efforts.	Establishes City's commitment to collaborate with appropriate agencies on promotion of alternative fuel usage and standards.
Policy NR-2.12 Preference for Reduced-Emission Equipment	The City shall give preference to contractors using reduced-emission equipment for City construction projects and contracts for services (e.g., garbage collection), as well as businesses that practice sustainable operations.	Establishes the City's commitment to give bid preference to contractors using reduced-emission equipment for City construction projects.
Goal NR-4 Energy Resources and Efficiency	Reduce energy consumption through increased production and use of renewable energy, sustainable energy purchasing, and improved energy efficiency.	States the City's broader goal to reduce energy consumption, improve energy efficiency, and increase renewable energy, all of which would reduce GHG emissions.
Policy NR-4.1 Energy Efficiency Measures	The City shall promote the efficient use of energy in the design, construction, maintenance, and operation of public and private facilities, infrastructure, and equipment.	Establishes the City's intent to promote energy efficiency, which would lead to reduced GHG emissions.
Policy NR-4.2 Energy Efficiency Collaboration	The City shall collaborate with partner agencies, utility providers, and the business community to support a range of energy efficiency, conservation, and waste reduction measures, including the development of green buildings and infrastructure, weatherization programs, installation of energy-efficient appliances and equipment in homes and offices, promotion of energy efficiency retrofit programs, use of green power options, and heightened awareness of the benefits of energy efficiency and conservation issues.	Establishes the City's commitment to collaborate on a variety of sustainability measures, including energy efficiency, waste reduction, green buildings, and related programs. These efforts would lead to reduced GHG emissions.
Policy NR-4.3 Efficient Construction and Development Practices	The City shall encourage construction and building development practices that maximize the use of renewable resources and minimize the use of non-renewable resources throughout the life-cycle of a structure.	Establishes the City's commitment to promote sustainable construction practices to maximize renewable resources. Such practices could reduce waste and lead to reduced GHG emissions.

Table 10.4 Proposed Hayward General Plan Policies to Reduce Greenhouse Gas Emissions		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy NR-4.4 Energy Resource Conservation in Public Buildings	The City shall continue to require all public facilities and services to incorporate energy and resource conservation standards and practices.	Establishes the City's continued commitment to energy and resource conservation standards within public facilities, which would lead to reduced GHG emissions.
Policy NR-4.5 Energy Efficient Contractors	When soliciting and awarding public contracts, professional service agreements, or grants to businesses or non-profit agencies, the City shall require, as appropriate, proposals or applications to include information about the sustainability practices of the organization.	Requires that sustainability practices, including energy efficiency, be provided by potential contractors during the City's procurement or grant making processes. This requirement could be used to inform decision makers about the GHG emission reduction potential of various procurement or grant making decisions.
Policy NR-4.6 Renewable Energy	The City shall encourage and support the generation, transmission, use, and storage of locally-distributed renewable energy in order to promote energy independence, efficiency, and sustainability. The City shall consider various incentives to encourage the installation of renewable energy projects (i.e. reduced permit fees and permit streamlining).	Establishes the City's commitment to encourage renewable energy usage and remove potential barriers to adoption of renewable energy within the community, which would lead to reduced GHG emissions.
Policy NR-4.7 Renewable Portfolio Standards	The City shall strive to increase the renewable portion of utility electricity generation by advocating for increased state-wide renewable portfolio standards.	Establishes the City's commitment to advocate for increased statewide renewable portfolio standards, which could lead to reduced GHG emissions.
Policy NR-4.8 Community Choice Aggregation	The City shall assess and, if appropriate, pursue participation in community choice aggregation, or other similar programs. The City shall seek partnerships with other jurisdictions to minimize start up and administration costs.	Establishes the City's commitment to assess and pursue adoption of community choice aggregation, which would lead to adoption of renewable energy supply for 100% of communitywide electricity demand. Estimated annual GHG reduction: 61,431 $MTCO_2e$ by 2020, increasing to 78,520 $MTCO_2e$ by 2050. (See Action 5.3 in Gap Analysis.)
Policy NR-4.9 Renewable Energy Financing Programs	The City shall collaborate with regional agencies and organizations to promote financing programs for renewable energy systems.	Establishes the City's commitment to collaborate with other agencies on the promotion of financing programs for installation of renewable energy systems, which would reduce GHG emissions.

Table 10.4 Proposed Hayward General Plan Policies to Reduce Greenhouse Gas Emissions		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
		See Implementation Programs NR 18 and NR 19.
Policy NR-4.10 Public Renewable Energy Generation	The City shall ensure that all new City-owned facilities are built with renewable energy, as appropriate to their functions, and shall install renewable energy systems at existing City facilities where feasible.	Establishes City's commitment to include renewable energy in both new and upgrades to City owned facilities. Estimated annual GHG reduction: 737 MTCO2e from 2020 through 2050. (See Action 5.7 in Gap Analysis.)
Policy NR-4.11 Green Building Standards	The City shall require newly constructed or renovated public and private buildings and structures to meet energy efficiency design and operations standards with the intent of meeting or exceeding the State's zero net energy goals by 2020.	Requires application of increasingly stringent green building standards over time, moving towards zero net energy by the year 2020, which would substantially reduce GHG emissions associated with energy efficiency and renewable energy required to achieve zero net energy. Estimated GHG reductions associated with this policy are already included as part of anticipated State legislative actions, as shown above in Table10.2. (See Legislative Reductions in Gap Analysis.)
Policy NR-4.12 Urban Forestry	The City shall encourage the planting of native and diverse tree species to reduce heat island effect, reduce energy consumption, and contribute to carbon mitigation.	Establishes City's commitment to encourage planting of trees, which contributes to sequestration of GHG emissions as well as potential reduction in building energy consumption and associated GHG emissions. Estimated annual GHG reductions associated with urban forestry-related sequestration are included under Implementation Program NR-19 below. Estimated annual GHG emissions associated with reductions in building energy consumption have not been quantified at this time.
Policy NR-4.13 Energy Use Data	The City shall consider requiring disclosure of energy use and/or an energy rating for single family homes, multifamily properties, and commercial buildings at certain	Establishes the City's commitment to consider requiring disclosure of energy use or ratings at time of sale of a building and encourage

Table 10.4 Proposed Hayward General Plan Policies to Reduce Greenhouse Gas Emissions		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	points or thresholds. The City shall encourage residents to voluntarily share their energy use data and/or ratings with the City as part of collaborative efficiency efforts.	voluntary sharing of energy usage data and/or ratings, which would lead to additional energy efficiency upgrades in existing buildings and result in the reduction of GHG emissions.
Policy NR-4.14 Energy Efficiency Retrofits	The City shall collaborate with regional entities and others to promote incentive programs for energy efficiency retrofits such as the Energy Upgrade California program for residential properties.	Establishes the City's commitment to collaborate with regional entities on promotion of energy efficiency incentive programs, which would lead to additional energy efficiency upgrades in existing buildings and result in the reduction of GHG emissions.
Policy NR-4.15 Energy Efficiency Programs	The City shall promote the use of the Energy Star Portfolio Manager program and energy benchmarking training programs for nonresidential building owners.	Establishes the City's commitment to promote the use of specific energy benchmarking programs for nonresidential buildings, which could lead to additional energy efficiency upgrades in existing buildings and result in the reduction of GHG emissions.
Policy NR-6.9 Water Conservation	The City shall require water customers to actively conserve water year-round, and especially during drought years.	Requires water conservation year-round, which would lead to reduced electricity consumption in the City's water distribution system and reduce GHG emissions. Estimated annual GHG reductions: see Policy PFS-3.15 Water Conservation Programs below.
Implementation Program NR 4 Water Conservation Standards	The City shall develop and adopt Water Conservation Standards within the Municipal Code for households, businesses, industries, and public infrastructure.	Implements Policies NR-6.9 through NR-6.16. Establishes the City's commitment to develop and adopt water conservation standards, which would lead to reduced electricity consumption in the City's water distribution system and reduce GHG emissions. Estimated annual GHG reductions: see Policy PFS-3.15 Water Conservation Programs below.
Implementation Program NR 5 Residential Energy Performance Audit and Disclosure Ordinance	Not sooner than 2017, the City shall consider adopting a Residential Energy Performance Assessment and Disclosure (EPAD-R) Ordinance for detached single-	Implements Policies NR-2.4, NR-2.6. Establishes the City's commitment to adopt an ordinance requiring residential energy

Table 10.4 Proposed Hayward General Plan Policies to Reduce Greenhouse Gas Emissions		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	family homes and multi-family homes. The EPAD-R Ordinance may include the following: ▪ energy performance disclosures at certain points or thresholds ▪ use of a free online tool such as the Environmental Protection Agency's Home Energy Yardstick for self-assessment, which takes into account the size of the home and number of occupants ▪ alternatively, use of a low-cost assessment tool such as the Department of Energy's Home Energy Score ▪ flexible exemption provisions including: o the age of the building, o foreclosures or short sales, o recent energy efficiency upgrades, o an owner providing 12 consecutive monthly utility bills from the previous two years	performance audits and disclosures at various trigger points, which would lead to additional energy efficiency upgrades in existing buildings and result in the reduction of GHG emissions.
Implementation Program NR 6 Commercial Energy Performance Audit and Disclosure Ordinance	The City shall consider adopting a Commercial Energy Performance Assessment and Disclosure (EPAD-C) Ordinance for commercial buildings. The EPAD-C Ordinance may include the following: ▪ Energy use disclosure requirements consistent with state law (AB 1103), which requires use of the ENERGY STAR Portfolio Manager benchmarking tool. ▪ Exemption provisions consistent with AB 1103, which include: o the size of the building o the occupancy type of the building	Implements Policies NR-2.4 and NR-2.6. Establishes the City's commitment to adopt an ordinance requiring commercial energy performance audits and disclosures at various trigger points, which would lead to additional energy efficiency upgrades in existing buildings and result in the reduction of GHG emissions.
Implementation Program NR 7 Energy Reduction Initiative and Annual Report	The City shall develop and implement a public information and education campaign to encourage every household and every business to reduce their energy consumption by 10 percent by 2020. The City shall evaluate and report to the City Council annually on the community's progress in achieving the ten percent goal, and recommend additional efforts as necessary to ensure the goal is met.	Implements Policies NR-4.1 and NR-4.13. Establishes the City's commitment to create a campaign to encourage voluntary reduction in household and business energy consumption by 10%. Reductions in energy consumption would reduce GHG emissions.

Table 10.4 Proposed Hayward General Plan Policies to Reduce Greenhouse Gas Emissions		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Implementation Program NR 8 Home Energy Monitors and Annual Report	The City shall develop a program to encourage the installation of Home Energy Monitors in existing homes. The City shall evaluate and report to the City Council annually on the community's participation in the program, and any additional reductions in energy use that result from implementation of the program.	Implements Policy NR-4.13. Establishes the City's commitment to create a voluntary program for installation of Home Energy Monitor. Such devices can help residents be aware of real-time and long-term energy usage and lead to potential behavioral changes, which would result in reductions in energy consumption and associated GHG emissions.
Implementation Program NR 9 Financing Program for Residential Energy Efficiency Retrofits	The City shall work with regional agencies and organizations to develop a residential energy efficiency retrofit financing program for single family and multi-family homes.	Implements Policies NR-4.2 and NR-4.14. Establishes the City's commitment to work collaboratively on programs to finance energy efficiency upgrades to existing single-family and multi-family homes. Estimated annual GHG reduction: 2,946$MTCO_2e$ in 2020, increasing to 22,690 $MTCO_2e$ in 2050. (Note: these are combined single-family residential and multi-family residential). See Actions 3.7 and 3.8 in Gap Analysis.)
Implementation Program NR 10 Financing Program for Commercial Energy Efficiency Retrofits	The City shall work with regional agencies and organizations to develop a commercial energy efficiency retrofit financing program for commercial and industrial properties.	Implements Policies NR-4.2 and NR-4.14. Establishes the City's commitment to work collaboratively on programs to finance energy efficiency upgrades to existing commercial and industrial properties. Estimated annual GHG reduction: 556 $MTCO_2e$ in 2020, increasing to 17,544 $MTCO_2e$ in 2050. (See Action 3.9 in Gap Analysis.)
Implementation Program NR 11 City Building Audits and Reports	The City shall conduct an energy efficiency audit of City-owned buildings every five years to identify opportunities for efficiency improvements from both operations and equipment upgrades. The City shall prepare and submit a report to the City Council that summarizes the results of the audit and makes recommendations for improvements that will improve energy efficiency.	Implements Policy NR-4.4. Establishes City's commitment to periodically conduct energy efficiency audits for City-owned buildings, which could lead to development of specific energy efficiency and conservation programs or projects, which would reduce GHG emissions.
Implementation Program NR 12 Financing Program for the Installation	The City shall work with regional agencies and organizations to develop a financing program for the	Implements Policies NR-4.2, NR-4.6, and NR-4.9. Establishes the City's commitment to work

Table 10.4 Proposed Hayward General Plan Policies to Reduce Greenhouse Gas Emissions		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
of Residential Renewable Energy Systems	installation of photovoltaic renewable energy systems on single-family and multi-family residential buildings and mobile homes.	collaboratively on programs to finance the installation of renewable energy systems on single-family and multi-family residential buildings and mobile homes.. Estimated annual GHG reductions: 657$MTCO_2e$ in 2020, increasing to 1,854 $MTCO_2e$ in 2050. (See Action 5.1 in Gap Analysis.)
Implementation Program NR 13 Financing Program for the Installation of Commercial Renewable Energy Systems	The City shall work with regional agencies and organizations to develop a financing program for the installation of renewable energy systems on commercial and industrial properties.	Implements Policies NR-4.2, NR-4.6, NR-4.9, and NR-4.15. Establishes the City's commitment to work collaboratively on programs to finance the installation of renewable energy systems on commercial and industrial properties. Estimated annual GHG reductions: 8,320 $MTCO_2e$ in 2020, increasing to 19,692 $MTCO_2e$ in 2050. (See Action 5.2 in Gap Analysis.)
Implementation Program NR 14 Renewable Energy Generation Potential	The City shall conduct a City-wide study to estimate the total potential for renewable energy generation on City facilities and the estimated costs and benefits of developing that potential. Based on findings from the study, the City shall develop a plan to develop cost effective renewable energy projects.	Implements Policies NR-4.6 and NR-4.9. Establishes the City's commitment to conduct a study evaluate potential for renewable energy generation on additional City facilities. The study could lead to identification of additional facilities for installation of renewable energy systems, which could lead to additional GHG reductions. Estimated GHG reductions noted above under Policy NR-4.10 Public Renewable Energy Generation are based on near-term projects that have already been identified, and do not include additional longer-term reduction potential from this measure. Specific GHG reduction estimates associated with the program are not available at this time.
Implementation Program NR 15 Carbon Management Activities Program	The City shall develop and implement a program to track carbon sequestration activities on private and public lands, such as planting trees or managing wetlands.	Implements Policies NR-3.1 through NR-3.5, and NR-4.12. Establishes the City's commitment to develop a program to plant trees and manage wetlands. Such activities would lead to increased

Table 10.4 Proposed Hayward General Plan Policies to Reduce Greenhouse Gas Emissions		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
		carbon sequestration, which can lead to net reductions in GHG emissions. Estimated annual GHG reductions: 429 $MTCO_2e$ from 2030 through 2050. (See Actions 7.1 and 7.2 in Gap Analysis.)
Implementation Program NR 16 Green Portal	The City shall develop and maintain a stand-alone Green Portal, or website, that serves as the City's hub for all things green.	Implements Policies NR-4.1 and NR-4.11. Establishes the City's commitment to develop a Green Portal to communicate information on the City's climate-related initiatives and resources available to the public. Provided information could help increase likelihood of compliance with existing or future standards, and leverage additional participation in incentive or voluntary programs that would lead to reduced GHG emissions.
Implementation Program NR 17 Business Engagement in Climate Programs	The City shall engage local businesses and business organizations (e.g., Chamber of Commerce, the Keep Hayward Clean and Green Taskforce, the Alameda County Green Business Program) in climate-related programs.	Implements Policy NR-4.2. Establishes the City's commitment to encourage the participation of local businesses and related organizations in climate-related programs. Increased business participation in such programs could lead to the reduction of GHG emissions.
Land Use and Community Character Element		
Goal LU-1 Growth and Sustainable Development	Promote local growth patterns and sustainable development practices that improve quality of life, protect open space and natural resources, and reduce resource consumption, traffic congestion, and related greenhouse gas emissions.	Sets forth the City's goal for a sustainable growth pattern that would result in GHG emission reductions.
Policy LU-1.1 Jobs-Housing Balance	The City shall support efforts to improve the jobs-housing balance of Hayward and other communities throughout the region to reduce automobile use, regional and local traffic congestion, and pollution.	Establishes the City's commitment to improve the balance between jobs and housing within the community. Improving the availability of jobs within Hayward could lead to reductions in vehicle miles traveled (VMT) and GHG emissions.
Policy LU-1.3 Growth and Infill Development	The City shall direct local population and employment growth toward infill development sites within the City,	Establishes the City's commitment to allocating growth in infill areas and catalyst sites in the

Table 10.4 Proposed Hayward General Plan Policies to Reduce Greenhouse Gas Emissions		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	especially the catalyst and opportunity sites identified in the Economic Development Strategic Plan.	City's existing urban footprint. By avoiding allocation of future growth in undeveloped areas or in open space areas on the City's perimeter and associated expansion of infrastructure and further increases in VMT, GHG emissions would also be avoided.
Policy LU-1.4 Revitalization and Redevelopment	The City shall encourage property owners to revitalize or redevelop abandoned, obsolete, or underutilized properties to accommodate growth.	Establishes the City's commitment to encourage revitalization and redevelopment of existing land uses. By encouraging infill and redevelopment and avoiding allocation of future growth in undeveloped areas or in open space areas on the City's perimeter and associated expansion of infrastructure and further increases in VMT, GHG emissions would also be avoided.
Policy LU-1.5 Transit-Oriented Development	The City shall support high-density transit-oriented development within the City's Priority Development Areas to improve transit ridership and to reduce automobile use, traffic congestion, and greenhouse gas emissions.	Establishes the City's commitment to transit-oriented, higher-density development in Priority Development Areas (PDA's). The City's PDA's are consistent with Plan Bay Area, which is the region's adopted Sustainable Communities Strategy designed to reduce regional per capita VMT and associated GHG emissions from cars and light duty trucks, as required under SB 375[1].
Policy LU-1.6 Mixed-Use Neighborhoods	The City shall encourage the integration of a variety of compatible land uses into new and established neighborhoods to provide residents with convenient access to goods, services, parks and recreation, and other community amenities.	Establishes the City's commitment to mixed-use neighborhoods. Diversity of uses at various scales can lead to increased walking, biking and transit, leading to reductions in vehicle trips and VMT and reductions in GHG emissions.
Policy LU-1.8 Green Building and Landscaping Requirements	The City shall maintain and implement green building and landscaping requirements for private- and public-sector development to: ▪ Reduce the use of energy, water, and natural resources. ▪ Minimize the long-term maintenance and utility expenses of infrastructure, buildings, and properties.	Establishes the City's commitment to green building and landscaping requirement for resource efficient building and landscaping. More efficient use of energy and water, and reduction of waste, is associated with the reduction of GHG emissions.

[1] California SB 375 (Steinberg), also known as the Sustainable Communities and Climate Protection Act of 2008.

Table 10.4 Proposed Hayward General Plan Policies to Reduce Greenhouse Gas Emissions		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	▪ Create healthy indoor environments to promote the health and productivity of residents, workers, and visitors. ▪ Encourage the use of durable, sustainably-sourced, and/or recycled building materials. ▪ Reduce landfill waste by promoting practices that reduce, reuse, and recycle solid waste.	Estimated GHG reductions associated with green building are already included as part of anticipated State legislative actions, as shown above in Table10.2. Estimated GHG reductions associated with the water and waste sectors are shown in other policies and programs throughout this table.
Policy LU-1.9 Development Standards and Greenhouse Gas Emissions	The City shall explore the use of zoning and development standards that help reduce greenhouse gas emissions when preparing or updating plans and ordinances.	Establishes the City's commitment to explore and develop specific standards in the City's zoning code that would result in the reduction of GHG emissions.
Policy LU-1.12 Regional Planning	The City shall coordinate with regional and local agencies to prepare updates to regional growth plans and strategies, including the Bay Area's Regional Transportation Plan, Sustainable Communities Strategy, and Regional Housing Needs Allocation (RHNA).	Establishes the City's commitment to coordinate with other agencies on future updates to regional growth plans and strategies, which are required to meet regional GHG emission reduction targets for cars and light duty trucks under SB 375.
Policy LU-1.13 Local Plan Consistency with Regional Plans	The City shall strive to develop and maintain local plans and strategies that are consistent with the Regional Transportation Plan and the Sustainable Communities Strategy to qualify for State transportation funding and project CEQA streamlining.	Establishes the City's commitment to create local plans and create streamlining opportunities, based on consistency with the region's adopted Sustainable Communities Strategy which is designed to reduce regional per capita VMT and associated GHG emissions from cars and light duty trucks, as required under SB 375.
Goal LU-2 Priority Development Areas	Revitalize and enhance Hayward's Priority Development Areas to accommodate and encourage growth within compact, mixed-use, and walkable neighborhoods and districts that are located near the City's job centers and regional transit facilities.	Sets forth the City's commitment to allocating growth in Priority Development Areas (PDA's). The City's PDA's are consistent with Plan Bay Area, which is the region's adopted Sustainable Communities Strategy designed to reduce regional per capita VMT and associated GHG emissions from cars and light duty trucks, as required under SB 375.
Policy LU-2.18 Future Priority Development Areas	The City shall work with the Alameda County Transportation Commission and the Metropolitan Transportation Commission to consider establishing new	Establishes the City's commitment to coordinate with other agencies on future updates to regional growth plans and strategies, which are required

Table 10.4 Proposed Hayward General Plan Policies to Reduce Greenhouse Gas Emissions		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	Priority Development Areas during future updates to the Regional Transportation Plan and Sustainable Communities Strategy.	to meet regional GHG emission reduction targets for cars and light duty trucks under SB 375.
Mobility Element		
Policy M-1.3 Multimodal Connections	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.	Establishes the City's commitment to implementing a multi-modal transportation system and connections, which can reduce vehicle trips and VMT and encourage use of walking, biking and transit, and lead to GHG emission reductions.
Policy M-1.4 Multimodal System Extensions	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.	Requires new development to complement and contribute to the City's multimodal system, which can reduce vehicle trips and VMT and encourage use of walking, biking and transit, and lead to GHG emission reductions.
Policy M-1.5 Flexible LOS Standards	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.	Establishes the City's commitment to implementing a multi-modal transportation system and connections, which can reduce vehicle trips and VMT and encourage use of walking, biking and transit, and lead to GHG emission reductions.
Policy M-1.6 Bicycling, Walking, and Transit Amenities	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.	Establishes the City's commitment to facilitate increased walking, biking and use of transit, which could lead to GHG emission reductions.
Policy M-1.7 Eliminate Gaps	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.	Establishes the City's commitment to reduce gaps and improve connectivity within the City's multi-modal transportation system, which would reduce vehicle trips and VMT and encourage use of walking, biking and transit, and lead to GHG emission reductions.
Policy M-1.8 Transportation Choices	The City shall provide leadership in educating the community about the availability and benefits of using alternative transportation modes.	Establishes the City's commitment to educate the community on the benefits of using alternative modes, which could reduce vehicle trips and

Table 10.4 Proposed Hayward General Plan Policies to Reduce Greenhouse Gas Emissions		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
		VMT and encourage use of walking, biking and transit, and lead to GHG emission reductions.
Policy M-2.2 Regional Plans	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.	Establishes the City's commitment to implementing a multi-modal transportation system and connections, in coordination with regional and countywide plans, which can reduce vehicle trips and VMT and encourage use of walking, biking and transit, and lead to GHG emission reductions.
Policy M-2.3 Multi-Jurisdictional Transportation Corridors	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.	Establishes the City's commitment to implementing a multi-modal transportation system and connections, which could reduce vehicle trips and VMT and encourage use of walking, biking and transit, and lead to GHG emission reductions.
Policy M-2.4 Regional Transit Options	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.	Establishes the City's commitment to working collaboratively with regional transit agencies to provide transit options. Increasing transit could reduce vehicle trips and VMT and lead to GHG emission reductions.
Goal M-5 Pedestrian Facilities	Provide a universally accessible, safe, convenient, and integrated pedestrian system that promotes walking.	Sets a goal to create an integrated pedestrian system. Increased walking would reduce vehicle trips and VMT and lead to GHG emission reductions.
Policy M-5.1 Pedestrian Needs	The City shall consider pedestrian needs, including appropriate improvements to crosswalks, signal timing, signage, and curb ramps, in long-range planning and street design.	Establishes the City's commitment to consider pedestrian needs in long-range planning and street design. Measures indicated in the policy would help facilitate increased walking, reduce vehicle trips and VMT and lead to GHG emission reductions.
Policy M-5.2 Pedestrian System	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,	Establishes the City's commitment to creating a continuous pedestrian system. Increased walking would reduce vehicle trips and VMT and lead to GHG emission reductions.

Table 10.4 Proposed Hayward General Plan Policies to Reduce Greenhouse Gas Emissions		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	connects neighborhoods and centers, and is free of major impediments and obstacles.	Estimated annual GHG reduction: 6,008 $MTCO_2e$ by 2020, increasing to 8,172 $MTCO_2e$ by 2050. (See Action 1.7 in Gap Analysis.)
Policy M-5.3 Access to Transit	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.	Establishes the City's commitment to enhance and maintain pedestrian facilities near transit stops, which would help facilitate increased walking, reduce vehicle trips and VMT and lead to GHG emission reductions.
Policy M-5.4 Sidewalk Design	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.	Requires appropriate sidewalk widths to accommodate pedestrians, which would help facilitate increased walking, reduce vehicle trips and VMT and lead to GHG emission reductions.
Policy M-5.5 Streetscape Design	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.	Requires pedestrian-oriented streets, which would help facilitate increased walking, reduce vehicle trips and VMT and lead to GHG emission reductions.
Goal 6 Bikeways	Create and maintain a safe, comprehensive, and integrated bicycle system and support facilities throughout the City that encourage bicycling that is accessible to all.	Sets a goal to create a comprehensive, integrated bicycle system. Such a system would lead to increased bicycling, which would reduce vehicle trips and VMT and lead to GHG emission reductions.
Policy M-6.1 Bikeway System	The City shall maintain and implement the Hayward Bicycle Master Plan.	Establishes the City's commitment to maintain and implement the City's existing Bicycle Master Plan. Implementation of the plan would result in specific enhancements that would increase bicycle infrastructure amenities and encourage increased bicycling which would reduce vehicle trips and VMT and lead to GHG emission reductions.

Table 10.4 Proposed Hayward General Plan Policies to Reduce Greenhouse Gas Emissions		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
		Estimated annual GHG reduction: 244 $MTCO_2e$ by 2020, increasing to 10,133 $MTCO_2e$ by 2050. (See Action 1.6 in Gap Analysis.)
Policy M-6.2 Encourage Bicycle Use	The City shall encourage bicycle use in all neighborhoods, especially where short trips are most common.	Establishes the City's commitment to encourage bicycle use Citywide, which would reduce vehicle trips and VMT and lead to GHG emission reductions.
Policy M-6.3 Appropriate Bikeway Facilities	The City shall provide bikeway facilities that are appropriate to the street classifications and type, traffic volume, and speed on all right-of-ways.	Establishes the City's commitment to encourage bicycle use, which would reduce vehicle trips and VMT and lead to GHG emission reductions.
Policy M-6.4 Bicycles on Transit	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.	Establishes the City's commitment to work with regional transit agencies to improve bicycle facilities within the transit system, which would both encourage bicycle use and potentially increase transit use by bicyclists, thereby reducing vehicle trips and VMT and leading to GHG emission reductions.
Policy M-6.5 Connections between New Development and Bikeways	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.	Ensures that new development projects provide frequent and direct connections to bikeways, which would encourage bicycle use, reduce vehicle trips and VMT and lead to GHG emission reductions.
Policy M-6.6 Bike Safety for Children	The City shall support infrastructure and programs that encourage children to bike safely to school.	Establishes the City's commitment to support infrastructure and programs that encourage biking to school, which would reduce vehicle trips and VMT and lead to GHG emission reductions.
Policy M-6.7 Conversion of Underused Facilities	The City shall convert underused rights-of-way along travel lanes, drainage canals, and railroad corridors to bikeways wherever desirable and financially feasible.	Establishes the City's commitment to convert underused rights-of-way to bikeways, which would increase bicycling facilities and connections, help reduce vehicle trips and VMT, and lead to GHG emission reductions.
Policy M-6.8 Bicycle Wayfinding	The City shall encourage bicycling by providing wayfinding and signage that directs bicyclists to bike routes and to civic places, cultural amenities, and visitor and recreational destinations.	Establishes the City's commitment to improve bicycle wayfinding and signage, which could help increase bicycling, and lead to a reduction in vehicle trips, VMT and associated GHG emission reductions.

Table 10.4 Proposed Hayward General Plan Policies to Reduce Greenhouse Gas Emissions		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Goal M-7 Public Transit	Improve coordination among public agencies and transit providers to meet public transit needs and provide greater mobility.	Sets a goal to work collaboratively on improving transit and increasing mobility, which would reduce vehicle trips and VMT and lead to GHG emission reductions.
Policy M-7.1 Transit System	The City shall support a connected transit system by improving connections between transit stops/stations and roadways, bikeways, and pedestrian facilities.	Establishes the City's commitment to improve connections between transit and other modes, which could lead to increased transit usage and a reduction in vehicle trips, VMT and associated GHG emission reductions.
Policy M-7.3 Transit Service Expansion	The City shall collaborate with BART and AC Transit to expand short- and long-term opportunities to expand services (e.g., extend rapid bus service from Bayfair to the South Hayward BART Station), pursue a hydrogen fueling station for both buses and personal vehicle use, and improve transit stations by expanding amenities at stations.	Establishes the City's commitment to collaborate with regional transit agencies on transit system expansion efforts and pursue alternative fuel infrastructure for various uses. Such actions would lead to reduced trips and VMT, and potentially increase use of lower-carbon fuels, all of which would lead to GHG emission reductions.
Policy M-7.4 Transit Links	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).	Establishes the City's commitment to encourage connections between transit and major activity centers in the community, which could lead to increased transit usage and a reduction in vehicle trips, VMT and associated GHG emission reductions.
Policy M-7.5 Transit Needs	The City shall work with transit providers to identify transit needs and develop options for providing expanded service to underserved areas in the City.	Establishes the City's commitment to work collaboratively with transit providers on expanding transit to underserved areas, which could lead to increased transit usage and a reduction in vehicle trips, VMT and associated GHG emission reductions.
Policy M-7.6 Safe System	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.	Establishes the City's commitment to work collaboratively with transit providers on improving transit system safety and convenience, which could lead to increased transit usage and a reduction in vehicle trips, VMT and associated GHG emission reductions.

Table 10.4 Proposed Hayward General Plan Policies to Reduce Greenhouse Gas Emissions		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy M-7.7 Transit Information	The City shall work with AC Transit to coordinate routes and service times and to post routes and schedules at bus stops.	Establishes the City's commitment to work collaboratively with transit providers on improving transit system convenience, which could lead to increased transit usage and a reduction in vehicle trips, VMT and associated GHG emission reductions.
Policy M-7.9 Development Impacts on Transit	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.	Requires large new development projects to identify and address potential impacts on transit. This requirement could lead to project-specific mitigation or conditions of approval designed to alleviate project-specific impacts related to increased ridership or impacts to operations identified during project review. Such requirements could lead to improvements to the transit system or improved connections to the transit system, which could encourage increased ridership and result in a reduction in vehicle trips, VMT and associated GHG emission reductions.
Policy M-7.10 New Facilities	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.	Establishes the City's commitment to work collaboratively with transit providers on incorporating transit facilities into new development projects. This could result in increased transit ridership as a result of improved connections to transit or improved transit service, and thus result in a reduction in vehicle trips, VMT and associated GHG emission reductions.
Policy M-7.11 Shuttle Service	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.	Establishes the City's commitment to evaluate need for, or support efforts of others to, bridge gaps in existing transit service through shuttles. This could result in a reduction in vehicle trips, VMT and associated GHG emissions.
Goal M-8 Transportation Demand Management	Encourage transportation demand management strategies and program to reduce vehicular travel, traffic congestion, and parking demand.	Sets a goal for transportation demand management strategies.
Policy M-8.1 Increase Vehicle Occupancy	The City shall work with a broad range of agencies (e.g., Metropolitan Transportation Commission, BAAQMD, AC	Establishes the City's commitment to work collaboratively with regional agencies to increase

Table 10.4 Proposed Hayward General Plan Policies to Reduce Greenhouse Gas Emissions		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	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.	vehicle occupancy. This would result in a reduction in vehicle trips, VMT and associated GHG emissions. Estimated annual GHG Reduction: combined with reductions from Policy M-8.2.
Policy M-8.2 Citywide TDM Plan	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.	Establishes the City's commitment to maintain a Citywide TDM Plan and associated programs to reduce single-occupant vehicle travel. This would result in a reduction in vehicle trips, VMT and associated GHG emissions. Estimated annual GHG Reduction: 1,806 MT CO_2e by 2020, increasing to 2,456 $MTCO_2e$ by 2050. (See Action 1.1 in Gap Analysis.)
Policy M-8.3 Employer-Based Strategies	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.	Establishes the City's commitment to encourage employers to participate in TDM programs and join Transportation Management Associations. This would result in a reduction in vehicle trips, VMT and associated GHG emissions. Estimated annual GHG Reduction: see Policy M-8.2.
Policy M-8.4 Automobile Commute Trip Reduction	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.	Establishes the City's commitment to encourage employers to participate in TDM programs. This would result in a reduction in vehicle trips, VMT and associated GHG emissions. Estimated annual GHG Reduction: combined with reductions from Policy M-8.2.
Policy M-8.5 Commuter Benefits Program	The City shall assist businesses in developing and implementing commuter benefits programs (e.g., offers to provide discounted or subsidized transit passes, emergency ride home programs, participation in commuter rideshare programs, parking cash-out or parking pricing programs, or tax credits for bike commuters).	Establishes the City's commitment to encourage employers to implement commuter benefit programs. This would result in a reduction in vehicle trips, VMT and associated GHG emissions. Estimated annual GHG Reduction: combined with reductions from Policy M-8.2.

Table 10.4 Proposed Hayward General Plan Policies to Reduce Greenhouse Gas Emissions		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy M-8.6 Car/Bike Sharing Programs	The City shall assist businesses in developing and implementing car and bike sharing programs, and shall encourage large employers (e.g., colleges, Hayward Unified School District (HUSD)) and the BART stations to host car and bike sharing programs available to the public.	Establishes the City's commitment to assist businesses and institutions in developing and implementing car and bike sharing programs. This would result in a reduction in vehicle trips, VMT and associated GHG emissions. Estimated annual GHG Reduction: 4,475 $MTCO_2e$ by 2020, increasing to 6,118 $MTCO_2e$ by 2050. (See Action 1.2 in Gap Analysis.)
Policy M-8.7 Public-Private Transportation Partnerships	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.	Establishes the City's commitment to encourage public-private partnerships that would result in a reduction in single-occupant vehicle use. This would result in a reduction in vehicle trips, VMT and associated GHG emissions.
Policy M-8.8 Regional TDM Program	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).	Establishes the City's commitment to implement specific countywide TDM programs as part of the City's TDM plan. This would result in a reduction in vehicle trips, VMT and associated GHG emissions. Estimated annual GHG Reduction: combined with reductions from Policy M-8.2.
Policy M-8.9 City Facility Locations	When making decisions about where to rent or build new City facilities, the City shall give preference to locations that are accessible to an existing public transit line or ensure that public transit links (e.g. bus lines) are extended to the new locations.	Establishes the City's commitment to give preference to locations near transit when siting new City facilities. This could result in increased transit ridership associated with City operations, and could thus result in a reduction in vehicle trips, VMT and associated GHG emissions.
Policy M-9.2 Parking Reductions	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.	Establishes the City's commitment to consider reduced parking requirements under certain circumstances. This could result in a reduction in vehicle trips, VMT and associated GHG emissions. Estimated GHG reductions: see Implementation Program M 25 Off-Street Parking Regulations Comprehensive Update.

Table 10.4 Proposed Hayward General Plan Policies to Reduce Greenhouse Gas Emissions		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy M-9.3 Parking Off-Sets	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.	Establishes the City's commitment to encourage incentives and reduce parking requirements when parking reduction programs or incentives are in place. This could result in a reduction in vehicle trips, VMT and associated GHG emissions. Estimated GHG reductions: see Implementation Program M 25 Off-Street Parking Regulations Comprehensive Update.
Policy M-9.4 Parking Management	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.	Establishes the City's commitment to work with various entities on parking management programs and policies that could result in pricing or preferential parking spaces. This could result in a reduction in vehicle trips and VMT, and/or potentially result in increased adoption and use of zero emission vehicles, which would reduce GHG emissions. Estimated GHG reductions: see Implementation Program M 25 Off-Street Parking Regulations Comprehensive Update.
Policy M-9.6 Reduction of Parking Areas	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.	Establishes the City's commitment to reduce land dedicated to parking, increased shared parking facilities, and implement TDM strategies to reduce parking demand. This could result in a reduction in vehicle trips, VMT and associated GHG emissions. Estimated GHG reductions: see Implementation Program M 25 Off-Street Parking Regulations Comprehensive Update.
Policy M-9.9 Alternative Fuel Vehicle Parking	The City shall require new private parking lots to grant low-carbon vehicles access to preferred parking spaces, and shall require new private parking lots to provide	Requires new parking lots to provide preferred parking spaces for zero emission vehicles, and to provide charging stations for electric vehicles.

Table 10.4 Proposed Hayward General Plan Policies to Reduce Greenhouse Gas Emissions		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	electric vehicle charging facilities. The City shall provide electric vehicle charging facilities in public parking lots.	This could result in increased adoption and use of zero emission vehicles, which would reduce GHG emissions. Estimate GHG reductions: see Implementation Program M 25 Off-Street Parking Regulations Comprehensive Update.
Policy M-9.10 Unbundled Multifamily Parking	The City shall encourage multifamily development projects to separate (i.e., unbundle) the cost of parking from lease or rent payments.	Establishes the City's commitment to encourage unbundling of parking costs in multifamily development projects. This could inform potential tenants about increased costs associated with parking and discourage vehicle ownership, leading to a potential reduction in vehicle trips, VMT and associated GHG emissions.
Policy M-9.11 Multifamily Charging Stations	The City shall consider requiring electric vehicle charging stations in new multifamily development projects.	Establishes the City's commitment to consider requiring electric vehicle charging stations in new multifamily development projects. Placing charging stations in new multifamily developments could increase adoption and use of electric vehicle in residents of multifamily developments, which would reduce GHG emissions. Estimated GHG reductions: see Implementation Program M 25 Off-Street Parking Regulations Comprehensive Update.
Implementation Program M 1 Multimodal LOS and Design Standards	The City shall adopt multi-modal Level of Service (LOS) and design standards and a methodology that defines the process for determining which non-vehicular transportation and transit improvements will be implemented. The multimodal LOS program, design standards, and methodology should be consistent with those adopted by the Alameda County Transportation Commission.	Implements Policies M-1.2, M-1.3, M-1.4, and M-1.5. Establishes the City's commitment to implementing a multi-modal transportation system and connections, which can reduce vehicle trips and VMT and encourage use of walking, biking and transit, and lead to GHG emission reductions.
Implementation Program M 2 Multimodal LOS Guidelines	The City shall update its Traffic Study Preparation Guidelines to reflect the multi-modal Level of Service (LOS) policies, standards, and methodologies and to	Implements Policies M-1.2, M-1.3, M-1.4, and M-1.5. Establishes the City's commitment to implementing a multi-modal transportation

Table 10.4 Proposed Hayward General Plan Policies to Reduce Greenhouse Gas Emissions		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	provide additional flexibility in implementing multimodal transportation improvements.	system and connections, which can reduce vehicle trips and VMT and encourage use of walking, biking and transit, and lead to GHG emission reductions.
Implementation Program M 3 Survey Transportation and Transit Gaps and Barriers	The City shall prepare a study to identify existing gaps and barriers in the transportation and transit network. Based on the findings from the study, the City shall prepare and submit recommendations to the City Council on a set of priority investments for inclusion in the Capital Improvement Program and/or the Countywide Transportation Plan to address the gaps and barriers.	Implements Policies M-7.2, M-7.3, M-7.4, and M-7.10. Establishes the City's commitment to reduce gaps and improve connectivity within the City's multi-modal transportation system, which would reduce vehicle trips and VMT and encourage use of walking, biking and transit, and lead to GHG emission reductions.
Implementation Program M 4 Regional Connection Improvements	The City shall work with the Alameda County Transportation Commission, AC Transit, and adjacent communities to identify better connections between City roadways, pedestrian ways, bicycle facilities, and transit corridors and neighboring and regional transportation networks. Based on findings from the study, the City shall prepare and submit recommendations to the City Council on priority improvements for better regional transportation connections that should be included in the Capital Improvement Program or Countywide Transportation Plan.	Implements Policies M-2.1 and M-2.3. Establishes the City's commitment to implementing a multi-modal transportation system and connections, which can reduce vehicle trips and VMT and encourage use of walking, biking and transit, and lead to GHG emission reductions.
Implementation Program M 6 Complete Streets Assessment	The City shall conduct a study of the existing street network to identify streets that can be more complete. Based on findings from the study, the City shall prepare and submit recommendations to the City Council on a priority list of complete streets improvements.	Implements Policies M-3.2, M-3.3, and M-3.10. Establishes the City's commitment to implement a multi-modal transportation system and connections, which can reduce vehicle trips and VMT and encourage use of walking, biking and transit, and lead to GHG emission reductions.
Implementation Program M 7 Underused Rights-of-Way	The City shall conduct a study to identify underused rights-of-way, such as street lanes, open drainage facilities, and railroad corridors, to convert to bikeways, pedestrian ways, trails, and/or landscaping improvements. Based on findings from the study, the City shall prepare and submit recommendations to the City Council on priorities to maximize the use of underused right-of-way for non-motorized facilities or landscaping improvements.	Implements Policies M-3.2, M-3.3, and M-3.10. Establishes the City's commitment to convert underused rights-of-way to bikeways, which would increase bicycling facilities and connections, help reduce vehicle trips and VMT, and lead to GHG emission reductions.

Table 10.4 Proposed Hayward General Plan Policies to Reduce Greenhouse Gas Emissions		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Implementation Program M 9 Improved Traffic Flow Program	The City shall work with Metropolitan Transportation Commission and the Alameda County Transportation Commission to plan and obtain funding for projects that improve traffic flow on arterials and reduce vehicle idling.	Implements Policies M-4.1 and M-4.4. Establishes the City's commitment to implementing a multi-modal transportation system and connections, which can reduce vehicle trips and VMT and encourage use of walking, biking and transit, and lead to GHG emission reductions.
Implementation Program M 10 Traffic Calming Measures	The City shall conduct a study to identify neighborhoods where appropriate traffic-calming measures could help reduce speeding and create safer streets. Based on findings from the study, the City shall prepare and submit recommendations to the City Council on priority streets for traffic calming measures.	Implements Policy M-4.7. Establishes the City's commitment to considering traffic calming measures. Traffic calming can result in reduced vehicle speeds and increased safety for pedestrians and bicyclists, thereby encouraging walking, biking and transit use, and thereby reducing vehicle trips and VMT and associated GHG emission reductions.
Implementation Program M 11 Pedestrian Master Plan	The City shall develop, adopt, and implement a Pedestrian Master Plan that includes a planned sidewalk system, pedestrian design standards, and implementation program. As part of the preparation of the Pedestrian Master Plan, the City shall review and incorporate (as appropriate) planned improvements and programs identified in the Alameda Countywide Pedestrian Plan that connect Hayward's existing and planned pedestrian facilities to regional walking and bicycle facilities. The Pedestrian Master Plan shall include a Safe Routes to Schools Plan, an ADA Transition Plan, and strategies to improve pedestrian connections to parks, transit, and neighborhood commercial, and service uses.	Implements Policies M-5.2, M-5.4, and M-5.5. Establishes the City's commitment to creating a continuous pedestrian system. Increased walking would reduce vehicle trips and VMT and lead to GHG emission reductions. Estimated annual GHG reductions: see Policy M-5.2 Pedestrian System.
Implementation Program M 12 Shuttle Service Study	The City shall conduct a study to evaluate the feasibility of establishing shuttle services to address any unmet transit needs, to fill in gaps in service that are not being met by other transit providers, and to improve transit connections between major transit stations and employment centers. Based on findings from the study, the City shall prepare and submit recommendations to the City Council relative to the options for establishing such services in the City.	Implements Policy M-7.11. Establishes the City's commitment to evaluate need for, or support efforts of others to, bridge gaps in existing transit service through shuttles. This could result in a reduction in vehicle trips, VMT and associated GHG emissions.

Table 10.4 Proposed Hayward General Plan Policies to Reduce Greenhouse Gas Emissions		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Implementation Program M 13 Private Transportation Companies	The City shall conduct a study to identify economic incentives for private transportation companies seeking to enhance mobility in the Downtown, Priority Development Areas (PDAs), corridors, employment centers, and other high-intensity districts in the City. Based on findings from the study, the City shall prepare and submit recommendations to the City Council on potential incentives.	Implements Policies M-7.11, M-7.12, and M-7.13. Establishes the City's commitment to encourage public-private partnerships that would result in a reduction in single-occupant vehicle use. This would result in a reduction in vehicle trips, VMT and associated GHG emissions.
Implementation Program M 14 Transit Rider Information Study	The City shall work with AC Transit to identify options for informing transit riders of the availability and timing (e.g., headways) of public transit. Based on findings from the study, the City shall work with AC Transit to prepare and submit recommendations to the City Council on developing a transit information program.	Implements Policy M-7.7. Establishes the City's commitment to work collaboratively with transit providers on improving transit system convenience, which could lead to increased transit usage and a reduction in vehicle trips, VMT and associated GHG emission reductions.
Implementation Program M 15 Pedestrian Design Standard for Transit Stop	The City shall work with AC Transit to develop and adopt transit stop design standards for lighting, walkways, streetscape furniture, and landscaping to promote a feeling of safety at transit stops.	Implements Policies M-5.3 and M-7.6. Establishes the City's commitment to work collaboratively with transit providers on improving transit system safety and convenience, which could lead to increased transit usage and a reduction in vehicle trips, VMT and associated GHG emission reductions.
Implementation Program M 16 Citywide TDM Plan	The City shall develop and adopt a Citywide Transportation Demand Management (TDM) Plan, which could include strategies to reduce peak-hour traffic, such as staggered work hours, flexible schedule options, and telecommuting from home offices.	Implements Policy M-8.2. Establishes the City's commitment to adopt and maintain a Citywide TDM Plan and associated programs to reduce single-occupant vehicle travel. This would result in a reduction in vehicle trips, VMT and associated GHG emissions. Estimated annual GHG Reduction: see Policy M-8.2 Citywide TDM Plan.
Implementation Program M 17 City Employee Car/Bike Share Programs	The City shall conduct a study that explores the development of car-sharing and/or bike sharing programs for City employees. Based on findings from the study, the City shall prepare and submit recommendations to the City Council about establishing such programs.	Implements Policies M-8.3, M-8.4, M-8.5, and M-8.6. Establishes the City's commitment to assist businesses and institutions in developing and implementing car and bike sharing programs. This would result in a reduction in vehicle trips, VMT and associated GHG emissions.

Table 10.4 Proposed Hayward General Plan Policies to Reduce Greenhouse Gas Emissions		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
		Estimated annual GHG reduction: see Policy M-8.6 Car/Bike Sharing Programs.
Implementation Program M 18 City Commuter Benefits	The City shall continue to offer commuter benefits, such as Tran Ben or Commuter Checks to City employees, and when possible, expand or develop other commuter benefits programs, such as parking cash-out or parking pricing programs, or taking advantage of the new tax credit for biking to work.	Implements Policy M-8.5. Establishes the City's commitment to encourage employers to implement commuter benefit programs. This would result in a reduction in vehicle trips, VMT and associated GHG emissions. Estimated annual GHG Reduction: see Policy M-8.2 Citywide TDM Plan.
Implementation Program M 19 TDM Amendments	The City shall amend Administrative Rule 2.26 to reflect current transportation demand management opportunities.	Implements Policies M-8.3 and M-8.4. Establishes the City's commitment to maintain a Citywide TDM Plan and associated programs to reduce single-occupant vehicle travel. This would result in a reduction in vehicle trips, VMT and associated GHG emissions. Estimated annual GHG Reduction: see Policy M-8.2 Citywide TDM Plan.
Implementation Program M 20 Off-Street Parking Regulations Comprehensive Update	The City shall amend the Off-Street Parking Regulations of the Municipal Code to incorporate smart growth principles and to incentivize walking, biking, and public transit. The update shall consider the following changes: ▪ Creating a single "blended" parking requirement for commercial uses to facilitate future changes of use (i.e. changing a retail store to a restaurant); ▪ Providing requirements or incentives for bicycle parking; ▪ Allowing on-street parking along the property's frontage to count towards satisfying a portion of the property's off-street parking requirements; ▪ Setting parking maximums to limit the amount of parking that can be built on a site; ▪ Creating parking preferences or incentives for residents who rideshare or use low- or zero-emissions vehicles; and	Implements Policies M-9.2, M-9.3, and M-9.11. Establishes the City's commitment to reduce parking requirements under certain circumstances. This would result in a reduction in vehicle trips, VMT and associated GHG emissions. Estimated annual GHG Reduction: 356 $MTCO_2e$ by 2020, increasing to 1,260 $MTCO_2e$ by 2050. (See Action 1.4 in Gap Analysis.)

Table 10.4 Proposed Hayward General Plan Policies to Reduce Greenhouse Gas Emissions		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	▪ Allowing property owners to develop and implement parking demand management plans that consider ways to reduce the need for off-street parking by using shared parking arrangements, valet parking services, paid parking, and other appropriate techniques.	
Implementation Program M 21 Downtown Parking Management Plan	The City shall prepare and implement a Downtown Parking Management Plan. The preparation of the plan shall consider the following: ▪ Adopting parking requirements that are appropriate for a mixed-use, walkable, and transit-oriented district; ▪ Creating a single "blended" parking requirement to facilitate future changes of use (i.e. changing a retail store to a restaurant or office space to residential); ▪ Establishing flexible parking requirements to allow innovative parking solutions to efficiently meet parking needs, including shared parking, valet parking, and the implementation of parking demand management strategies; ▪ Providing dedicated parking spaces for car-sharing programs and low- or zero-emissions vehicles; ▪ Establishing incentives to encourage car-sharing programs (e.g., receiving credit for meeting the minimum "parking minimum" if a car share program is included with the project); ▪ Establishing paid parking with market pricing strategies for public parking (on- and off-street); ▪ Installing state-of-the-art parking meters that allow users to locate, reserve, and pay for parking with smart phone and mobile device applications; ▪ Adopting policies to use parking revenues to fund Downtown improvements and enhancements; and ▪ Establishing bicycle parking requirements and incentives.	Implements Policies M-9.4 and M-9.8. Establishes the City's commitment to reduce parking requirements under certain circumstances. This would result in a reduction in vehicle trips, VMT and associated GHG emissions. Estimated annual GHG reduction: see Implementation Program M 25 Off-Street Parking Regulations Comprehensive Update.

Table 10.4 Proposed Hayward General Plan Policies to Reduce Greenhouse Gas Emissions		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	The Parking Management Plan may be prepared in conjunction with the Downtown Specific Plan (see Implementation Program 4 of Table LU-1).	
Public Facilities and Services Element		
Policy PFS-2.3 Sustainable Practices	The City shall serve as a role model to businesses and institutions regarding purchasing decisions that minimize the generation of waste, recycling programs that reduce waste, energy efficiency and conservation practices that reduce water, electricity and natural gas use, and fleet operations that reduce gasoline consumption.	Establishes the City's commitment to serve as a role model by implementing sustainable operations best practices throughout City operations. Such actions would reduce GHG emissions in City operations, but also have the potential to influence communitywide choices with respect to sustainable practices that could result in additional GHG emission reductions.
Policy PFS-2.4 Sustainable Contracting	When awarding contracts, professional service agreements, or grants to businesses or non-profit agencies, the City shall request proposals or applications to include information about the sustainability practices of the organization.	Requires that sustainability practices, including energy efficiency, be provided by potential contractors during the City's procurement or grant making processes. This requirement could be used to inform decision makers about the GHG emission reduction potential of various procurement or grant making decisions.
Policy PFS-2.5 Alternative Fuels	The City shall, wherever possible, require the use of alternative fuels in new services provided by City franchisees.	Requires franchisees for City services to use alternative fuels wherever possible, which would result in reduced GHG emissions.
Policy PFS-2.6 City Facilities Near Transit	When making decisions about where to rent or build new City facilities, the City shall give preference to locations that are accessible to an existing public transit line or ensure that public transit links (e.g. bus lines) are extended to the new locations.	Establishes the City's commitment to give preference to locations near transit when siting new City facilities. This could result in increased transit ridership associated with City operations, and could thus result in a reduction in vehicle trips, VMT and associated GHG emissions.
Policy PFS-2.7 Energy Efficient Buildings and Infrastructure	The City shall continue to improve energy efficiency of City buildings and infrastructure through implementation of the Municipal Green Building Ordinance, efficiency improvements, equipment upgrades, and installation of clean, renewable energy systems.	Establishes the City's continued commitment to energy and resource conservation standards within public facilities, which would lead to reduced GHG emissions.
Policy PFS-3.14 Water Conservation Standards	The City shall comply with provisions of the State's 20x2020 Water Conservation Plan (California Water Resources Control Board, 2010).	Requires communitywide water conservation in accordance with State requirement, which would lead to reduced electricity consumption in the

Table 10.4 Proposed Hayward General Plan Policies to Reduce Greenhouse Gas Emissions		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
		City's water distribution system and reduce GHG emissions. Estimated annual GHG reductions: see Policy PFS 3.15 Water Conservation Programs.
Policy PFS-3.15 Water Conservation Programs	The City shall implement cost effective conservation strategies and programs that increase water use efficiency, including providing incentives for adoption of water efficiency measures Water conservation strategies may include a combination of financial incentives, legislative actions, and public education.	Establishes the City's commitment to implement specific programs in order to meet water conservation standards. These programs would lead to reduced electricity consumption in the City's water distribution system and reduce GHG emissions. Estimated annual GHG reductions: 327 $MTCO_2e$ in 2020, increasing to 409 $MTCO_2e$ in 2050. (See Action 6.8 in Gap Analysis.)
Policy PFS-4.12 Renewal Energy	The City shall support efforts to develop, enhance, and maintain clean, green and renewable energy systems at the Water Pollution Control Facility, including: ▪ Solar photovoltaic and solar hot water; and ▪ Methane recovery systems and digester gas combustion systems.	Establishes the City's commitment to renewable energy systems at the City's Water Pollution Control Facility. These systems would result in the reduction of GHG emissions. Estimated annual GHG reductions: see Policy NR-4.10 Public Renewable Energy Generation.
Policy PFS-7.4 Solid Waste Diversion	The City shall comply with State goals regarding diversion from landfill, and strive to comply with the provisions approved by the Alameda County Waste Management Authority.	Establishes the City's commitment to comply with State and County waste diversion requirements. Reduction or diversion of landfilled waste would reduce GHG emissions.
Policy PFS-7.5 Municipal Waste Reduction	The City shall reduce municipal waste generation by continuing to employ a wide range of innovative techniques, including electronic communications to reduce paper usage and buying products with less packaging and in bulk, where feasible.	Establishes the City's commitment to reduce municipal waste generation. Reduction or diversion of landfilled waste would reduce GHG emissions.
Policy PFS-7.9 City Contracts	The City shall continue to implement the Environmentally Friendly Preferred Purchasing Program by requiring City contractors to use best management practices (e.g., waste prevention, salvage and reuse, recycling and reusing) to maximize diversion of waste from landfills.	Establishes the City's commitment to implement a preferred purchasing program to reduce municipal waste generation through City contracts. Reduction or diversion of landfilled waste would reduce GHG emissions.

Table 10.4 Proposed Hayward General Plan Policies to Reduce Greenhouse Gas Emissions		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy PFS-7.10 Recycled Products or Processes for Capital Projects	The City shall implement the use of recycled products or recycling processes whenever possible as part of any capital project.	Establishes the City's commitment to utilize recycled products or process as part of capital improvement projects. The use of these products would reduce GHG emissions associated with the extraction of natural resources, processing, manufacturing and use of construction materials, and would also potentially reduce landfilled waste of construction waste, which would lead to reduced GHG emissions.
Policy PFS-7.11 Disposable, Toxic, or Non-Renewable Products	The City shall reduce the use of disposable, toxic, or nonrenewable products in City operations.	Establishes the City's commitment to reduce the use of disposable, toxic, or nonrenewable products in City operations. Reducing use of these products would reduce GHG emissions associated with the extraction, processing, manufacturing and use of various supplies and materials, and would also potentially reduce landfilled waste from City operations, which would lead to reduced GHG emissions.
Policy PFS-7.12 Construction and Demolition Waste Recycling	The City shall require demolition, remodeling and major new development projects to salvage or recycle asphalt and concrete and all other non-hazardous construction and demolition materials to the maximum extent practicable.	Requires demolition, remodeling or major new construction projects to salvage or recycle waste from various construction and demolished materials. Recycling of construction and demolition waste would reduce GHG emissions associated with transport to and decomposition in landfills, and would also potentially result in reduction in GHG emissions associated with the extraction of natural resources, processing, manufacturing and use of new construction materials.
Policy PFS-7.13 Residential Recycling	The City shall encourage increased participation in residential recycling programs, and strive to comply with the recycling provisions approved by the Alameda County Waste Management Authority Board. The City shall work with StopWaste.org to monitor participation in residential recycling programs and educate the community regarding actual composition of waste sent to landfills.	Establishes the City's commitment to increase residential recycling and reduce waste generation through various programs, in partnership with local agencies and organizations. Reduction or diversion of landfilled waste would reduce GHG emissions.

Table 10.4 Proposed Hayward General Plan Policies to Reduce Greenhouse Gas Emissions		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
		Estimated annual GHG reduction: see Policy PFS-7.14 Commercial Recycling .
Policy PFS-7.14 Commercial Recycling	The City shall encourage increased participation in commercial and industrial recycling programs, and strive to comply with the recycling provisions approved by the Alameda County Waste Management Authority Board. The City shall work with StopWaste.org to provide technical assistance to businesses to implement mandatory recycling.	Establishes the City's commitment to increase commercial recycling and reduce waste generation through various programs, in partnership with local agencies and organizations. Reduction or diversion of landfilled waste would reduce GHG emissions. Estimated annual GHG reduction: 2,099 $MTCO_2e$ in 2020, increasing to 2,624 in 2050. (Note: this is a combined reduction of increased recycling and waste reduction in both the residential and commercial sectors. Most of the reductions are anticipated to be generated by new statewide mandatory commercial recycling requirements. See Action 6.1 in Gap Analysis.)
Policy PFS-7.15 Yard Clippings Reduction	The City shall encourage residents to reduce yard clippings through at-home composting or use the green waste collection service provided by the City's franchisee.	Establishes the City's commitment to increase residential recycling and reduce waste generation through various programs, in partnership with local agencies and organizations. Reduction or diversion of landfilled waste would reduce GHG emissions. Estimated annual GHG reduction: see Policy PFS-7.14 Commercial Recycling.
Policy PFS-7.16 Organics Collection	The City shall encourage residents and businesses to separate for collection food and food-soiled paper using organics collection services provided by the City's franchisee.	Establishes the City's commitment to increase recycling and reduce waste through various programs, in partnership with local agencies and organizations. Reduction or diversion of landfilled waste would reduce GHG emissions. Estimated annual GHG reduction: see Policy PFS-7.14 Commercial Recycling.
Policy PFS-7.17 Waste-to-Energy Generation Systems	The City shall advocate for waste management strategies that aim to maximize the value of solid waste by using waste-to-energy generation systems.	Establishes the City's commitment to increase recycling and reduce waste through various programs, in partnership with local agencies and

Table 10.4 Proposed Hayward General Plan Policies to Reduce Greenhouse Gas Emissions		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
		organizations. Reduction or diversion of landfilled waste would reduce GHG emissions. Estimated annual GHG reduction: see Policy PFS-7.14 Commercial Recycling.
Policy PFS-7.19 Regional Coordination	The City shall coordinate with and support regional efforts to develop and implement effective waste management strategies.	Establishes the City's commitment to increase recycling and reduce waste through various programs, in partnership with local agencies and organizations. Reduction or diversion of landfilled waste would reduce GHG emissions. Estimated annual GHG reduction: see Policy PFS-7.14 Commercial Recycling.
Policy PFS-7.20 Food Scraps Collection	The City shall promote and expand the food scraps collection program for single-family homes to minimize organic waste in landfills.	Establishes the City's commitment to increase recycling and reduce waste through various programs, in partnership with local agencies and organizations. Reduction or diversion of landfilled waste would reduce GHG emissions. Estimated annual GHG reduction: see Policy PFS-7.14 Commercial Recycling.
Policy PFS-7.21 Mandatory Recycling	The City shall implement mandatory recycling for commercial and multifamily uses and work with StopWaste.org to increase participation in this program.	Establishes the City's commitment to increase recycling and reduce waste in the commercial sector, in partnership with local agencies and organizations. Reduction or diversion of landfilled waste would reduce GHG emissions. Estimated annual GHG reduction: see Policy PFS-7.14 Commercial Recycling.
Policy PFS-7.22 Maximize Solid Waste Value	The City shall advocate for waste management strategies that maximize the useful value of solid waste, such as using landfill gas to generate electricity.	Established the City's commitment to advocate for strategies that maximize productive uses of solid waste, including production of renewable natural gas from landfill gas emissions. Increasing the productive use of waste material, including waste to energy, would lead to increased use of renewable, alternative fuels and reduced GHG emissions.

Table 10.4 Proposed Hayward General Plan Policies to Reduce Greenhouse Gas Emissions		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy PFS-7.23 Consumption Reduction	The City shall education the community about the benefits of reducing overall consumption.	Establishes the City's commitment to educate the community about waste reduction. Reduction or diversion of landfilled waste would reduce GHG emissions. Estimated annual GHG reduction: see Policy PFS-7.14 Commercial Recycling.
Policy PFS-8.8 Renewable Energy Integration	The City shall encourage energy providers (e.g., PG&E) to offer their support and assistance in integrating individual renewable energy systems (e.g., solar systems) into the electricity grid.	Establishes the City's commitment to work with energy provides to support and improve interconnection of locally-sourced renewable energy systems with the grid. Increasing the supply of distributed renewable energy systems would lead to reduced GHG emissions.
Policy PFS-9.10 Infrastructure for Telecommuting	The City shall encourage the development of state-of-the-art communication infrastructure in appropriate City facilities to support telecommuting.	Establishes the City's commitment to supporting development of infrastructure for telecommuting. Increased telecommuting would reduce vehicle trips, VMT and GHG emissions.
Implementation Program PFS 2 Water Conservation Programs	The City shall regularly develop cost effective conservation programs that decrease water use.	Implements Policy PFS-3.15. Establishes the City's commitment to implement specific programs in order to meet water conservation standards. These programs would lead to reduced electricity consumption in the City's water distribution system and reduce GHG emissions.
Implementation Program PFS 5 Construction and Demolition Debris Recycling Ordinance	The City shall revise the Construction and Demolition Debris Recycling Ordinance to be consistent with the processing capabilities Alameda County transfer stations and waste facilities. The ordinance revision shall also consider additional requirements and provisions included in other local recycling ordinances.	Implements Policies PFS-7.4 and PFS-7.12. Establishes City's commitment to update the local C&D Debris Recycling Ordinance to align with regional programs. Recycling of construction and demolition waste would reduce GHG emissions associated with transport to and decomposition in landfills, and would also potentially result in reduction in GHG emissions associated with the extraction of natural resources, processing, manufacturing and use of new construction materials.

Table 10.4 Proposed Hayward General Plan Policies to Reduce Greenhouse Gas Emissions		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Implementation Program PFS 6 Rainwater Harvesting and Greywater Systems	The City shall study the feasibility of amending the City's building and development codes to encourage rainwater harvesting and greywater systems. Based on findings from the study, the City shall prepare and submit recommendations to the City Council to amend the building and development codes as necessary.	Implements Policies PFS-5.4 and PFS-5.9. Establishes the City's intent to study feasibility of code revisions to encourage rainwater harvesting and greywater systems. Increased use of these systems can reduce overall demand for potable water and/or wastewater treatment, leading to reductions in energy demand and GHG emissions.

11. HAZARDS AND HAZARDOUS MATERIALS

This EIR chapter describes hazards and hazardous materials conditions in the Planning Area. The chapter includes the regulatory framework necessary to evaluate potential environmental impacts resulting from the 2040 General Plan, describes potential impacts that could result from the General Plan, and discusses General Plan goals, policies, and implementation programs that would avoid or reduce those potential impacts. The chapter recommends mitigation measures as needed to reduce significant impacts.

11.1 SETTING

For the environmental topics relevant to this EIR chapter, the environmental and regulatory setting of the Hayward Planning Area with respect to hazards and hazardous materials is described in chapter 9 (Hazards), section 9.4 (Airport Hazards) and section 9.5 (Hazardous Materials), of the General Plan Background Report (City of Hayward, 2013). Pursuant to section 15150 of the State CEQA Guidelines, the Background Report is incorporated into the Draft Program EIR by reference. The Background Report is available at the City of Hayward 2040 General Plan website at:

http://www.hayward-ca.gov/GENERALPLAN/

Copies of the Background Report may be viewed during regular business hours--8:00 AM to 5:00 PM, Monday through Thursday, and 8:00 AM to noon on Friday--at the City of Hayward Development Services Department Permit Center, 777 B Street, Hayward, CA 94541.

11.1.1 Environmental Setting

The Hazards chapter of the Background Report describes the existing conditions related to hazardous materials and airport hazards in the Planning Area, as summarized below.

(a) Hazardous Materials. These major findings address the potential presence of hazardous materials within the Planning Area and analyze the potential risk these materials pose. Existing and potential problems related to hazardous materials include water and soil contamination, health hazards from existing or historical land uses that use or generate hazardous materials, and the improper disposal of hazardous materials by business, industry, and individual households.

- The City of Hayward Fire Department is a Certified Unified Program Agency (CUPA) and has been certified by the State to implement the Unified Hazardous Materials and Hazardous Waste Management Program (CUPA Program) in the City. The CUPA Program coordinates the administrative requirements, permits, inspections, and enforcement activities for a wide range of environmental and emergency management programs.

- There are 99 active underground storage tank (UST) facilities in Hayward with a total of 246 USTs for petroleum products and other liquid hazardous materials.

- GeoTracker lists 141 open site contamination cases within the Hayward Planning Area, including 8 in the unincorporated portion of the Planning Area; 82 of these are listed as caused by leaking underground storage tanks (LUST sites) while 59 are related to other types of spills, leaks, investigations, and cleanups (SLIC sites). The open cases are monitored by any one of the following agencies: State Department of Toxic Substances Control (DTSC) with 20 LUST sites and 8 SLIC sites; Regional Water Quality Control Board (RWQCB) with 9 LUST sites and 34 SLIC sites; Alameda County Department of Environmental Health (ACDEH) with 9 LUST sites and 13 SLIC sites; Alameda County Water District (ACWD) with 13 LUST sites and 4 SLIC sites; and Hayward Fire Department with 31 LUST sites. The Hayward Fire Department has not been authorized to oversee SLIC sites.

- The Hayward Fire Department implements the City of Hayward Comprehensive Emergency Management Plan. This plan addresses the City's responsibilities in emergencies associated with natural disaster, human-caused incidents, and technological incidents, including hazardous materials vulnerability and hazardous materials transport.

(b) Airport Hazards. These major findings summarize existing information related to potential airport hazards and safety issues for people and property within the overflight zones of Hayward Executive Airport and Oakland International Airport (OAK).

- Portions of the Planning Area are located within the influence area zones of both Hayward Executive Airport and Oakland International Airport (OAK). However, only the Hayward Executive Airport has defined Overflight Safety Zones within the Planning Area. These zones identify areas of potential hazard from aircraft takeoff and landings, and cover a wide portion of southwestern Hayward.

- The basic strategy for minimizing risks to people on the ground near airports is to limit the number of people who might gather in areas most susceptible to potential aircraft accidents by prohibiting/limiting certain non-compatible land uses. This generally includes limiting: buildings that serve people with limited mobility (e.g., children's schools, hospitals, nursing homes); sensitive industrial uses; residential uses; public uses; and uses that process/store hazardous or flammable materials (e.g., oil refineries, chemical plants).

- While the potential for aircraft crash hazards within the Planning Area is low, any such incident could result in a substantial hazard to people and property. This is due to the location of Hayward Executive Airport near many existing industrial, commercial, and residential neighborhoods in the southwestern portion of Hayward.

11.1.2 Regulatory Setting

(a) Hazardous Materials. The Background Report Hazards chapter (section 9.5) describes the following regulatory setting related to hazardous materials.

Federal agencies that regulate hazardous materials include the U.S. Environmental Protection Agency (EPA), Occupational Safety and Health Administration (OSHA), United States Department of Transportation (DOT), and National Institute of Health (NIH). The following

Federal laws and guidelines govern hazardous materials storage, handling, and remediation in the Planning Area:

- Occupational Safety and Health Act
- Federal Insecticide, Fungicide, and Rodenticide Act
- Comprehensive Environmental Response, Compensation, and Liability Act
- Guidelines for Carcinogens and Biohazards
- Superfund Amendments and Reauthorization Act Title III
- Resource Conservation and Recovery Act
- Toxic Substances Control Act

U.S. Environmental Protection Agency. The Environmental Protection Agency (EPA) is responsible for researching and setting national standards for a variety of environmental programs, and delegates to states and local governments the responsibility for issuing permits and monitoring and enforcing compliance. EPA Region IX has authority in the Bay region, regulating chemical and hazardous materials use, storage, treatment, handling, transport, and disposal practices; protecting workers and the community (along with CalOSHA, see below); and integrating the federal Clean Water Act and Clean Air Act into California legislation.

Federal Occupational Safety and Health Administration. The Federal Occupational Health and Safety Administration (OSHA) establishes and enforces Federal regulations related to health and safety of workers exposed to toxic and hazardous materials. OSHA also sets health and safety guidelines for construction activities and manufacturing facility operations.

California Environmental Protection Agency/Office of Emergency Services. The California Environmental Protection Agency (Cal/EPA) establishes regulations governing the use of hazardous materials in the State in order to protect air, water, and soil. The Office of Emergency Services (OES) coordinates State and local agencies and resources for educating, planning, and warning citizens of hazardous materials and related emergencies, including organized response efforts in case of emergencies.

California Department of Toxic Substances Control. The California Department of Toxic Substances Control (DTSC) regulates hazardous substances and wastes, oversees remedial investigations, protects drinking water from toxic contamination, and warns public exposed to listed carcinogens.

California Highway Patrol/California Department of Transportation. The California Highway Patrol (CHP) and California Department of Transportation (Caltrans) have primary regulatory responsibility for the transportation of hazardous wastes and materials.

California Occupational Safety and Health Administration. The California Occupational Safety and Health Administration (CalOSHA) is responsible for promulgating and enforcing State health and safety standards and implementing Federal OSHA laws. For example, CalOSHA's regulatory purview includes provisions to minimize the potential for release of asbestos and lead during construction and demolition activities.

Regional Water Quality Control Board. One of nine regional boards in the state, the San Francisco Bay Regional Water Quality Control Board (RWQCB) protects surface and groundwater quality from pollutants discharged or threatened to be discharged to the Waters of the State. The RWQCB issues and enforces National Pollutant Discharge Elimination System

(NPDES) permits and regulates leaking underground storage tanks and other sources of groundwater contamination.

Bay Area Air Quality Management District. The Bay Area Air Quality Management District (BAAQMD) regulates the demolition of buildings and structures that may contain asbestos. The BAAQMD is vested with authority to regulate airborne pollutants through both inspection and law enforcement, and is to be notified 10 days in advance of any proposed demolition or abatement work.

Alameda County Department of Environmental Health. The Alameda County Department of Environmental Health (ACEH) operates the Household and Small Business Hazardous Waste Collection Program.

City of Hayward Fire Department. The City of Hayward Fire Department is a Certified Unified Program Agency (CUPA) and has been certified by the State to implement the Unified Hazardous Materials and Hazardous Waste Management Program (Certified Unified Program Agency - CUPA Program) in the City. The City of Hayward Hazardous Materials Office administers the CUPA Program. The CUPA Program coordinates the administrative requirements, permits, inspections, and enforcement activities for the following environmental and emergency management programs:

- Hazardous Materials Release Response Plans and Inventories (Hazardous Materials Business Plans - HMBPs)
- California Accidental Release Prevention (CalARP) Program
- Underground Storage Tank (UST) Program
- Aboveground Petroleum Storage Act (APSA) Program, including Spill Prevention, Control, and Countermeasure (SPCC) Plans
- Hazardous Waste Generator Program
- Onsite Hazardous Waste Treatment (Tiered Permit) Program
- California Fire Code Hazardous Material Management Plans (HMMPs), and Hazardous Materials Inventory Statements (HMISs)

In addition to performing responsibilities under the CUPA Program, the Hayward Fire Department implements the California Fire Code with local amendment (known as the “Hayward Fire Code”).

The Hayward Fire Department implements the City of Hayward Comprehensive Emergency Management Plan. This Plan addresses the City’s responsibilities in emergencies associated with natural disaster, human-caused incidents, and technological incidents, including hazardous materials vulnerability and hazardous materials transport. It defines the primary and support roles of City of Hayward agencies and departments in after-incident damage assessment and reporting requirements. The plan also provides a framework for response and recovery coordination between the City and local, State, and Federal agencies. The plan: (1) conforms to the State-mandated Standardized Emergency Management System (SEMS) and restructures

emergency response in compliance with the Federal Emergency Management Agency (FEMA) Incident Command System (ICS); (2) establishes response policies and procedures to provide the City clear guidance for planning; (3) details steps necessary to protect lives and property; (4) outlines coordination requirements; and (5) provides the basis for unified training and response exercises. The plan also meets the requirements of Alameda County's policies on emergency response and planning.

The Hayward Fire Department also operates the Community Emergency Response Team (CERT) program. The program trains and certifies members of the public in basic emergency response and organizational skills, including light fire suppression, hazardous materials awareness, first aid, light search and rescue techniques, and disaster response assistance.

Environmental Site Assessment (ESA) Procedures. A Phase I ESA is the initial investigation phase of a process established by the American Society for Testing and Materials Standards (ASTM), cited by the Superfund Clean-Up Act of 1998, as adequate due diligence by new purchasers of properties or their lenders prior to site development. Phase I ESAs must be completed prior to property development by private parties to establish that the buyer has exercised due diligence in purchasing the site. If a Phase I ESA indicates evidence of site contamination, a Phase II ESA would be required prior to site development. The Phase II ESA includes collection of original samples of soil, groundwater, or building materials to measure and analyze quantities of various contaminants. The most frequent substances tested for are petroleum hydrocarbons, heavy metals, pesticides, solvents, asbestos, and mold. Appropriate cleanup levels for each contaminant, based on current and planned land use, would be determined in accordance with professional procedures adopted by the lead jurisdictional agency (e.g., DTSC, RWQCB, BAAQMD, CUPA). At sites near ecological receptors, such as sensitive plant or animal species that could be exposed to hazardous materials, cleanup levels would be determined according to the jurisdictional agency's adopted standards.

(b) Airport Hazards. The Background Report Hazards chapter (section 9.4) describes the following regulatory setting related to airport hazards.

Federal Aviation Administration (FAA). The FAA Airport Safety and Operations Division has primary responsibility for the safety and certification of airports and aircraft. The FAA establishes and enforces standards, specifications, and recommendations for the safe operation and design of commercial and general aviation airports. The FAA has no authority over off-airport land uses; its role focuses on the safety of aircraft operations.

Federal Aviation Regulations. Federal Aviation Regulations (FAR) are rules prescribed by the FAA governing all aviation activities in the United States. A wide variety of activities are regulated, such as airplane design and manufacturing, how aircraft are flown, pilot training activities, hot air ballooning, and obstruction lighting and marking.

Part 77, Federal Aviation Regulations. Part 77 of the FAR, Objects Affecting Navigable Airspace, establishes standards for determining obstructions to navigable airspace and the effects of such obstructions on the safe and efficient use of that airspace. The regulations require that the FAA be notified of proposed construction or alteration of objects--whether permanent, temporary, or of natural growth--if those objects would be of a height that exceeds the FAR Part 77 criteria.

Section 44718(d), 49 United States Government Code. This section prohibits new "municipal solid waste landfills" within six miles of airports that receive FAA grants and that primarily serve general aviation aircraft and scheduled air carrier operations using aircraft with less than 60 passenger seats, unless the FAA concludes that its construction and operation would have no adverse effect on aviation safety.

Section 17215, State Education Code. This section requires that, before acquiring title to property for a new school site situated within two miles of an airport runway, a school district must notify the Department of Education (DOE). DOE then notifies the Department of Transportation, which is required to investigate the site and prepare a written report. If the Department of Transportation report does not favor acquisition of the site for a school, no State or local funds can be used for site acquisition or building construction on that site.

Section 81033, State Education Code. This section establishes the same requirements as Section 17215 (above), but for the acquisition of community college sites.

Section 21001 et seq., State Public Utilities Code, State Aeronautics Act. The State Aeronautics Act provides for the right of flight over private property, unless conducted in a dangerous manner or at altitudes below those prescribed by Federal authority (Section 21403(a)). The act also gives the State Department of Transportation and local governments the authority to protect the airspace defined by FAR Part 77 criteria.

California Airport Land Use Planning Handbook (2011). The California Airport Land Use Planning Handbook provides examples of safety zones for five types of general aviation runways, an air carrier runway, and a military runway. The shapes and sizes of the zones are largely based on the spatial distribution of potential aircraft accidents. The handbook provides a qualitative description of the land use characteristics considered acceptable or unacceptable within each of the basic safety zones.

California Aeronautics Act (Public Utilities Code, Section 21670 et seq.). The Aeronautics Act requires airport land use commissions to prepare an Airport Land Use Compatibility Plan (ALUCP) for nearly all public-use airports in the State. The intent of the ALUCP is to encourage compatibility between airports and the various land uses that surround them. Alameda County has established an Airport Land Use Commission (ALUC), in accordance with State law, to prepare land use compatibility plans for all public-use airports in the county and to review general plans, proposed changes to zoning codes and ordinances, land use actions and development projects, and airport development plans for consistency with compatibility policies.

FAA Advisory Circular (AC) 150/5390-2B, "Heliport Design." FAA Heliport Design guidelines provide recommendations for heliport design and describe the Federal requirements associated with heliport development. Alameda County encourages those with heliport proposals to implement the guidance set forth in the AC to the greatest extent practicable.

Alameda County Airport Land Use Commission. The Alameda County Airport Land Use Commission (ALUC) has the authority "to coordinate planning at the State, regional, and local levels so as to provide for the orderly development of air transportation, while at the same time protecting the public health, safety, and welfare"; to prepare and adopt airport land use plans; and to review and make recommendations concerning specified plans, regulations, and other actions of local agencies and airport operators. The ALUC ensures compatible land uses around the Hayward Executive, Oakland International, and Livermore Municipal airports through

the implementation of their respective airport land use compatibility plans (ALUCPs). In addition, ALUC reviews plans for proposed new airports or heliports.

Hayward Executive Airport Land Use Compatibility Plan (2012). The State of California requires the ALUC to prepare an airport land use compatibility plan (ALUCP) for each public-use airport in the county. The intent of each ALUCP is to encourage compatibility between the airport and the various surrounding land uses. The Hayward Executive Airport Land Use Compatibility Plan, adopted in 2012, is the primary document used by the ALUC to ensure compatibility between Hayward Executive Airport and its environs. More specifically, the ALUCP acts as a guide for the ALUC and the City of Hayward to use in order to safeguard the general welfare of the public as the airport expands. The document also serves as a tool for the ALUC to fulfill its duty to review airport and land use development proposals within the airport influence area (AIA) or referral area associated with the airport. In addition to evaluating development proposals, the ALUC and local jurisdictions also use the ALUCP when they prepare and amend land use plans and ordinances. State law requires Alameda County and affected cities to modify their general and specific plans to be consistent with the ALUCP, or to take steps to overrule the ALUCP.

11.2 ENVIRONMENTAL EFFECTS

This section describes potential impacts related to hazards and hazardous materials that could result from the General Plan, and discusses General Plan goals, policies, and implementation programs that would avoid or reduce those potential impacts. The section also recommends mitigation measures as needed to reduce significant impacts.

11.2.1 Significance Criteria

Based on the CEQA Guidelines,[1] implementation of the City of Hayward 2040 General Plan would have a significant impact related to hazards and hazardous materials if it would:

(a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;

(b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;

(c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;

(d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, create a significant hazard to the public or the environment;

(e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard for people residing or working in or outside the Planning Area;

[1] CEQA Guidelines, appendix G, items VIII (a) through (h).

(f) For a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in or outside the Planning Area;

(g) Impact implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan; or

(h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

There are no private airstrips in the vicinity of the Planning Area (criterion [f]). However, Saint Rose Hospital does include a private helicopter pad that is used at variable times to transport emergency medical patients. This facility does require an operating permit from the California Department of Transportation, and safety compatibility concerns are addressed primarily through the City's standard permit process. Therefore, this issue is not discussed further in this EIR.

11.2.2 Analysis Methodology

The methodology for evaluating potential environmental impacts related to hazards and hazardous materials followed this basic sequence:

(1) The General Plan Background Report was evaluated to identify existing environmental conditions and problems related to hazards and hazardous materials, including the regulatory framework that applies to these issues.

(2) The CEQA Statute and Guidelines (2013), including appendix G (Environmental Checklist Form), were consulted to identify environmental impact topics and issues that should be addressed in the program EIR. In part, this process resulted in the significance criteria listed in subsection 11.2.1 above.

(3) The General Plan Policy Document, including the associated development capacity assumptions (see EIR section 3.6), was analyzed to identify goals, policies, implementation programs ("policies" for short), and potential outcomes that address the significance criteria. This analysis resulted in two basic conclusions regarding policies and outcomes: (a) many policies would avoid or reduce potential environmental impacts, and (b) some policies or outcomes could result in new environmental impacts or increase the severity of existing environmental problems.

(4) For potential environmental impacts that would result from the 2040 General Plan, mitigations were designed to avoid or reduce each impact to a less-than-significant level. If implementation of all identified feasible mitigations cannot reduce the impact to a less-than-significant level, then the impact is considered significant and unavoidable.

11.2.3 Environmental Impacts

The following tables are aligned with the significance criteria identified above. There is one table for each significance criterion, in the following pattern: significance criterion (a) corresponds with table 11.1, criterion (b) corresponds with table 11.2, and so on. Column 1

(Objective) in each table lists each General Plan goal, policy, and implementation program ("policy" for short), organized by General Plan element, that addresses the potential impact identified in the name of the table. Column 2 is the text of the policy. Column 3 answers the question, "How does the policy avoid or reduce the potential impact?"

Whenever a particular criterion does not apply to the proposed General Plan, an explanation is included in the Significance Criteria text above, and there is no table for that criterion. To maintain consistency, each table's title contains language taken directly from its corresponding significance criterion.

The verbs in column 3 are intended to be applied consistently. The verb "ensures" means that the policy is sufficient to guarantee the result identified in the policy. The verb "helps" means that the policy contributes to avoiding or reducing the identified potential impact; in many cases, "helps" is used for a policy that can be applied to avoid or reduce a wide range of potential impacts. The verb "implements" is used for General Plan implementation programs to indicate that the program provides the details to put the associated policy into action.

In most cases, no one goal, policy, or implementation program ("policy" for short) in itself is expected to completely avoid or reduce an identified potential environmental impact. However, the collective, cumulative mitigating benefits of the policies listed in each table will result in a less-than-significant impact related to the identified significance criterion and the corresponding environmental topic listed in the table name. This conclusion is consistent with the purpose and use of a program EIR for a general plan (see EIR Introduction, chapter 1).

Based on the methodology described above, 2040 General Plan impacts related to hazards and hazardous materials would be ***less than significant*** (see criteria [a] through [e], [g], and [h] in subsection 11.2.1, "Significance Criteria," above). No mitigation is required.

Table 11.1 Proposed Hayward General Plan Policies to Avoid or Reduce Hazards and Hazardous Materials Impacts		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Natural Resources Element		
Policy NR-5.2 Mining Operations Nuisance and Hazard Abatement	The City shall require applicants for any new or expanded mining operation to demonstrate, prior to issuance of a conditional use permit, that the operation will not create significant nuisances, hazards, or adverse environmental effects on neighboring land uses.	Helps minimize potential environmental impacts of mining operations.
Policy NR-6.7 Toxic Metal Waste Remediation	The City shall protect baylands by ensuring that proper measures are in place to safely remove toxic metals in sewage prior to disposal.	Avoids toxic metal impacts on baylands.
Policy NR-6.15 Native Vegetation Planting	The City shall encourage private property owners to plant native or drought-tolerant vegetation in order to preserve the visual character of the area and reduce the need for toxic sprays and groundwater supplements.	Encourages the reduction of potential environmental impacts from household toxic chemicals.
Hazards Element		
Goal HAZ-6	Protect people and environmental resources from contaminated hazardous material sites and minimize risks associated with the use, storage, transport, and disposal of hazardous materials.	Minimizes potential hazardous materials impacts.
Policy HAZ-6.1 Hazardous Materials Program	The City shall maintain its status as a Certified Unified Program Agency and implement the City's Unified Hazardous Materials and Hazardous Waste Management Program, which includes: ▪ Hazardous Materials Release Response Plans and Inventories (Hazardous Materials Business Plans - HMBP); ▪ California Accidental Release Prevention (CalARP) Program; ▪ Underground Storage Tank (UST) Program; ▪ Above-ground Petroleum Storage Act (APSA) Program, including Spill Prevention, Control, and Countermeasure (SPCC) Plans; ▪ Hazardous Waste Generator Program; ▪ On-site Hazardous Waste Treatment (Tiered Permit) Program; and	Implements the City's wide-ranging hazardous materials programs as one unified, integrated program. Minimizes potential hazardous materials impacts.

Table 11.1 Proposed Hayward General Plan Policies to Avoid or Reduce Hazards and Hazardous Materials Impacts		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	▪ California Fire Code Hazardous Material Management Plans (HMMP) and Hazardous Materials Inventory Statements (HMIS).	
Policy HAZ-6.3 Permit Requirements	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.	Ensures that all development proposals will be professionally evaluated for potential hazardous materials impacts.
Policy HAZ-6.4 Land Use Buffers	The City shall review applications for commercial and industrial uses that involve the use, storage, and transport of hazardous materials to determine the need for buffer zones or setbacks to minimize risks to homes, schools, community centers, hospitals, and other sensitive uses.	Ensures adequate physical buffers between sensitive land uses and operations that involve hazardous materials.
Policy HAZ-6.6 Education Resources	The City shall provide educational resources to residents and businesses to promote safe practices related to the use, storage, transportation, and disposal of hazardous materials.	Promotes proactive avoidance of hazardous materials impacts.
Policy HAZ-6.7 Agency Coordination	The City shall coordinate with State, Federal, and local agencies to develop and promote best practices related to the use, storage, transportation, and disposal of hazardous materials.	Minimizes potential hazardous materials impacts through interagency coordination.
Policy HAZ-6.8 Truck Routes	The City shall maintain designated truck routes for the transportation of hazardous materials through the City of Hayward. The City shall discourage truck routes passing through residential neighborhoods to the maximum extent feasible.	Helps ensure the safe transport of hazardous materials through the least vulnerable areas.
Public Facilities and Services Element		
Policy PFS-4.11 Industrial Pretreatment	The City shall enforce appropriate industrial pre-treatment standards and source control to prevent materials prohibited by Federal and State regulations from entering the wastewater system and to ensure compliance with the City's local discharge limits. The City shall work with the business community to maintain and implement programs to ensure compliance with all Federal, State, and local discharge requirements.	Helps ensure that hazardous materials will not enter the wastewater system.

Table 11.1 Proposed Hayward General Plan Policies to Avoid or Reduce Hazards and Hazardous Materials Impacts		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy PFS-7.11 Disposable, Toxic, or Non-Renewable Products	The City shall reduce the use of disposable, toxic, or nonrenewable products in City operations.	Reduces the potential for hazardous materials impacts in City operations.
Policy PFS-7.18 E-Waste Disposal	The City shall encourage residents and businesses to properly dispose of their e-waste at permitted facilities.	Encourages proactive avoidance of hazardous materials impacts.
Community Health and Quality of Life Element		
Policy HQL-7.2 Use of Hazardous Materials on Public Property	The City shall reduce or eliminate, as feasible, the use of pesticides and herbicides that negatively impact human health on City properties, especially in parks and publicly accessible open spaces.	Reduces the potential for hazardous materials impacts on public land.
Policy HQL-7.3 Home Use of Hazardous Materials	The City shall encourage and educate residents, non-profits, and businesses to implement integrated pest management principles, and reduce or discontinue the use of pesticides, herbicides, and toxic cleaning substances.	Encourages proactive avoidance of hazardous materials impacts.
Policy HQL-7.4 Non-Toxic Cleaning Supplies	The City shall use green and non-toxic cleaning supplies in all public buildings, and shall encourage schools, hospitals, non-profits, and local business to use green and non-toxic cleaning supplies.	Reduces the potential for hazardous materials impacts.
Policy HQL-7.5 Proximity to Pollution Sources	The City shall avoid locating new sensitive uses such as schools, childcare centers, and senior housing, to the extent feasible, in proximity to sources of pollution, odors, or near existing businesses that handle toxic materials. Where such uses are located in proximity to sources of air pollution, odors, or toxic materials, the City shall encourage building design, construction safeguards, and technological techniques to mitigate the negative impacts of hazardous materials and/or air pollution on indoor air quality.	Avoids hazardous materials impacts through location. Mitigates potential impacts through design, construction, and operation.

Table 11.2 Proposed Hayward General Plan Policies to Avoid or Reduce the Potential for Accidental Release of Hazardous Materials		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Natural Resources Element		
Policy NR-5.2 Mining Operations Nuisance and Hazard Abatement	The City shall require applicants for any new or expanded mining operation to demonstrate, prior to issuance of a conditional use permit, that the operation will not create significant nuisances, hazards, or adverse environmental effects on neighboring land uses.	Helps minimize the potential for a hazardous materials release from mining operations.
Policy NR-6.7 Toxic Metal Waste Remediation	The City shall protect baylands by ensuring that proper measures are in place to safely remove toxic metals in sewage prior to disposal.	Avoids toxic metal releases into baylands.
Hazards Element		
Goal HAZ-6	Protect people and environmental resources from contaminated hazardous material sites and minimize risks associated with the use, storage, transport, and disposal of hazardous materials.	Minimizes the potential for a hazardous materials release.
Policy HAZ-6.1 Hazardous Materials Program	The City shall maintain its status as a Certified Unified Program Agency and implement the City's Unified Hazardous Materials and Hazardous Waste Management Program, which includes: ▪ Hazardous Materials Release Response Plans and Inventories (Hazardous Materials Business Plans - HMBP); ▪ California Accidental Release Prevention (CalARP) Program; ▪ Underground Storage Tank (UST) Program; ▪ Above-ground Petroleum Storage Act (APSA) Program, including Spill Prevention, Control, and Countermeasure (SPCC) Plans; ▪ Hazardous Waste Generator Program; ▪ On-site Hazardous Waste Treatment (Tiered Permit) Program; and ▪ California Fire Code Hazardous Material Management Plans (HMMP) and Hazardous Materials Inventory Statements (HMIS).	Implements the City's wide-ranging hazardous materials programs as one unified, integrated program. Minimizes the potential for a hazardous materials release.

Table 11.2 Proposed Hayward General Plan Policies to Avoid or Reduce the Potential for Accidental Release of Hazardous Materials		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy HAZ-6.2 Site Investigations	The City shall require site investigations to determine the presence of hazardous materials and/or waste contamination before discretionary project approvals are issued by the City. The City shall require appropriate measures to be taken to protect the health and safety of site users and the greater Hayward community.	Ensures that proposed development sites will be professionally evaluated for the presence of hazardous materials, and that any necessary mitigation will be implemented.
Policy HAZ-6.3 Permit Requirements	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.	Ensures that all development proposals will be professionally evaluated for potential hazardous materials impacts, including the potential for an accidental release.
Policy HAZ-6.4 Land Use Buffers	The City shall review applications for commercial and industrial uses that involve the use, storage, and transport of hazardous materials to determine the need for buffer zones or setbacks to minimize risks to homes, schools, community centers, hospitals, and other sensitive uses.	Ensures adequate physical buffers between sensitive land uses and operations that could accidentally release hazardous materials.
Policy HAZ-6.6 Education Resources	The City shall provide educational resources to residents and businesses to promote safe practices related to the use, storage, transportation, and disposal of hazardous materials.	Promotes proactive avoidance of hazardous materials impacts, including accidental releases.
Policy HAZ-6.7 Agency Coordination	The City shall coordinate with State, Federal, and local agencies to develop and promote best practices related to the use, storage, transportation, and disposal of hazardous materials.	Minimizes potential hazardous materials impacts, including accidental releases, through interagency coordination.
Policy HAZ-6.8 Truck Routes	The City shall maintain designated truck routes for the transportation of hazardous materials through the City of Hayward. The City shall discourage truck routes passing through residential neighborhoods to the maximum extent feasible.	Helps ensure the safe transport of hazardous materials through the least vulnerable areas. Helps avoid the potential for accidental releases in residential areas.
Public Facilities and Services Element		
Policy PFS-4.11 Industrial Pretreatment	The City shall enforce appropriate industrial pre-treatment standards and source control to prevent materials prohibited by Federal and State regulations from entering the wastewater system and to ensure	Helps ensure that hazardous materials will not be released into the wastewater system.

Table 11.2 Proposed Hayward General Plan Policies to Avoid or Reduce the Potential for Accidental Release of Hazardous Materials		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	compliance with the City's local discharge limits. The City shall work with the business community to maintain and implement programs to ensure compliance with all Federal, State, and local discharge requirements.	
Policy PFS-7.11 Disposable, Toxic, or Non-Renewable Products	The City shall reduce the use of disposable, toxic, or nonrenewable products in City operations.	Reduces the potential for a hazardous materials release from City operations.
Policy PFS-7.18 E-Waste Disposal	The City shall encourage residents and businesses to properly dispose of their e-waste at permitted facilities.	Encourages proactive avoidance of hazardous materials releases.
Community Health and Quality of Life Element		
Policy HQL-7.2 Use of Hazardous Materials on Public Property	The City shall reduce or eliminate, as feasible, the use of pesticides and herbicides that negatively impact human health on City properties, especially in parks and publicly accessible open spaces.	Reduces the potential for a hazardous materials release on public land.
Policy HQL-7.3 Home Use of Hazardous Materials	The City shall encourage and educate residents, non-profits, and businesses to implement integrated pest management principles, and reduce or discontinue the use of pesticides, herbicides, and toxic cleaning substances.	Encourages proactive avoidance of hazardous materials releases.
Policy HQL-7.4 Non-Toxic Cleaning Supplies	The City shall use green and non-toxic cleaning supplies in all public buildings, and shall encourage schools, hospitals, non-profits, and local business to use green and non-toxic cleaning supplies.	Reduces the potential for a hazardous materials release.
Policy HQL-7.5 Proximity to Pollution Sources	The City shall avoid locating new sensitive uses such as schools, childcare centers, and senior housing, to the extent feasible, in proximity to sources of pollution, odors, or near existing businesses that handle toxic materials. Where such uses are located in proximity to sources of air pollution, odors, or toxic materials, the City shall encourage building design, construction safeguards, and technological techniques to mitigate the negative impacts of hazardous materials and/or air pollution on indoor air quality.	Avoids hazardous materials releases through strategic location of land uses. Mitigates potential impacts through design, construction, and operation.

Table 11.3 Proposed Hayward General Plan Policies to Avoid or Reduce the Potential for Hazardous Materials Impacts Within One-Quarter Mile of a School		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Natural Resources Element		
Policy NR-5.2 Mining Operations Nuisance and Hazard Abatement	The City shall require applicants for any new or expanded mining operation to demonstrate, prior to issuance of a conditional use permit, that the operation will not create significant nuisances, hazards, or adverse environmental effects on neighboring land uses.	Helps ensure that mining operations will not result in impacts on schools.
Goal HAZ-6	Protect people and environmental resources from contaminated hazardous material sites and minimize risks associated with the use, storage, transport, and disposal of hazardous materials.	Minimizes the potential for hazardous materials impacts on schools.
Policy HAZ-6.1 Hazardous Materials Program	The City shall maintain its status as a Certified Unified Program Agency and implement the City's Unified Hazardous Materials and Hazardous Waste Management Program, which includes: ▪ Hazardous Materials Release Response Plans and Inventories (Hazardous Materials Business Plans - HMBP); ▪ California Accidental Release Prevention (CalARP) Program; ▪ Underground Storage Tank (UST) Program; ▪ Above-ground Petroleum Storage Act (APSA) Program, including Spill Prevention, Control, and Countermeasure (SPCC) Plans; ▪ Hazardous Waste Generator Program; ▪ On-site Hazardous Waste Treatment (Tiered Permit) Program; and ▪ California Fire Code Hazardous Material Management Plans (HMMP) and Hazardous Materials Inventory Statements (HMIS).	Implements the City's wide-ranging hazardous materials programs as one unified, integrated program. Minimizes potential hazardous materials impacts on schools.
Policy HAZ-6.2 Site Investigations	The City shall require site investigations to determine the presence of hazardous materials and/or waste contamination before discretionary project approvals are issued by the City. The City shall require appropriate measures to be taken to protect the health	Ensures that proposed development sites--regardless of location--will be professionally evaluated for the presence of hazardous materials, and that any necessary mitigation will be implemented.

Table 11.3 Proposed Hayward General Plan Policies to Avoid or Reduce the Potential for Hazardous Materials Impacts Within One-Quarter Mile of a School		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	and safety of site users and the greater Hayward community.	
Policy HAZ-6.3 Permit Requirements	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.	Ensures that all development proposals--regardless of location--will be professionally evaluated for potential hazardous materials impacts.
Policy HAZ-6.4 Land Use Buffers	The City shall review applications for commercial and industrial uses that involve the use, storage, and transport of hazardous materials to determine the need for buffer zones or setbacks to minimize risks to homes, schools, community centers, hospitals, and other sensitive uses.	Ensures adequate physical buffers between sensitive land uses (e.g., schools) and operations that involve hazardous materials.
Policy HAZ-6.7 Agency Coordination	The City shall coordinate with State, Federal, and local agencies to develop and promote best practices related to the use, storage, transportation, and disposal of hazardous materials.	Minimizes potential hazardous materials impacts--regardless of location--through interagency coordination.
Policy HAZ-6.8 Truck Routes	The City shall maintain designated truck routes for the transportation of hazardous materials through the City of Hayward. The City shall discourage truck routes passing through residential neighborhoods to the maximum extent feasible.	Helps ensure the safe transport of hazardous materials through the least vulnerable areas. Helps avoid the potential for accidental releases near schools.
Community Health and Quality of Life Element		
Policy HQL-7.3 Home Use of Hazardous Materials	The City shall encourage and educate residents, non-profits, and businesses to implement integrated pest management principles, and reduce or discontinue the use of pesticides, herbicides, and toxic cleaning substances.	Encourages proactive avoidance of hazardous materials impacts, regardless of location.
Policy HQL-7.4 Non-Toxic Cleaning Supplies	The City shall use green and non-toxic cleaning supplies in all public buildings, and shall encourage schools, hospitals, non-profits, and local business to use green and non-toxic cleaning supplies.	Reduces the potential for hazardous materials impacts on schools.
Policy HQL-7.5 Proximity to Pollution Sources	The City shall avoid locating new sensitive uses such as schools, childcare centers, and senior housing, to the extent feasible, in proximity to sources of pollution, odors, or near existing businesses that handle toxic	Avoids hazardous materials impacts through strategic location of land uses, including schools. Mitigates potential impacts through design, construction, and operation.

Table 11.3 Proposed Hayward General Plan Policies to Avoid or Reduce the Potential for Hazardous Materials Impacts Within One-Quarter Mile of a School		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	materials. Where such uses are located in proximity to sources of air pollution, odors, or toxic materials, the City shall encourage building design, construction safeguards, and technological techniques to mitigate the negative impacts of hazardous materials and/or air pollution on indoor air quality.	
Education and Lifelong Learning Element		
Policy EDL-1.4 Employee Childcare and Childhood Development Facilities	The City shall consider commercial development applications to provide on-site childcare and early childhood development programs for business employees. The City shall consider surrounding land uses and the safety and health of children when evaluating applications.	Helps minimize environmental impacts on childcare facilities.

Table 11.4 Proposed Hayward General Plan Policies to Avoid or Reduce Hazards from Listed Hazardous Materials Sites		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Hazards Element		
Goal HAZ-6	Protect people and environmental resources from contaminated hazardous material sites and minimize risks associated with the use, storage, transport, and disposal of hazardous materials.	Avoids the location of new development on, and the exposure of people to, contaminated sites.
Policy HAZ-6.1 Hazardous Materials Program	The City shall maintain its status as a Certified Unified Program Agency and implement the City's Unified Hazardous Materials and Hazardous Waste Management Program, which includes: ▪ Hazardous Materials Release Response Plans and Inventories (Hazardous Materials Business Plans - HMBP); ▪ California Accidental Release Prevention (CalARP) Program; ▪ Underground Storage Tank (UST) Program; ▪ Above-ground Petroleum Storage Act (APSA) Program, including Spill Prevention, Control, and Countermeasure (SPCC) Plans; ▪ Hazardous Waste Generator Program;	Implements the City's wide-ranging hazardous materials programs as one unified, integrated program. Avoids the location of new development on, and the exposure of people to, contaminated sites. Ensures that contaminated sites are cleaned-up according to all applicable regulations.

Table 11.4 Proposed Hayward General Plan Policies to Avoid or Reduce Hazards from Listed Hazardous Materials Sites		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	▪ On-site Hazardous Waste Treatment (Tiered Permit) Program; and ▪ California Fire Code Hazardous Material Management Plans (HMMP) and Hazardous Materials Inventory Statements (HMIS).	
Policy HAZ-6.2 Site Investigations	The City shall require site investigations to determine the presence of hazardous materials and/or waste contamination before discretionary project approvals are issued by the City. The City shall require appropriate measures to be taken to protect the health and safety of site users and the greater Hayward community.	Ensures that new development will not be located on a contaminated site. Ensures that contaminated sites are cleaned-up according to all applicable regulations.

Table 11.5 Proposed Hayward General Plan Policies to Avoid or Reduce Airport Safety Hazards		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Land Use and Community Character Element		
Policy LU-9.7 Hayward Municipal Airport	The City shall maintain and implement an airport master plan to guide the long-term development of the Hayward Municipal Airport.	Ensures that potential safety hazards will be evaluated within the Airport Master Plan.
Hazards Element		
Goal HAZ-7	Minimize exposure to safety hazards associated with aircraft using the Hayward Executive Airport.	Minimizes potential safety impacts from airport operations.
Policy HAZ-7.1 Land Use Safety Compatibility and Airspace Protection Criteria	The City shall consider land use safety and airspace protection when evaluating development applications within the Airport Safety Zones of the Hayward Executive Airport.	Minimizes potential safety impacts from airport operations.
Policy HAZ-7.3 Commission Review	The City shall ensure that all applicable plans, ordinances, and development applications are reviewed by the Alameda County Airport Land Use Commission in compliance with State law.	Helps ensure that developments comply with the Hayward Executive Airport Land Use Compatibility Plan.
Policy HAZ-8.16 Airport Disclosure Notices	The City shall require that all new development within an airport-defined over-flight zone provide deed notices disclosing airport over-flights and noise upon transfer of title to future residents and property owners.	Allows residents and property owners to make informed choices regarding the risks of being located in an airport over-flight zone.

Table 11.6 Proposed Hayward General Plan Policies to Avoid Interfering With or Impairing Implementation of an Adopted Emergency Response or Evacuation Plan		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Hazards Element		
Policy HAZ-6.1 Hazardous Materials Program	The City shall maintain its status as a Certified Unified Program Agency and implement the City's Unified Hazardous Materials and Hazardous Waste Management Program, which includes: ▪ Hazardous Materials Release Response Plans and Inventories (Hazardous Materials Business Plans - HMBP); ▪ California Accidental Release Prevention (CalARP) Program; ▪ Underground Storage Tank (UST) Program; ▪ Above-ground Petroleum Storage Act (APSA) Program, including Spill Prevention, Control, and Countermeasure (SPCC) Plans; ▪ Hazardous Waste Generator Program; ▪ On-site Hazardous Waste Treatment (Tiered Permit) Program; and ▪ California Fire Code Hazardous Material Management Plans (HMMP) and Hazardous Materials Inventory Statements (HMIS).	Implements the City's wide-ranging hazardous materials programs as one unified, integrated program. Facilitates emergency response and evacuation.
Community Safety Element		
Goal CS-5	Prepare the Hayward community for future emergencies and disasters to minimize property damage, protect and save lives, and recover as a resilient community.	Ensures preparedness for emergencies and disasters.
Policy CS-5.1 Public Education	The City shall provide public education to promote citizen awareness and preparedness for self-action in case of a major disaster or emergency.	Helps ensure that citizens are prepared for an emergency or disaster.
Implementation Program CS 1 Grant Funding	The City shall pursue grant funding on an on-going basis to increase Police and Fire Department staffing levels, improve police and fire facilities and equipment, and improve community safety services and programs.	Helps fund the programs described in this table.

Table 11.6 Proposed Hayward General Plan Policies to Avoid Interfering With or Impairing Implementation of an Adopted Emergency Response or Evacuation Plan		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Implementation Program CS 10 Disaster Awareness and Emergency Preparedness Program	The City shall prepare a comprehensive update of its disaster awareness and emergency preparedness program.	Implements Policy CS-5.1 and other policies below.
Policy CS-5.2 Neighborhood Preparedness Tools and Resources	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.	Helps ensure that citizens are prepared for an emergency or disaster through coordinated neighborhood planning.
Policy CS-5.3 Emergency Preparedness Kits	The City shall encourage all residents (including college students, nursing home residents, and group home residents) to prepare and maintain emergency kits with enough supplies to be self-sufficient for three to seven days.	Helps ensure that all residents are prepared for an emergency or disaster.
Policy CS-5.4 Community Emergency Response Training	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.	Improves the effectiveness of emergency and disaster planning.
Policy CS-5.5 Emergency and Disaster Drills	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 and water disruptions and shortages into the drills.	Ensures coordinated multi-jurisdictional planning for emergencies and disasters.
Implementation Program CS 11 Disaster Drills	The City shall conduct annual disaster drills to train City staff and test the effectiveness of the Comprehensive Emergency Management Plan and operational readiness of the Emergency Operations Center. If necessary, the City shall submit a report to the City Council that provides recommendations for follow-up training, updates to the Comprehensive Emergency Management Plan, and improvements to the Emergency Operations Center.	Implements Policy CS-5.5.

Table 11.6 Proposed Hayward General Plan Policies to Avoid Interfering With or Impairing Implementation of an Adopted Emergency Response or Evacuation Plan		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy CS-5.6 Comprehensive Emergency Management Plan	The City shall maintain and implement a Comprehensive Emergency Management Plan to: ▪ Outline the City of Hayward's responsibilities in emergencies. ▪ Coordinate the response and recovery efforts of City Departments, local energy providers, and local, State, and Federal agencies. ▪ Establish procedures for the Emergency Operation Center (EOC).	Implements the City's Comprehensive Emergency Management Plan.
Policy CS-5.10 Mutual Aid Agreements	The City shall continue to participate in mutual aid agreements to ensure adequate resources, facilities, and other support for emergency response.	Ensures multi-jurisdictional coordination during an emergency or disaster.
Policy CS-5.11 Mass Communications Device	The City shall maintain and regularly upgrade its mass communications systems to effectively notify people during disasters and emergencies by using current communication technologies.	Improves the effectiveness of emergency and disaster response.
Mobility Element		
Policy M-4.5 Emergency Access	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.	Helps ensure efficient movement during an emergency (e.g., for an evacuation or for emergency vehicle access).
Community Health and Quality of Life Element		
Policy HQL-9.5 Hazards Resiliency	The City shall continue to assess and monitor risks from local environmental (e.g., flooding, earthquake) and man-made hazards and work with community groups and State and regional agencies to prepare residents, business, and visitors in the event of an incident.	Ensures coordinated multi-jurisdictional planning for emergencies and disasters.
Policy HQL-9.8 Climate Adaptation in Plans	The City shall address climate adaptation in all disaster preparedness and emergency response plans.	Expands the scope of emergency and disaster planning.
Implementation Program HQL 6 Climate Change Vulnerability Assessment Strategy and Annual Report	The City shall prepare a climate change vulnerability assessment strategy to evaluate the cities susceptibility to climate change impacts and identify tools and strategies to mitigate impacts and create a more resilient City. The City shall submit an annual	Implements Policy HQL-9.8.

Table 11.6 Proposed Hayward General Plan Policies to Avoid Interfering With or Impairing Implementation of an Adopted Emergency Response or Evacuation Plan		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	report to the City Council on implementation of the strategy.	

Table 11.7 Proposed Hayward General Plan Policies to Avoid or Reduce Wildfire Hazards		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Hazards Element		
Goal HAZ-5	Protect life and minimize potential property damage from urban wildfire hazards in hillside areas.	Protects people and property from wildfire hazards.
Policy HAZ-5.1 Wildland/Urban Interface Guidelines	The City shall maintain and implement Wildland/Urban Interface Guidelines for new development within fire hazard areas.	Protects new development from wildfire hazards.
Implementation Program LU 3 Comprehensive Design Guidelines Update	The City shall prepare a comprehensive update of the Hayward Design Guidelines and the Hillside Design and Urban Wildland Interface Guidelines. The guidelines shall apply to commercial, residential, industrial, and mixed-use developments located outside of the City's Priority Development Areas.	Implements Policy LU-1.7 and many other land use policies in the 2040 General Plan.
Policy HAZ-5.2 Fire Prevention Codes	The City shall enforce fire prevention codes that require property owners to reduce wildfire hazards on their property.	Reduces wildfire hazards.
Policy HAZ-5.3 Defensible Space and Fuel Reduction	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.	Reduces wildfire hazards.
Policy HAZ-5.4 Grant Funding	The City shall seek grant funding to mitigate potential wildfire threats to the community and to implement special training workshops and projects related to defensible space and fuel reduction practices.	Funds preventative wildfire mitigation.
Policy HAZ-5.5 Park District Coordination	The City shall coordinate with the East Bay Regional Park District and the Hayward Area Recreation and Park District to promote forestry and park management practices that reduce the potential for wildland fires.	Ensures coordinated multi-jurisdictional planning to reduce wildfire hazards.

Table 11.7 Proposed Hayward General Plan Policies to Avoid or Reduce Wildfire Hazards		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy HAZ-5.6 Regional Coordination	The City shall coordinate with Alameda County, the cities of Pleasanton, Dublin, and San Ramon, and other fire protection agencies to reduce the potential for wildfire hazards in the East Bay hills.	Ensures coordinated multi-jurisdictional planning to reduce wildfire hazards.
Community Health and Quality of Life Element		
Policy HQL-9.5 Hazards Resiliency	The City shall continue to assess and monitor risks from local environmental (e.g., flooding, earthquake) and man-made hazards and work with community groups and State and regional agencies to prepare residents, business, and visitors in the event of an incident.	Ensures coordinated multi-jurisdictional planning to reduce environmental hazards, including the potential for wildfires.

12. HISTORIC AND CULTURAL RESOURCES

This EIR chapter describes historic and cultural resources conditions in the Planning Area. The chapter includes the regulatory framework necessary to evaluate potential environmental impacts resulting from the 2040 General Plan, describes potential impacts that could result from the General Plan, and discusses General Plan goals, policies, and implementation programs that would avoid or reduce those potential impacts. The chapter recommends mitigation measures as needed to reduce significant impacts.

12.1 SETTING

The environmental and regulatory setting of the Hayward Planning Area with respect to historic and cultural resources is described in detail in section 1.5 (Land Use and Community Character: Historic and Cultural Resources) and section 7.9 (Natural Resources: Paleontological Resources) of the General Plan Background Report (City of Hayward, 2013). Pursuant to section 15150 of the State CEQA Guidelines, the Background Report is incorporated into the Draft Program EIR by reference. The Background Report is available at the City of Hayward 2040 General Plan website at:

http://www.hayward-ca.gov/GENERALPLAN/

Copies of the Background Report may be viewed during regular business hours--8:00 AM to 5:00 PM, Monday through Thursday, and 8:00 AM to noon on Friday--at the City of Hayward Development Services Department Permit Center, 777 B Street, Hayward, CA 94541.

12.1.1 Environmental Setting

The Land Use and Community Character chapter (section 1.5) of the Background Report describes historic and cultural resources within the Planning Area. The major findings below describe the cultural (historical, archaeological, and paleontological) resources present or potentially present in the Hayward Planning Area. Significant cultural resources in the City include structures that may be eligible for the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), or otherwise listed on the City of Hayward List of Officially Designated Architecturally and Historically Significant Buildings.

- The City of Hayward is situated within the historic territory of the Chochenyo Tribelet of the Costanoan Indians (also known as the Ohlone). Historic accounts suggest that the Native Americans may have had a village site along San Lorenzo Creek as well as temporary camps in its vicinity. The Costanoan aboriginal way of life disappeared by 1810 due to introduced diseases, a declining birth rate, and the impact of the Spanish mission system.

- The modern City of Hayward had its origins in the 1850s, during the Gold Rush. In 1854, the Mexican colonist Guillermo Castro had a map surveyed for a town covering 28 blocks in the vicinity of his adobe (a site now occupied by Hayward's Historic City Hall) and began

selling land to settlers. Castro also sold a large tract to William Hayward, who built a general store and lodging house at present-day A and Main Streets. The settlement that grew up around Hayward's Hotel became known as Haywards, later shortened to Hayward.

- Farming and salt production were the major economic activities in the area during the mid-nineteenth century. Rich soil and abundant water supported a prosperous farming and ranching culture.

- Railroads spurred urban and agricultural development in Hayward. In 1865 a local line began service between Hayward and Alameda, where trains connected with ferries to San Francisco. This line was soon taken over by the Central Pacific, and in 1869 transcontinental trains began running through Hayward.

- Hayward was incorporated in 1876.

- Explosive growth in the 1950s, facilitated by the opening of the Nimitz Freeway (Interstate 880), brought about a five-fold increase in the City's population, which exceeded 72,000 by 1960.

- Today, the City's historic retail core remains evident through historic commercial and mixed-use buildings along B Street between Mission and Foothill Boulevards. Early commercial buildings dominate the blocks between A Street and C Street, and Mission Boulevard and Foothill Boulevard.

- Mark's Historic Rehabilitation District is the only historic district officially designated by the City of Hayward.

- There are several areas of the City that could potentially be designated as historic districts. The City adopted design guidelines for the B Street Historic Streetcar district as a result of the Burbank Neighborhood plan study of 1988; however, this district is not officially designated. Two other potential districts have been identified by this and other studies: the Prospect Hill Historic District and the Upper B Street Historic District.

- The City of Hayward has a Historic Preservation Ordinance, which provides for designation of historic sites and structures. The City's official list of Historically and Architecturally Significant Buildings currently contains 20 structures that have been officially designated by the City. In addition, there is one structure in the City that is listed on the National Register of historic landmarks.

- A search of the University of California Museum of Paleontology, University of California, Berkeley Database identified 1,563 paleontological resources in Alameda County. Five of these resources were discovered within the City of Hayward.

12.1.2 Regulatory Setting

The Background Report Land Use and Community Character chapter (section 1.5), and the Natural Resources chapter (section 7.9), discuss the following regulatory setting relevant to historic and cultural resources.

National Historic Preservation Act of 1966 (16 U.S.C. 470 et seq.) (NHPA). This law was enacted to prevent unnecessary harm to historic properties. The NHPA includes regulations that apply specifically to Federal land-holding agencies, but also includes regulations (Section 106) that pertain to all projects funded, permitted, or approved by any Federal agency that have the potential to affect cultural resources. Provisions of the NHPA establish a National Register of Historic Places, or NRHP (the National Register is maintained by the National Park Service); the Advisory Council on Historic Preservation; State Historic Preservation Offices; and Federal grants-in-aid programs.

National Environmental Policy Act of 1969 (16 U.S.C. 4321, and 4331-4335, as amended) (NEPA). The act establishes guidelines to "preserve important historic, cultural, and natural aspects of our national heritage, and to maintain, wherever possible, an environment that supports diversity and a variety of individual choice." All projects that are subject to NEPA are subject to compliance with Section 106 of the NHPA and NEPA requirements concerning cultural resources.

American Indian Religious Freedom Act of 1978 (42 U.S.C. 1996 and 1996a, as amended) and Native American Graves and Repatriation Act of 1990 (25 U.S.C. 3001 et seq., as amended). These acts establish as national policy that traditional religious practices and beliefs, sacred sites (including right of access), and the use of sacred objects shall be protected and preserved. Native American remains are further protected by the Native American Graves Protection and Repatriation Act of 1990.

Secretary of the Interior's Standards. The Secretary of the Interior is responsible for establishing professional standards and providing guidance related to the preservation and protection of all cultural resources listed in, or eligible for listing in, the National Register of Historic Places. The Secretary of the Interior's Standards for the Treatment of Historic Properties apply to all grants-in-aid projects assisted through the National Historic Preservation Fund, and are intended to be applied to a wide variety of resources, including buildings, structures, sites, objects, and districts. The standards address four different levels of treatment: preservation, rehabilitation, restoration, and reconstruction.

Certified Local Government Program. The Certified Local Government (CLG) Program is a national program developed under the National Historic Preservation Act that is designed to encourage the direct participation of a local government in the identification, registration, and preservation of historic properties located within the jurisdiction of the local government. A local government may become a CLG by developing and implementing a historic preservation program and commission, based on Federal and State standards.

National Register of Historic Places (NRHP): Archaeological and historical sites can be given a measure of protection if they are eligible for the National Register of Historic Places. The criterion most often applied to archaeological sites addresses the potential of a site to yield information important in prehistory or history. The National Register criteria, and other information issued by the Advisory Council on Historic Preservation, present the legal measures of significance relevant to cultural resources. The NRHP criteria are the following:

- The quality of significance in American history, architecture, archaeology, and culture is present in districts, sites, buildings, structures, and objects of State and local importance that possess integrity of location, design, setting, materials, workmanship, feeling, and

association, and that are associated with events that have made a significant contribution to the broad patterns of our history; or

- are associated with the lives of persons significant in our past; or
- embody the distinctive characteristics of a type, period, method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack distinction; or
- have yielded, or may be likely to yield, information important to prehistory or history.

Antiquities Act of 1906 (16 U.S.C 431-433). This act provides that penalties shall be assessed against "any person who shall appropriate, excavate, injure, or destroy any historic or prehistoric ruin or monument, or any object of antiquity, situated on land owned or controlled by the Government of the United States" except as granted permission by the appropriate secretary of the department having jurisdiction; permits the examination, excavation, or gathering of antiquities from government property by recognized scientific or educational institutions in accordance with uniform rules defined in the act.

BLM Manual 8270 and Handbook H-8270-1. These regulations provide the criteria for permitting, collection, and use of fossils on Bureau of Land Management (BLM) administered lands, and creates a framework for how geological formations are ranked according to paleontological potential. The BLM considers that the primary cause of damage to paleontological resources occurs as a result of road construction, unauthorized collection, wildfires, and natural weathering and erosions.

Code of Federal Regulations (CFR) Title 43 CAR 8365.1-5. This regulation addresses the collection of invertebrate fossils and fossil plants, including the willful disturbance, removal, and destruction of scientific resources or naturals objects.

CFR Title 43 CAR 3802 and 3809. This regulation addresses protection of paleontological resources from operations authorized under the mining laws.

California Environmental Quality Act (Public Resources Code 21000 et seq.) (CEQA). Section 15064.5 of the CEQA Guidelines (California Code of Regulations Title 14, Section 15000 et seq.) requires lead agencies to determine whether proposed projects that require discretionary government approval may have a significant effect on historic or archaeological resources. This determination applies to cultural resources that meet significance criteria qualifying them as “unique” or “of importance,” or are listed or determined eligible for listing on the California Register of Historical Resources (CRHR). If a project may have an adverse effect on a unique or important historic or cultural resource, the project is determined to have a significant effect on the environment, and the effect must be mitigated.

California Register of Historical Resources (CRHR). Under the CRHR, a historical resource may be determined significant under one or more of the following four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or
2. It is associated with the lives of persons important to local, California, or national history;

3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values; or
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

California Senate Bill 18 (Chapter 905, amends Section 815.3, California Civil Code, "Traditional Tribal Cultural Places"). Senate Bill 18 requires cities and counties to conduct consultations with Native American tribes before local officials adopt or amend their general plans. These consultations are for preserving or mitigating impacts to Native American historic, cultural, sacred sites, features, and objects located within the city or county. A tribe has 90 days from the date of contact to request a consultation, unless the tribe agrees to a shorter timeframe. Senate Bill 18 also added a new topic that must be addressed in the general plan open space element: open space land for the protection of Native American historic, cultural, sacred sites, features, and objects.

Native American Heritage Commission (NAHC). The NAHC, established in 1976, was created in response to efforts by Native Americans to protect their burial grounds from destruction. The NAHC authorizes Most Likely Descendants the right to determine the treatment, disposition, and analysis of Native American remains. Among the functions of the NAHC is maintenance of lists of Native American Contacts and Most Likely Descendents.

Historic Preservation Ordinance. The care of historic structures in Hayward is guided by the Historic Preservation Ordinance of the City Municipal Code. The ordinance covers structures, districts, and neighborhoods that contribute to the cultural and aesthetic heritage of Hayward. It also provides regulations regarding the alteration, demolition, and maintenance of significant historic structures. The ordinance requires development projects and building permit applications involving structures that are at least 50 years old, or are located within a historic district, to follow certain steps in the development review process to determine if a historical alteration permit and/or historical resource demolition or relocation permit is required. Residential properties developed pursuant to a tentative tract map after 1946 are exempted from requiring historical permits.

12.2 ENVIRONMENTAL EFFECTS

This section describes potential impacts related to historic and cultural resources that could result from the General Plan, and discusses General Plan goals, policies, and implementation programs that would avoid or reduce those potential impacts. The section also recommends mitigation measures as needed to reduce significant impacts.

12.2.1 Significance Criteria

Based on the CEQA Guidelines,[1] implementation of the City of Hayward 2040 General Plan would have a significant impact related to historic and cultural resources if it would:

(a) Cause a substantial adverse change in the significance of a historic resource pursuant to CEQA Guidelines section 15064.5;

[1]CEQA Guidelines, appendix G, items V (a) through (d).

(b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines section 15064.5;

(c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or

(d) Disturb any human remains, including those interred outside of formal cemeteries.

12.2.2 Analysis Methodology

The methodology for evaluating potential environmental impacts related to historic and cultural resources followed this basic sequence:

(1) The General Plan Background Report was evaluated to identify existing environmental conditions and problems related to historic and cultural resources, including the regulatory framework that applies to these issues.

(2) The CEQA Statute and Guidelines (2013), including appendix G (Environmental Checklist Form), were consulted to identify environmental impact topics and issues that should be addressed in the program EIR. In part, this process resulted in the significance criteria listed in subsection 12.2.1 above.

(3) The General Plan Policy Document, including the associated development capacity assumptions (see EIR section 3.6), was analyzed to identify goals, policies, implementation programs ("policies" for short), and potential outcomes that address the significance criteria. This analysis resulted in two basic conclusions regarding policies and outcomes: (a) many policies would avoid or reduce potential environmental impacts, and (b) some policies or outcomes could result in new environmental impacts or increase the severity of existing environmental problems.

(4) For potential environmental impacts that would result from the 2040 General Plan, mitigations were designed to avoid or reduce each impact to a less-than-significant level. If implementation of all identified feasible mitigations cannot reduce the impact to a less-than-significant level, then the impact is considered significant and unavoidable.

12.2.3 Environmental Impacts

The following tables are aligned with the significance criteria identified above. There is one table for each significance criterion, in the following pattern: significance criterion (a) corresponds with table 12.1, criterion (b) corresponds with table 12.2, and so on. Column 1 (Objective) in each table lists each General Plan goal, policy, and implementation program ("policy" for short), organized by General Plan element, that addresses the potential impact identified in the name of the table. Column 2 is the text of the policy. Column 3 answers the question, "How does the policy avoid or reduce the potential impact?"

Whenever a particular criterion does not apply to the proposed General Plan, an explanation is included in the Significance Criteria text above, and there is no table for that criterion. To maintain consistency, each table's title contains language taken directly from its corresponding significance criterion.

The verbs in column 3 are intended to be applied consistently. The verb "ensures" means that the policy is sufficient to guarantee the result identified in the policy. The verb "helps" means that the policy contributes to avoiding or reducing the identified potential impact; in many cases, "helps" is used for a policy that can be applied to avoid or reduce a wide range of potential impacts. The verb "implements" is used for General Plan implementation programs to indicate that the program provides the details to put the associated policy into action.

In most cases, no one goal, policy, or implementation program ("policy" for short) in itself is expected to completely avoid or reduce an identified potential environmental impact. However, the collective, cumulative mitigating benefits of the policies listed in each table will result in a less-than-significant impact related to the identified significance criterion and the corresponding environmental topic listed in the table name. This conclusion is consistent with the purpose and use of a program EIR for a general plan (see EIR Introduction, chapter 1).

Based on the methodology described above, 2040 General Plan impacts related to historic and cultural resources would be ***less than significant*** (see criteria [a] through [d] in subsection 12.2.1, "Significance Criteria," above). No mitigation is required.

Table 12.1 Proposed Hayward General Plan Policies to Avoid or Reduce Impacts on Historic Resources		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Land Use and Community Character Element		
Policy LU-2.4 Downtown Retail Frontages	The City shall require retail frontages and storefront entrances on new and renovated buildings within the "retail core" of Downtown Hayward, which includes properties along: ▪ "A" Street between Mission Boulevard and Foothill Boulevard ▪ "B" Street between Watkins Street and Foothill Boulevard ▪ "C" Street between Mission Boulevard and Foothill Boulevard ▪ Main Street between "A" Street and "C" Street ▪ Mission Boulevard between "A" Street and "C" Street ▪ Foothill Boulevard between "C" Street and City Center Drive This policy does not apply to historic buildings that were originally designed without a retail frontage or storefronts.	Helps ensure that historic buildings will be preserved by excluding them from this policy as applicable.
Goal LU-8	Preserve Hayward's historic districts and resources to maintain a unique sense of place and to promote an understanding of the regional and community history.	Helps ensure preservation of Hayward's historic resources.
Policy LU-8.1 Value of Historic Preservation	The City shall recognize the value and co-benefits of local historic preservation, including job creation, economic development, increased property values, and heritage tourism.	Helps ensure historic preservation will be implemented to benefit the Hayward economy.
Implementation Program LU 13 Certified Local Government Program	The City shall coordinate with the State Historic Preservation Office to initiate and complete the process for becoming a Certified Local Government under the National Parks Service historic preservation program.	Helps implement Policy LU-8.1 and increases opportunities for historic preservation within a coordinated, consistent preservation program.
Policy LU-8.2 Local Preservation Programs	The City shall strive to enhance its local historic preservation programs to qualify for additional preservation grants and financing programs.	Increases opportunities to finance historic preservation.
Implementation Program LU 14 Historic Districts Strategy	The City shall prepare and submit applications to the State Historic Preservation Office to establish National Park Service Historic Districts for the Upper "B" Street	Increases opportunities to preserve and enhance potential historic resources.

Table 12.1 Proposed Hayward General Plan Policies to Avoid or Reduce Impacts on Historic Resources		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	neighborhood; "B" Street Historic Streetcar District; Prospect Hill Neighborhood; and the Downtown Historic District.	
Implementation Program LU 16 Mills Act Program	The City shall develop and adopt a California Mills Act Property Tax Abatement Program.	Increases financial incentives for historic preservation.
Implementation Program LU 17 Historic Preservation Resource Center	The City shall prepare and maintain a web-based resource center to promote Hayward's local historic resources and to provide resources and incentives to encourage historic preservation.	Encourages historic preservation through a centralized educational resource.
Policy LU-8.3 Historic Preservation Ordinance	The City shall maintain and implement its Historic Preservation Ordinance to safeguard the heritage of the City and to preserve historic resources.	Helps ensure preservation of Hayward's historic resources through the City's comprehensive Ordinance.
Policy LU-8.4 Survey and Historic Reports	The City shall maintain and expand its records of reconnaissance surveys, evaluations, and historic reports completed for properties located within the City.	Helps ensure that historic resources are professionally documented to enable their protection. (The City Historic Preservation Ordinance, section 10-11.040 details these requirements for historic resources.)
Policy LU-8.5 Flexible Land Use Standards	The City shall maintain flexible land use standards to allow the adaptive reuse of historic buildings with a variety of economically viable uses, while minimizing impacts to the historic value and character of sites and structures.	Helps minimize impacts on historic resources while encouraging adaptive reuse and discouraging deferred maintenance.
Policy LU-8.6 Historic Preservation Standards and Guidelines	The City shall consider *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* when evaluating development applications and City projects involving historic resources, or development applications that may affect scenic views or the historic context of nearby historic resources. *[Note: Already in City Ordinance]*	Helps preserve historic resources within the surrounding context. Implements historic preservation within the context of the professionally recognized Secretary of the Interior's Standards. (CEQA Guidelines section 15064.5[b][3] recognizes the Standards as sufficient mitigation to reduce an impact on a historic resource to a less-than-significant level.)
Policy LU-8.7 Historic Districts	The City shall encourage the establishment of National Park Service Certified Historic Districts to encourage the preservation of Hayward's historic neighborhoods and districts, and to qualify property owners for the Federal Preservation Tax Incentives Program.	Increases opportunities to preserve potential historic resources and finance historic preservation.

Table 12.1 Proposed Hayward General Plan Policies to Avoid or Reduce Impacts on Historic Resources		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy LU-8.8 Marks Historic Rehabilitation District	The City shall maintain the current Marks Historic Rehabilitation District for Downtown Hayward to issue tax-exempt revenue bonds for financing the rehabilitation of historic structures.	Increases opportunities to finance historic preservation in the Marks Historic Rehabilitation District.
Policy LU-8.9 State Historic Building Code	The City shall promote the use of the State Historic Building Code to facilitate the reuse and conversion of historic buildings to alternative uses.	Helps ensure that preservation of Hayward's historic resources will be implemented through compatible rehabilitation and reuse.
Implementation Program LU 15 State Historic Building Code	The City shall develop and adopt an ordinance to allow the use of the State Historic Building Code for the rehabilitation of historic resources.	Implements Policy LU-8.9 (State Historic Building Code).
Policy LU-8.10 Mills Act	The City shall participate in the California Mills Act Property Tax Abatement Program to provide property owners of historic resources an economic incentive (property tax relief) to restore, preserve, and maintain qualified historic properties.	Increases financial incentives for historic preservation.
Policy LU-8.11 Federal Historic Preservation Tax Incentives	The City shall promote the use of the Federal Historic Preservation Tax Incentives Program to encourage the rehabilitation of income-producing historic structures in Hayward.	Increases financial incentives for historic preservation.
Policy LU-8.12 Federal Historic Preservation Tax Credit Program	The City shall promote the Federal Historic Preservation Tax Credit Program to encourage the charitable contribution of historic resources and the establishment of conservation easements for historic preservation purposes.	Increases financial incentives for historic preservation.
Policy LU-8.13 Planning Study Considerations	The City shall consider historical and cultural resources when developing planning studies and documents.	Helps ensure that historic preservation will be integral to the City's planning process.
Policy LU-8.14 Demolition of Historic Resources	The City shall prohibit the demolition of historic resources unless one of the following findings can be made: ▪ The rehabilitation and reuse of the resource is not structurally or economically feasible. ▪ The demolition is necessary to protect the health, safety, and welfare of the public. ▪ The public benefits of demolition outweigh the loss of the historic resource.	Helps ensure that opportunities for historic preservation will be thoroughly evaluated before any demolition of a historic resource occurs.

Table 12.2 Proposed Hayward General Plan Policies to Avoid or Reduce Impacts on Archaeological Resources		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Land Use and Community Character Element		
Goal LU-8	Preserve Hayward's historic districts and resources to maintain a unique sense of place and to promote an understanding of the regional and community history.	Helps ensure that archaeological sites and resources will be protected. (The City of Hayward Historic Preservation Ordinance includes archaeological sites and resources within its purview.)
Policy LU-8.3 Historic Preservation Ordinance	The City shall maintain and implement its Historic Preservation Ordinance to safeguard the heritage of the City and to preserve historic resources.	Helps ensure that archaeological sites and resources will be protected. (The City of Hayward Historic Preservation Ordinance includes archaeological sites and resources, including those specifically of significance to Native Americans, within its purview.)
Policy LU-8.4 Survey and Historic Reports	The City shall maintain and expand its records of reconnaissance surveys, evaluations, and historic reports completed for properties located within the City.	Helps ensure that archaeological resources are professionally documented to enable their protection. (The City Historic Preservation Ordinance, section 10-11.150 details these requirements for archaeological sites and resources.)
Policy LU-8.13 Planning Study Considerations	The City shall consider historical and cultural resources when developing planning studies and documents.	Helps ensure that the protection of archaeological sites and resources will be integral to the City's planning process.
Natural Resources Element		
Policy NR-1.4 Shoreline Protection and Enhancement	The City shall coordinate with the Hayward Area Shoreline Planning Agency, Bay Conservation and Development Commission, and California Coastal Commission to conserve, protect, and enhance natural and cultural resources along the San Francisco Bay shoreline by balancing uses that support multiple community needs, such as recreation, tourism, cultural resource preservation, and natural resource protection.	Ensures coordinated inter-jurisdictional preservation of archaeological resources along the bay shoreline.
Implementation Program NR 1 Habitat Conservation Plan	The City shall coordinate with Alameda County, the cities of Fremont and Union City, the Hayward Area Recreation and Park District, and the East Bay Regional Park District to develop and adopt a comprehensive Habitat Conservation Plan for areas within and surrounding Hayward.	Implements Policy NR-1.4.

Table 12.3 Proposed Hayward General Plan Policies to Avoid or Reduce Impacts on Paleontological Resources and Geologic Features		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Natural Resources Element		
Goal NR-7	Identify, honor, and protect historically significant paleontological resources so they can be scientifically studied and preserved for current and future generations.	Protects significant paleontological resources.
Policy NR-7.1 Paleontological Resource Protection	The City shall prohibit any new public or private development that damages or destroys a historically- or prehistorically-significant fossil, ruin, or monument, or any object of antiquity.	Avoids impacts on significant paleontological resources.
Policy NR-7.2 Paleontological Resource Mitigation	The City shall develop or ensure compliance with protocols that protect or mitigate impacts to paleontological resources, including requiring grading and construction projects to cease activity when a paleontological resource is discovered so it can be safely removed.	Mitigates impacts on paleontological resources.

Table 12.4 Proposed Hayward General Plan Policies to Avoid Disturbing Human Remains		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Land Use and Community Character Element		
Policy LU-8.3 Historic Preservation Ordinance	The City shall maintain and implement its Historic Preservation Ordinance to safeguard the heritage of the City and to preserve historic resources.	Helps ensure that archaeological sites and resources will be protected. (The City of Hayward Historic Preservation Ordinance includes archaeological sites and resources, including undocumented human remains and those resources specifically of significance to Native Americans, within its purview.)
Policy LU-8.4 Survey and Historic Reports	The City shall maintain and expand its records of reconnaissance surveys, evaluations, and historic reports completed for properties located within the City.	Helps ensure that archaeological resources are professionally documented to enable their protection. (The City Historic Preservation Ordinance, section 10-11.150 details these requirements for archaeological sites and resources, including undocumented human

Table 12.4 Proposed Hayward General Plan Policies to Avoid Disturbing Human Remains		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
		remains and those resources specifically of significance to Native Americans.)
Policy LU-8.13 Planning Study Considerations	The City shall consider historical and cultural resources when developing planning studies and documents.	Helps ensure that the protection of archaeological sites and resources, including undocumented human remains and those resources specifically of significance to Native Americans, will be integral to the City's planning process.
Natural Resources Element		
Policy NR-1.4 Shoreline Protection and Enhancement	The City shall coordinate with the Hayward Area Shoreline Planning Agency, Bay Conservation and Development Commission, and California Coastal Commission to conserve, protect, and enhance natural and cultural resources along the San Francisco Bay shoreline by balancing uses that support multiple community needs, such as recreation, tourism, cultural resource preservation, and natural resource protection.	Ensures coordinated inter-jurisdictional preservation of archaeological resources, including as-yet undiscovered human remains, along the bay shoreline.

13. HYDROLOGY AND WATER QUALITY

This EIR chapter describes existing hydrology and water quality conditions in the Planning Area. The chapter includes the regulatory framework necessary to evaluate potential environmental impacts resulting from the 2040 General Plan, describes potential impacts that could result from the General Plan, and discusses General Plan goals, policies, and implementation programs that would avoid or reduce those potential impacts. The chapter recommends mitigation measures as needed to reduce significant impacts.

13.1 SETTING

The environmental and regulatory setting of the Hayward Planning Area with respect to hydrology and water quality is described in detail in section 7.8 (Natural Resources: Hydrology, Water Quality, and Conservation), section 8.4 (Utilities: Stormwater Drainage and Flood Control), and section 9.3 (Hazards: Flood Hazards) of the General Plan Background Report (City of Hayward, 2013). Pursuant to section 15150 of the State CEQA Guidelines, the Background Report is incorporated into the Draft Program EIR by reference. The Background Report is available at the City of Hayward 2040 General Plan website at:

http://www.hayward-ca.gov/GENERALPLAN/

Copies of the Background Report may be viewed during regular business hours--8:00 AM to 5:00 PM, Monday through Thursday, and 8:00 AM to noon on Friday--at the City of Hayward Development Services Department Permit Center, 777 B Street, Hayward, CA 94541.

13.1.1 Environmental Setting

The Background Report describes existing (2013) hydrology, water quality, stormwater, drainage, and flooding information for the Hayward Planning Area. Improving water quality and stream function, and protecting the health of the City's and the Bay's water resources, are matters of regional concern, and more often than not key challenges that extend beyond municipal boundaries and require collaborative solutions. Also, in many cases, the best or most recent data is available at the regional level. For these reasons, the major findings presented below discuss major themes impacting Hayward and the region as a whole.

The major findings of the Background Report relevant to hydrology and water quality are described below.

- The majority of rainfall and runoff in Bay Area watersheds occurs on average during the wet season months of October through April. Rainfall data collected for Hayward as part of the Regional Monitoring Program also generally follows this pattern.

- The City of Hayward is located in the Santa Clara Valley Groundwater Basin. Two subbasins coincide with the land within its boundaries: the East Bay Plain Subbasin and the

Niles Cone Subbasin. The Niles Cone Subbasin corresponds with southern portions of Hayward, and is bisected by the Hayward fault. The Hayward fault is relatively impermeable and impedes groundwater flow.

- Several creeks and storm drains pass through the City of Hayward. The City does not contain any dams or open reservoirs. Currently, none of Hayward's tributaries is listed as "impaired" on the Clean Water Act Section 303(d) list of threatened and impaired waters.

- Stormwater management for Hayward was once regulated according to the Alameda Countywide National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Permit. This County-based permit has been replaced with a new NPDES permit for the entire San Francisco Bay Area. The San Francisco Bay Region NPDES Municipal Regional Stormwater Permit was adopted in October 2009 and revised in November 2011.

- Key pollutants of concern for the San Francisco Bay region include copper, mercury, pesticides, and polychlorinated biphenyls (PCBs). Trash has emerged as a major surface water quality issue in the Bay and its tributaries. Central and South Bay shorelines were added to the 2010 Clean Water Act Section 303(d) list due to the increased presence of trash.

- The Alameda Countywide Clean Water Program is an active participant in the Regional Monitoring Program (RMP) for the San Francisco Estuary. Data looking at key pollutants of concern has been collected in Hayward, including data from Hayward's Zone 4 Line A drainage channel. Monitoring required by the RMP also includes assessment of human impacts on habitats in or adjacent to creeks. The Clean Water Program's first monitoring year in 2012 included biological community sampling from some flood control channels in Hayward.

- A number of agencies and organizations are involved in water management and conservation in the East Bay. Water resource conservation partners for Hayward include Alameda County, Alameda County Flood Control and Water Conservation District, and all local agency members of the Alameda Countywide Clean Water Program.

- The 2013 update of the Bay Area Integrated Regional Water Management Plan (IRWMP) is an opportunity to receive State grant funding for collaborative, integrated water resource planning and management projects to achieve multiple water resource management objectives for the City and its partners.

- The major storm drainage facilities in Hayward are owned and maintained by the Alameda County Flood Control and Water Conservation District (ACFCWCD) and include gravity pipelines predominantly made of reinforced concrete, which discharge to underground storm drain lines or constructed open channels.

- Storm drain pipes smaller than 30 inches are typically owned by the City of Hayward and are generally provided within local streets and easements.

- The City of Hayward has five pump stations that pump stormwater into stormwater collection systems and/or dry creeks immediately downstream, flowing into Mt. Eden and Old Alameda Creeks en route to San Francisco Bay.

- Much of western Alameda County lies in a floodplain protected by the ACFCWCD.

- The Hayward Planning Area spans across geographic flood protection Zones 2, 3A, and 4. Zone 2 includes the northernmost area of Hayward, Zone 4 is located in the northwest area of Hayward, and the remaining areas of Hayward are located in Zone 3A.

- The three Zones include a total of 72 miles of natural creeks, 3 miles of improved creeks, 30 miles of earthen channels, 17 miles of concrete channels, and 90 miles of underground pipes.

- The three zones also include 2 drainage canals, 11 pump stations, and 2 reservoirs.

- Most major flood control infrastructure in western Alameda County is 50 or 60 years old.

See Figure 13-1 (FEMA Flood Areas).

- Roughly 14 percent of the City's 21,760 acres of urban land is located within the 100-year flood plain, compared to 6.4 percent of all urban land in the Bay Area. The Association of Bay Area Governments (ABAG) reports that 10.4 percent of total residential land (5,642 acres as of 2005), including mixed-use residential/commercial, is located within the 100-year floodplain, and roughly 3.6 percent is located within the 500-year floodplain.

- The marsh and salt evaporation ponds adjacent to San Francisco Bay comprise the majority of the area in the 100-year flood zone. For planning purposes, the City does not consider this land to be urban land, as most of it is under Federal control and will not be developed in the future.

- While the City does not contain dams or open reservoirs, the potential for water inundation as a result of upstream dam or inundation failure exists. According to ABAG, approximately 16 percent of Hayward's residential land is located in a dam inundation area. Areas in the City most likely to be inundated by water rise from a tsunami include marshlands, tidal flats, and former bay margin lands. There are no published maps or hazard information on seiche hazards in the Bay Area.

- The City has a number of flood-related plans and regulations in place, most notably, the Multi-Jurisdictional Local Hazard Mitigation Plan with City of Hayward Annex document, and the City of Hayward Flood Plain Management Ordinance.

- In 2010 ACFCWCD developed the Zone 3A Drainage Master Plan Study to outline nearly $75 million worth of improvement projects and expected maintenance activities to improve 100-year flood protection. The improvement projects are planned for completion during the next 30 to 50 years. Most projects will increase the flood-carrying capacity of levees to meet new FEMA levee standards. Hayward is also currently (2013) removing the levees at Eden Landing to provide wildlife and bird habitat in the tidal marsh wetlands, as well as improved flood protection. The restored salt marshes will act as a buffer between Bay water and the shore to lessen the possible impact of storm surge by allowing water to dissipate throughout the marshes. ACFCWCD will replace the old levees with a new inboard earthen levee spanning approximately 6.5 miles between the newly formed salt marshes and the developed areas of Hayward.

13.1.2 Regulatory Setting

The Background Report discusses the following regulatory setting relevant to hydrology and water quality. EIR chapter 19, Utilities and Service Systems, discusses water supply-related issues.

Federal Clean Water Act. The Federal Clean Water Act (CWA) is the primary Federal law that protects the quality of the nation's surface waters, including lakes, rivers, aquifers, and coastal areas. The CWA focuses on the protection of surface water, but certain sections also apply to groundwater. Under the CWA, the U.S. Environmental Protection Agency (EPA) sets national standards and effluent limitations, and delegates many regulatory responsibilities to the California State Water Resources Control Board (SWRCB, or State Water Board).

Section 303(d) of the CWA requires states to (1) develop a list of water bodies that do not meet water quality standards, (2) establish priority rankings for waters on the list, and (3) develop action plans, called Total Maximum Daily Loads (TMDLs), to improve water quality. The list of impaired water bodies is revised typically every two years.

State Department of Water Resources. The Department of Water Resources (DWR) is responsible for the management and regulation of water usage, including the delivery of water to two-thirds of California's population, through the nation's largest state-built water development and conveyance system, the State Water Project. Working with other agencies and the public, DWR develops strategic goals, and near-term and long-term actions, to conserve, manage, develop, and sustain California's watersheds, water resources, and management systems. DWR also works to prevent and respond to floods, droughts, and catastrophic events that would threaten public safety, water resources and management systems, the environment, and property.

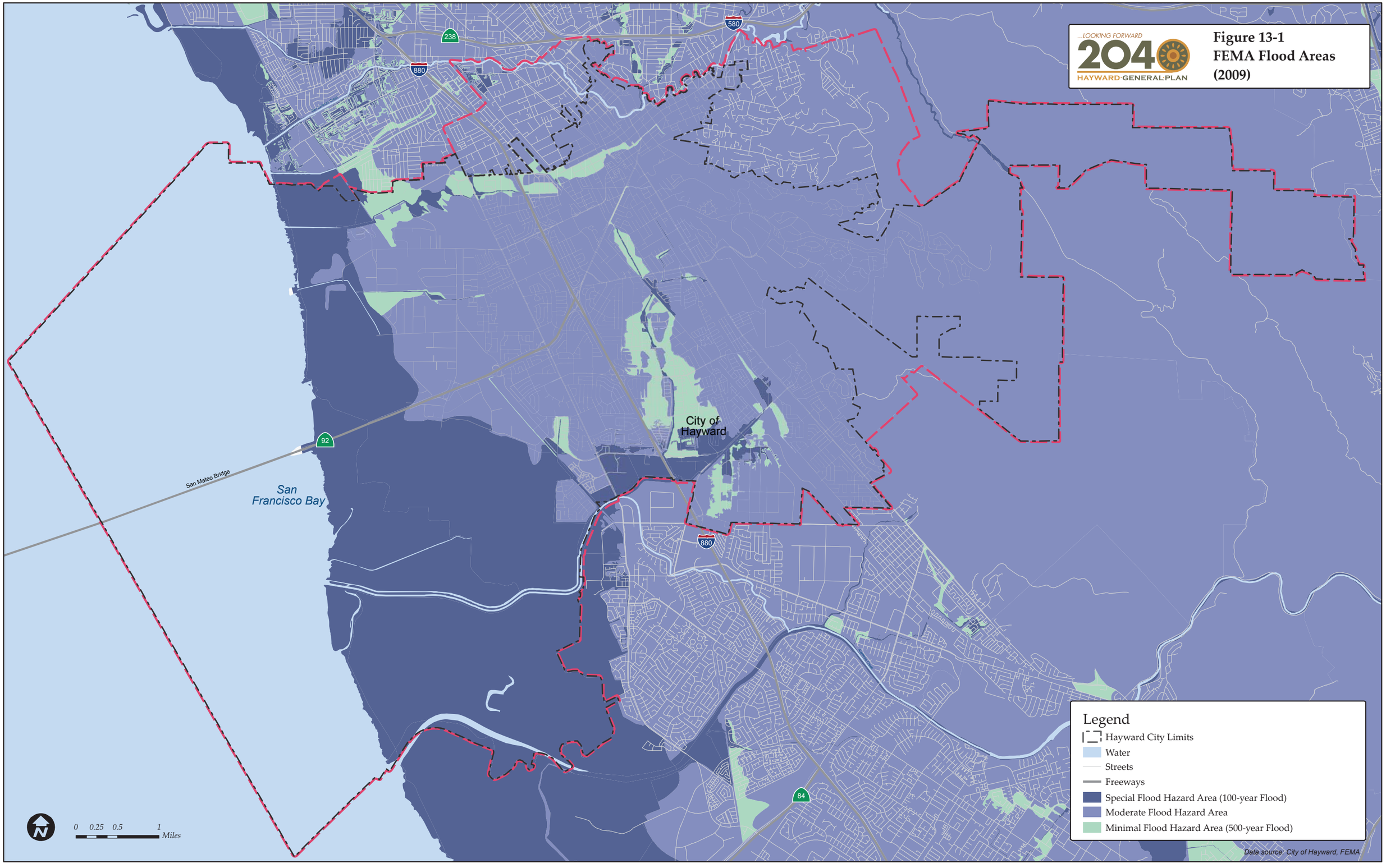
State Water Resources Control Board. The State Water Resources Control Board and the nine regional boards protect water quality and allocate surface water rights in the State of California. The City of Hayward is under jurisdiction of the Regional Water Quality Control Board (RWQCB) Region 2 (San Francisco Bay Region).

Regional Water Quality Control Board Region 2. Regional Water Quality Control Board (RWQCB) Region 2 (San Francisco Bay Region) regulates stormwater quality under authorities of the federal Clean Water Act and California's Porter-Cologne Water Quality Control Act. The RWQCB issues National Pollutant Discharge Elimination System (NPDES) permits to dischargers of municipal and industrial stormwater runoff and operators of large construction sites. In coordination with permittees of the San Francisco Bay Municipal Regional Stormwater Permit, including Hayward, RWQCB staff performs an annual performance review and evaluation of the County's stormwater management program and NPDES compliance activities. The RWQCB also protects groundwater through implementation of its regulatory and planning programs.

San Francisco Bay Region Municipal Regional Stormwater NPDES Permit. The San Francisco Bay Municipal Regional Stormwater Permit (MRP) issues the Waste Discharge Requirements and National Pollutant Discharge Elimination System (NPDES) Permit for the discharge of stormwater runoff from the municipal separate storm sewer systems (MS4s) of over 70 municipalities and local agencies in five Bay Area Counties, including the City of

...LOOKING FORWARD 2040 HAYWARD GENERAL PLAN

Figure 13-1
FEMA Flood Areas (2009)



Note: The Special Flood Hazard Area is de ned by FEMA as the Base Flood Area and inlcudes all areas within a 100-year ood instance. SFHAs include the FEMA Flood Zones A, AO, AH, A1-A30, AE, A99, AR, AR/AE, AR/AO, AR/A1-A30, AR/A, V, VE, and V1-V30. Moderate Flood Hazard Areas, between the 100 year and 500 year limits, include Zone X. Areas of Minimal Flood Hazard include areas higher than the elevation of the 0.2-percent-annual-chance ood, di ne the 500-year ood area and inlcude Zone C.

May, 2013

Hayward. The MRP replaces the former county-by-county permits, including the former Alameda Countywide Municipal Stormwater Permit.

Alameda County Flood Control District Hydrology and Hydraulic Manual. The current storm drain design manual is the Hydrology and Hydraulics Criteria Summary (1989) edition. This manual is generally sufficient for most small and medium size developments. However, the District has been developing an expanded and updated version. While not officially adopted, the District applies drainage requirements and criteria developed in 1994 and onwards when reviewing and designing facilities.

Clean Water Act. The Clean Water Act (CWA) was amended in 1972 to provide that the discharge of pollutants to water of the United States from any point source is unlawful unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit.

U.S. Environmental Protection Agency. In 1990 the EPA published final regulations that establish stormwater permit application requirements. The regulations, also known as Phase I of the NPDES program, provide that discharges of stormwater to waters of the United States from construction projects that encompass five or more acres of soil disturbance are effectively prohibited unless the discharge complies with an NPDES permit. Phase II of the NPDES program expands the requirements by requiring operators of small Municipal Separate Storm Sewer Systems (MS4) in urbanized areas and small construction sites to be covered under an NPDES permit, and to implement programs and practices to control polluted stormwater runoff.

The National Pollutant Discharge Elimination System. The National Pollutant Discharge Elimination System (NPDES) program directed at stormwater has been implemented in two phases, and has permits under three categories of potential pollutant sources. Construction projects may choose to obtain individual NPDES permits or coverage under a State General Permit. There are General Permits for ten categories of industrial activities. All permit holders are required to implement Best Management Practices (BMPs) and conduct monitoring and annual reporting.

Alameda County Flood Control and Water Conservation District. The Alameda County Flood Control and Water Conservation District (ACFCWCD) was created by the State legislature in 1949 at the request of county residents. ACFCWCD designed and constructed flood control infrastructure assuming full buildout of the county. Cities and unincorporated areas, grouped by "Zones" corresponding to area watersheds and community boundaries, joined ACFCWCD to gain protection from devastating floods.

City of Hayward Municipal Code. The City of Hayward Municipal Code includes the following regulations related to stormwater drainage and flood control:

- City of Hayward Municipal Code Chapter 9, Article 4, implements building standards to comply with the Cobey-Alquist Flood Plain Management Act (Water Code sections 8400 set seq.) and National Flood Insurance Program established pursuant to Federal law (42 U.S.C. section 4001 et seq.).

- City of Hayward Municipal Code Chapter 10, Article 8, requires a permit for grading or clearing activities. Applicants must submit a description of the grading or clearing activities

to take place, a site map or grading plan, an erosion or sediment plan, a work schedule, and other applicable materials.

- City of Hayward Municipal Code, Chapter 11, Article 5, protects water quality by eliminating non-stormwater discharges, controlling illicit discharges, minimizing industrial and commercial pollutants, reducing municipal pollutants, improving construction site controls, and improving erosion control.

The Background report Hazards chapter discusses the following regulatory setting related to flood management, protection, and control.

National Flood Insurance Act of 1968 and Flood Disaster Protection Act of 1973. In response to increasing losses from flood hazards nationwide, the United States Congress passed the National Flood Insurance Act of 1968, which established the National Flood Insurance Program (NFIP). The 1968 Act provided for the availability of flood insurance within communities that were willing to adopt floodplain management programs to mitigate future flood losses. The act also required the identification of all floodplain areas within the United States and the establishment of flood-risk zones within those floodplain areas.

As a result of the 1972 Hurricane Agnes flooding along the East coast, the 1968 Act was expanded by the Flood Disaster Protection Act of 1973. The 1973 Act added the mandatory flood insurance purchase requirement and increased the awareness of floodplain mapping needs throughout the country. The Federal Insurance Administration of the Federal Emergency Management Agency (FEMA) administers the NFIP.

Federal Emergency Management Agency (FEMA). Using the results of flood insurance studies required by the 1973 Act, FEMA prepares Flood Insurance Rate Maps (FIRMs) that depict the spatial extent of Special Flood Hazard Areas (SFHAs) and other features related to flood risk assessment. FEMA is responsible for maintaining the FIRMs as communities grow, and as new or better scientific and technical data concerning flood risks becomes available.

The Federal Disaster Mitigation Act of 2000. The Federal Disaster Mitigation Act of 2000 seeks to "reduce the loss of life and property, human suffering, economic disruption, and disaster assistance costs resulting from natural disasters; and to provide a source of pre-disaster hazard mitigation measures that are designed to ensure the continued functionality of critical services and facilities after a natural disaster." The Disaster Mitigation Act outlines a process for the development of Local Hazard Mitigation Plans (LHMP) on the part of cities, counties, and special district governments. Development of an LHMP is required to be eligible to receive certain benefits from FEMA and the California Emergency Management Agency (CalEMA).

Code of Federal Regulations, Title 44, Section 65.10 (44 CFR 65.10). For FEMA to continue to accredit Hayward levees with providing protection from the base flood, the levees must meet the criteria of the Code of Federal Regulations, Title 44, Section 65.10 (44 CFR 65.10), titled "Mapping of Areas Protected by Levee Systems."

Multi-Jurisdictional Local Hazard Mitigation Plan (MJ-LHMP). The goal of the Association of Bay Area Government's (ABAG) MJ-LHMP is to maintain and enhance a disaster-resistant region by reducing the potential for loss and damage resulting from natural disasters, including flooding. The purpose of the MJ-LHMP is to serve as a catalyst for dialogue on public policies

needed to mitigate the effects of natural hazards that affect the San Francisco Bay Area. The plan includes a number of hazard mitigation strategies, including strategies specifically related to flood hazard mitigation. In 2010, the City of Hayward adopted the MJ-LHMP as its Local Hazard Mitigation Plan and adopted the City's Annex document as part of its General Plan. The Annex Document includes discussion and analysis specific to Hayward, as well as a number of mitigation strategies (many specific to flood events).

Alameda County Flood Control and Water Conservation District Permit Ordinance. This permit ordinance prohibits access or trespass into Alameda County Flood Control and Water Conservation District right-of-way without first obtaining the appropriate encroachment permit.

City of Hayward Flood Plain Management Ordinance (Article 4 of Chapter 9 of the Hayward Municipal Code). The City Flood Plain Management Ordinance is intended to establish regulations consistent with Federal and State requirements and set development standards and restrictions for publicly and privately owned land within flood-prone, mudslide, or flood-related erosion areas. The Ordinance requires the City to participate in the NFIP.

The Flood Plain Administrator for the City of Hayward, the City Engineer, is responsible for making determinations in accordance with the Flood Plain Management Ordinance. Responsibilities include ensuring that development applications comply with ordinance requirements, that required State and Federal permits have been obtained, that a proposed development site is reasonably safe from flooding, that the proposed development does not adversely affect area carrying capacity, and that building permits for flood control projects meet requirements.

13.2 ENVIRONMENTAL EFFECTS

This section describes potential impacts related to hydrology and water quality that could result from the General Plan, and discusses General Plan goals, policies, and implementation programs that would avoid or reduce those potential impacts. The section also recommends mitigation measures as needed to reduce significant impacts.

13.2.1 Significance Criteria

Based on the CEQA Guidelines,[1] the implementation of the City of Hayward 2040 General Plan would have a significant impact related to hydrology and water quality if it would:

(a) Violate any water quality standards or waste discharge requirements;

(b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted);

[1]CEQA Guidelines, appendix G, items VIII (a) through (i) and XVI (c).

(c) Substantially alter the existing drainage pattern of the Planning Area or vicinity, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation in or outside the Planning Area;

(d) Substantially alter the existing drainage pattern of the Planning Area or vicinity, including through the alteration of the course of a stream or river, or substantially increase the rate of amount of surface runoff in a manner which would result in flooding in or outside the Planning Area;

(e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;

(f) Otherwise substantially degrade water quality;

(g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map;

(h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows;

(i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam;

(j) Expose people or structures to a significant risk of loss, injury, or death resulting from inundation by seiche, tsunami, or mudflow; or

(k) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

The Planning Area is not subject to seiches (dangerous lake waves) (criterion [j]). "Mudflow" is incorporated in the policies regarding erosion and siltation (Table 13.3) and seismic/geologic hazards (chapter 9 tables).

13.2.2 Analysis Methodology

The methodology for evaluating potential environmental impacts related to hydrology and water quality followed this basic sequence:

(1) The General Plan Background Report was evaluated to identify existing environmental conditions and problems related to hydrology and water quality, including the regulatory framework that applies to these issues.

(2) The CEQA Statute and Guidelines (2013), including appendix G (Environmental Checklist Form), were consulted to identify environmental impact topics and issues that should be addressed in the program EIR. In part, this process resulted in the significance criteria listed in subsection 13.2.1 above.

(3) The General Plan Policy Document, including the associated development capacity assumptions (see EIR section 3.6), was analyzed to identify goals, policies, implementation programs (“policies” for short), and potential outcomes that address the significance criteria.

This analysis resulted in two basic conclusions regarding policies and outcomes: (a) many policies would avoid or reduce potential environmental impacts, and (b) some policies or outcomes could result in new environmental impacts or increase the severity of existing environmental problems.

(4) For potential environmental impacts that would result from the 2040 General Plan, mitigations were designed to avoid or reduce each impact to a less-than-significant level. If implementation of all identified feasible mitigations cannot reduce the impact to a less-than-significant level, then the impact is considered significant and unavoidable.

13.2.3 Environmental Impacts

The following tables are aligned with the significance criteria identified above. There is one table for each significance criterion, in the following pattern: significance criterion (a) corresponds with table 13.1, criterion (b) corresponds with table 13.2, and so on. Column 1 (Objective) in each table lists each General Plan goal, policy, and implementation program ("policy" for short), organized by General Plan element, that addresses the potential impact identified in the name of the table. Column 2 is the text of the policy. Column 3 answers the question, "How does the policy avoid or reduce the potential impact?"

Whenever a particular criterion does not apply to the proposed General Plan, an explanation is included in the Significance Criteria text above, and there is no table for that criterion. To maintain consistency, each table's title contains language taken directly from its corresponding significance criterion.

The verbs in column 3 are intended to be applied consistently. The verb "ensures" means that the policy is sufficient to guarantee the result identified in the policy. The verb "helps" means that the policy contributes to avoiding or reducing the identified potential impact; in many cases, "helps" is used for a policy that can be applied to avoid or reduce a wide range of potential impacts. The verb "implements" is used for General Plan implementation programs to indicate that the program provides the details to put the associated policy into action.

Referring to column 3 in the following tables, a reference to "requires construction" means that implementation of the policy might result in construction-related impacts related to, for example, construction traffic, noise, or dust. These potential impacts are addressed below.

Construction Period Impacts. The construction of project-related stormwater drainage facilities (criterion [k] and Table 13.11) would be temporary and would occur within either existing public rights-of-way, City property, a project development site, or private property subject to a municipal easement. Construction period traffic interruption, noise, and air emissions (dust) typically associated with such infrastructure construction would be mitigated through standard City of Hayward construction mitigation procedures and policies (e.g., see chapters 7 [Air Quality], 15 [Noise], and 18 [Transportation and Circulation] of this EIR). No significant environmental impact is anticipated with this construction activity. The potential environmental impacts associated with construction of project drainage and water quality infrastructure would therefore be ***less than significant*** (see criterion [k] in subsection 13.2.1, "Significance Criteria," above). No mitigation is required.

In most cases, no one goal, policy, or implementation program ("policy" for short) in itself is expected to completely avoid or reduce an identified potential environmental impact. However, the collective, cumulative mitigating benefits of the policies listed in each table will result in a less-than-significant impact related to the identified significance criterion and the corresponding environmental topic listed in the table name. This conclusion is consistent with the purpose and use of a program EIR for a general plan (see EIR Introduction, chapter 1).

Based on the methodology described above, 2040 General Plan impacts related to hydrology and water quality would be ***less than significant*** (see criteria [a] through [k] in subsection 13.2.1, "Significance Criteria," above). No mitigation is required.

Table 13.1 Proposed Hayward General Plan Policies to Avoid Violating Water Quality Standards or Waste Discharge Requirements		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Land Use and Community Character Element		
Policy LU-5.4 Parking Lot Enhancements	The City shall require new and renovated community and regional centers to incorporate landscaping and shade trees into parking lots to capture and filter stormwater runoff, minimize the heat island affect, and improve the visual appearance of properties. Parking lot shade structures with solar panels may also be used as an alternative to shade trees.	Helps ensure natural capturing and filtering of stormwater runoff in parking lots.
Natural Resources Element		
Goal NR-6	Improve overall water quality by protecting surface and groundwater sources, restoring creeks and rivers to their natural state, and conserving water resources.	Improves water quality through protection, restoration, and conservation.
Policy NR-6.2 Saltwater Intrusion Prevention	The City shall prohibit groundwater withdrawals in industrial and commercial areas near the Bay shoreline which could result in saltwater intrusion into freshwater aquifers.	Avoids saltwater intrusion into freshwater aquifers.
Policy NR-6.3 Saltwater Slough and Marsh Sedimentation Protection	The City shall ensure that dredging and grading activities do not contribute to sedimentation of saltwater sloughs or marshes.	Avoids sedimentation into sloughs and marshes.
Policy NR-6.4 Minimizing Grading	The City shall minimize grading and, where appropriate, consider requiring onsite retention and settling basins.	Minimizes grading impacts on water quality.
Policy NR-6.5 Erosion Control	The City shall concentrate new urban development in areas that are the least susceptible to soil erosion into water bodies in order to reduce water pollution.	Avoids erosion impacts on water quality through careful selection of project sites.
Policy NR-6.6 Stormwater Management	The City shall promote stormwater management techniques that minimize surface water runoff and impervious ground surfaces in public and private developments, including requiring the use of Low-Impact Development (LID) techniques to best manage stormwater through conservation, onsite filtration, and water recycling.	Promotes sustainable stormwater management, which improves water quality.
Policy NR-6.7 Toxic Metal Waste Remediation	The City shall protect baylands by ensuring that proper measures are in place to safely remove toxic metals in sewage prior to disposal.	Avoids impacts of toxic metals on bay water quality.
Policy NR-6.8 NPDES Permit Compliance	The City shall continue to comply with the San Francisco Bay Region National Pollutant Discharge	Ensures compliance with regional stormwater requirements.

Table 13.1 Proposed Hayward General Plan Policies to Avoid Violating Water Quality Standards or Waste Discharge Requirements		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	Elimination System (NPDES) Municipal Regional Stormwater Permit.	
Policy NR-6.15 Native Vegetation Planting	The City shall encourage private property owners to plant native or drought-tolerant vegetation in order to preserve the visual character of the area and reduce the need for toxic sprays and groundwater supplements.	Encourages the reduced use of toxics on plants and in soils, which improves water quality.
Public Facilities and Services Element		
Policy PFS-3.9 High-Quality Service Provision	The City shall provide water service that meets or exceeds State and Federal drinking water standards.	Ensures that potable water meets or exceeds water quality standards.
Policy PFS-3.11 Water Supply During Emergencies	The City shall, to the extent feasible, maintain adequate water supply during emergencies. The City shall maintain emergency water connections with the Alameda County Water District and the East Bay Municipal Utility District in case of disruption of delivery from San Francisco Public Utility Commission and maintain emergency wells for short duration use in an emergency and ensure that wells meet primary drinking water standards.	Ensures that emergency well water meets water quality standards.
Policy PFS-4.1 Sewer Collection System Master Plan	The City shall maintain and implement the Sewer Collection System Master Plan.	Helps ensure an adequate sewer collection system (e.g., to avoid overflows and leaks into groundwater and surface water).
Policy PFS-4.2 Water Pollution Control Facility Master Plan	The City shall maintain and implement the Water Pollution Control Facility Master Plan.	Ensures that treated wastewater (effluent) meets waste discharge requirements before it is discharged into San Francisco Bay.
Policy PFS-4.4 Water Pollution Control Facility Operation and Maintenance	The City shall operate and maintain the WPCF to ensure that wastewater discharge meets all applicable NPDES permit provisions.	Ensures that effluent meets waste discharge requirements before it is discharged into San Francisco Bay.
Policy PFS-4.10 Wastewater Disposal	The City shall work with the East Bay Dischargers Authority to properly dispose of treated wastewater consistent with State and Federal laws.	Helps ensure that effluent meets waste discharge requirements before it is discharged into San Francisco Bay.
Policy PFS-4.11 Industrial Pretreatment	The City shall enforce appropriate industrial pre-treatment standards and source control to prevent materials prohibited by Federal and State regulations from entering the wastewater system and to ensure compliance with the City's local discharge limits. The City shall work with the business community to maintain and implement programs to ensure	Ensures that industrial wastewater meets pre-treatment standards and waste discharge requirements.

Table 13.1 Proposed Hayward General Plan Policies to Avoid Violating Water Quality Standards or Waste Discharge Requirements		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	compliance with all Federal, State, and local discharge requirements.	
Policy PFS-5.3 Watershed Drainage Plans	The City shall require developers of proposed large development projects to prepare watershed drainage plans. Drainage plans shall define needed drainage improvements per City standards, estimate construction costs for these improvements, and be implemented through the Stormwater Management and Urban Runoff Control Program and Alameda Countywide Clean Water Program.	Helps ensure that drainage from new development meets discharge control standards.
Policy PFS-5.4 Green Stormwater Infrastructure	The City shall encourage "green infrastructure" design and Low Impact Development (LID) techniques for stormwater facilities (i.e., using vegetation and soil to manage stormwater) to achieve multiple benefits (e.g., preserving and creating open space, improving runoff water quality).	Encourages sustainable stormwater management, which improves water quality.
Implementation Program PFS 6 Rainwater Harvesting and Greywater Systems	The City shall study the feasibility of amending the City's building and development codes to encourage rainwater harvesting and greywater systems. Based on findings from the study, the City shall prepare and submit recommendations to the City Council to amend the building and development codes as necessary.	Implements Policy PFS-5.4.
Policy PFS-5.5 Public Improvement Design	The City shall design public improvements such as streets, parks, and plazas for retention and infiltration of stormwater by diverting urban runoff to bio-filtration systems, such as green scapes and implementing Low Impact Development (LID) techniques.	Ensures sustainable stormwater management in public improvements, which improves water quality.
Policy PFS-5.6 Grading Projects	The City shall impose appropriate conditions on grading projects performed during the rainy season to ensure that silt is not conveyed to storm drainage systems.	Avoids water quality impacts of silt entering the storm drainage system.
Community Health and Quality of Life Element		
Policy HQL-7.1 Support Sustainability Practices	The City shall support sustainability practices that promote clean water, healthy soils, and healthy ecosystems.	Supports sustainable stormwater management, which improves water quality.
Policy HQL-7.2 Use of Hazardous Materials on Public Property	The City shall reduce or eliminate, as feasible, the use of pesticides and herbicides that negatively impact	Reduces water quality impacts of chemicals used for landscaping on City properties.

Table 13.1 Proposed Hayward General Plan Policies to Avoid Violating Water Quality Standards or Waste Discharge Requirements		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	human health on City properties, especially in parks and publicly accessible open spaces.	
Policy HQL-7.3 Home Use of Hazardous Materials	The City shall encourage and educate residents, non-profits, and businesses to implement integrated pest management principles, and reduce or discontinue the use of pesticides, herbicides, and toxic cleaning substances.	Encourages reduced use of landscaping and cleaning chemicals on private properties, which reduces the potential for groundwater and surface water pollution.
Policy HQL-7.4 Non-Toxic Cleaning Supplies	The City shall use green and non-toxic cleaning supplies in all public buildings, and shall encourage schools, hospitals, non-profits, and local business to use green and non-toxic cleaning supplies.	Reduces the use of toxic cleaning supplies, which can pollute surface water and groundwater if spilled in sufficient quantities.

Table 13.2 Proposed Hayward General Plan Policies to Avoid or Reduce Depleting Groundwater Supplies or Interfering With Groundwater Recharge		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Land Use and Community Character Element		
Goal LU-1	Promote local growth patterns and sustainable development practices that improve quality of life, protect open space and natural resources, and reduce resource consumption, traffic congestion, and related greenhouse gas emissions.	Promotes sustainability, which reduces water consumption and reliance on groundwater supplies.
Policy LU-1.8 Green Building and Landscaping Requirements	The City shall maintain and implement green building and landscaping requirements for private- and public-sector development to: ▪ Reduce the use of energy, water, and natural resources. ▪ Minimize the long-term maintenance and utility expenses of infrastructure, buildings, and properties. ▪ Create healthy indoor environments to promote the health and productivity of residents, workers, and visitors. ▪ Encourage the use of durable, sustainably-sourced, and/or recycled building materials.	Reduces water consumption, and reliance on groundwater supplies, through green landscaping requirements.

Table 13.2 Proposed Hayward General Plan Policies to Avoid or Reduce Depleting Groundwater Supplies or Interfering With Groundwater Recharge		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	▪ Reduce landfill waste by promoting practices that reduce, reuse, and recycle solid waste.	
Natural Resources Element		
Goal NR-6	Improve overall water quality by protecting surface and groundwater sources, restoring creeks and rivers to their natural state, and conserving water resources.	Protects the quality of groundwater supplies.
Policy NR-6.2 Saltwater Intrusion Prevention	The City shall prohibit groundwater withdrawals in industrial and commercial areas near the Bay shoreline which could result in saltwater intrusion into freshwater aquifers.	Protects the quality of freshwater aquifers.
Public Facilities and Services Element		
Policy PFS-3.6 Exercise and Protect Water Rights	The City shall exercise and protect its surface and groundwater rights and entitlements in perpetuity.	Ensures groundwater availability in the Planning Area.
Policy PFS-3.11 Water Supply During Emergencies	The City shall, to the extent feasible, maintain adequate water supply during emergencies. The City shall maintain emergency water connections with the Alameda County Water District and the East Bay Municipal Utility District in case of disruption of delivery from San Francisco Public Utility Commission and maintain emergency wells for short duration use in an emergency and ensure that wells meet primary drinking water standards.	Helps ensure adequate groundwater supplies during emergencies.

Table 13.3 Proposed Hayward General Plan Policies to Avoid or Reduce Erosion and Siltation		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Natural Resources Element		
Policy NR-1.12 Riparian Corridor Habitat Protection	The City shall protect creek riparian corridor habitats by: ▪ Requiring sufficient setbacks for new development adjacent to creek slopes, ▪ Requiring sensitive flood control designs to minimize habitat disturbance,	Protects riparian corridors from stormwater runoff, sedimentation, and erosion.

Table 13.3 Proposed Hayward General Plan Policies to Avoid or Reduce Erosion and Siltation		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	▪ Maintaining natural and continuous creek corridor vegetation, ▪ Protecting/replanting native trees, and ▪ Protecting riparian plant communities from the adverse effects of increased stormwater runoff, sedimentation, erosion, and pollution that may occur from improper development in adjacent areas.	
Implementation Program NR 1 Habitat Conservation Plan	The City shall coordinate with Alameda County, the cities of Fremont and Union City, the Hayward Area Recreation and Park District, and the East Bay Regional Park District to develop and adopt a comprehensive Habitat Conservation Plan for areas within and surrounding Hayward.	Implements Policy NR-1.12.
Implementation Program NR 2 Creek Daylighting and Restoration Study	The City shall prepare a Creek Daylighting and Restoration study that will identify specific actions to maintain and restore creeks and streams to a more natural state. Based on findings from the study, the City shall prepare and submit recommendations to the City Council on priority actions to maintain and restore creeks and streams.	Implements Policy NR-1.12.
Goal NR-6	Improve overall water quality by protecting surface and groundwater sources, restoring creeks and rivers to their natural state, and conserving water resources.	Improves natural drainage patterns through the restoration of creeks and rivers.
Policy NR-6.3 Saltwater Slough and Marsh Sedimentation Protection	The City shall ensure that dredging and grading activities do not contribute to sedimentation of saltwater sloughs or marshes.	Protects sloughs and marshes from sedimentation.
Policy NR-6.5 Erosion Control	The City shall concentrate new urban development in areas that are the least susceptible to soil erosion into water bodies in order to reduce water pollution.	Protects water bodies from soil erosion.
Policy NR-6.6 Stormwater Management	The City shall promote stormwater management techniques that minimize surface water runoff and impervious ground surfaces in public and private developments, including requiring the use of Low-Impact Development (LID) techniques to best manage stormwater through conservation, onsite filtration, and water recycling.	Promotes sustainable stormwater management, which reduces erosion and siltation.

Table 13.3 Proposed Hayward General Plan Policies to Avoid or Reduce Erosion and Siltation		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy NR-6.8 NPDES Permit Compliance	The City shall continue to comply with the San Francisco Bay Region National Pollutant Discharge Elimination System (NPDES) Municipal Regional Stormwater Permit.	Ensures compliance with regional stormwater requirements, which reduce the potential for erosion and siltation in water courses.
Public Facilities and Services Element		
Policy PFS-5.3 Watershed Drainage Plans	The City shall require developers of proposed large development projects to prepare watershed drainage plans. Drainage plans shall define needed drainage improvements per City standards, estimate construction costs for these improvements, and be implemented through the Stormwater Management and Urban Runoff Control Program and Alameda Countywide Clean Water Program.	Helps ensure that drainage from new development does not result in substantial siltation or erosion.
Policy PFS-5.4 Green Stormwater Infrastructure	The City shall encourage "green infrastructure" design and Low Impact Development (LID) techniques for stormwater facilities (i.e., using vegetation and soil to manage stormwater) to achieve multiple benefits (e.g., preserving and creating open space, improving runoff water quality).	Encourages sustainable stormwater management, which reduces erosion and siltation.
Implementation Program PFS 6 Rainwater Harvesting and Greywater Systems	The City shall study the feasibility of amending the City's building and development codes to encourage rainwater harvesting and greywater systems. Based on findings from the study, the City shall prepare and submit recommendations to the City Council to amend the building and development codes as necessary.	Implements Policy PFS-5.4.
Policy PFS-5.5 Public Improvement Design	The City shall design public improvements such as streets, parks, and plazas for retention and infiltration of stormwater by diverting urban runoff to bio-filtration systems, such as green scapes and implementing Low Impact Development (LID) techniques.	Ensures sustainable stormwater management in public improvements, which reduces erosion and siltation.
Policy PFS-5.6 Grading Projects	The City shall impose appropriate conditions on grading projects performed during the rainy season to ensure that silt is not conveyed to storm drainage systems.	Avoids silt entering the storm drainage system.

Table 13.4 Proposed Hayward General Plan Policies to Avoid or Reduce Surface Runoff That Could Lead to Flooding		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Land Use and Community Character Element		
Policy LU-1.8 Green Building and Landscaping Requirements	The City shall maintain and implement green building and landscaping requirements for private- and public-sector development to: ▪ Reduce the use of energy, water, and natural resources. ▪ Minimize the long-term maintenance and utility expenses of infrastructure, buildings, and properties. ▪ Create healthy indoor environments to promote the health and productivity of residents, workers, and visitors. ▪ Encourage the use of durable, sustainably-sourced, and/or recycled building materials. ▪ Reduce landfill waste by promoting practices that reduce, reuse, and recycle solid waste.	Requires green building and landscaping practices, which reduce surface runoff.
Policy LU-1.10 Infrastructure Capacities	The City shall ensure that adequate infrastructure capacities are available to accommodate planned growth throughout the City.	Ensures adequate drainage system capacity, which minimizes surface runoff.
Policy LU-2.7 Downtown Specific Plan	The City shall develop, maintain, and implement a Specific Plan to establish a vision for Downtown Hayward and to guide and regulate future development and infrastructure improvements.	Ensures that drainage infrastructure to minimize surface runoff will be incorporated into Downtown Specific Plan implementation.
Policy LU-2.9 South Hayward BART Form-Based Code	The City shall maintain and implement the South Hayward BART Form-Based Code to guide and regulate future development and infrastructure improvements within the South Hayward BART Urban Neighborhood and the South Hayward BART Mixed-Use Corridor.	Ensures that drainage infrastructure to minimize surface runoff will be incorporated into implementation of the Form-Based Code.
Policy LU-2.11 The Cannery Area Design Plan	The City shall maintain and implement the Cannery Area Design Plan to guide and regulate future development and infrastructure improvements within The Cannery Transit Neighborhood.	Ensures that drainage infrastructure to minimize surface runoff will be incorporated into implementation of the Cannery Area Design Plan.
Policy LU-2.13 Mission Boulevard Specific Plan	The City shall maintain and implement the Mission Boulevard Specific Plan to guide and regulate development within the Mission Boulevard Mixed-Use Corridor.	Ensures that drainage infrastructure to minimize surface runoff will be incorporated into implementation of the Mission Boulevard Specific Plan.

Table 13.4 Proposed Hayward General Plan Policies to Avoid or Reduce Surface Runoff That Could Lead to Flooding		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Natural Resources Element		
Policy NR-1.12 Riparian Corridor Habitat Protection	The City shall protect creek riparian corridor habitats by: ▪ Requiring sufficient setbacks for new development adjacent to creek slopes, ▪ Requiring sensitive flood control designs to minimize habitat disturbance, ▪ Maintaining natural and continuous creek corridor vegetation, ▪ Protecting/replanting native trees, and ▪ Protecting riparian plant communities from the adverse effects of increased stormwater runoff, sedimentation, erosion, and pollution that may occur from improper development in adjacent areas.	Protects riparian corridors from flooding.
Implementation Program NR 1 Habitat Conservation Plan	The City shall coordinate with Alameda County, the cities of Fremont and Union City, the Hayward Area Recreation and Park District, and the East Bay Regional Park District to develop and adopt a comprehensive Habitat Conservation Plan for areas within and surrounding Hayward.	Implements Policy NR-1.12.
Implementation Program NR 2 Creek Daylighting and Restoration Study	The City shall prepare a Creek Daylighting and Restoration study that will identify specific actions to maintain and restore creeks and streams to a more natural state. Based on findings from the study, the City shall prepare and submit recommendations to the City Council on priority actions to maintain and restore creeks and streams.	Implements Policy NR-1.12.
Policy NR-6.6 Stormwater Management	The City shall promote stormwater management techniques that minimize surface water runoff and impervious ground surfaces in public and private developments, including requiring the use of Low-Impact Development (LID) techniques to best manage stormwater through conservation, onsite filtration, and water recycling.	Promotes sustainable stormwater management, which reduces flood risks.
Hazards Element		
Goal HAZ-3	Protect life and minimize property damage from potential flood hazards.	Minimizes flood risks.

Table 13.4 Proposed Hayward General Plan Policies to Avoid or Reduce Surface Runoff That Could Lead to Flooding		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy HAZ-3.2 Development in Floodplains	The City shall implement Federal, State, and local requirements related to new construction in flood plain areas to ensure that future flood risks to life and property are minimized.	Minimizes flood risks.
Implementation Program HAZ 5 Flood Plain Management Ordinance Comprehensive Update	The City shall prepare a comprehensive update to the Floodplain Management Ordinance.	Implements Policy HAZ-3.2 and Policies HAZ-3.3 and 3.4 below.
Policy HAZ-3.3 Flood Plain Management Ordinance	The City shall maintain and enforce a Flood Plain Management Ordinance to: ▪ Promote public health, safety, and general welfare by minimizing public and private losses due to floods, ▪ Implement the Cobey-Alquist Flood Plain Management Act, and ▪ Comply with the eligibility requirements of the National Flood Insurance Program.	Minimizes flood risks.
Policy HAZ-3.4 Changing Flood Conditions Associated with Global Warming	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.	Ensures coordinated multi-jurisdictional planning for flood control facilities.
Public Facilities and Services Element		
Goal PFS-5	Maintain an adequate level of service in the City's storm drainage system to accommodate runoff from existing and future development, prevent property damage due to flooding, and improve environmental quality.	Prevents flood damage.
Policy PFS-5.2 Local Flooding	The City shall identify and correct problems of localized flooding within the City. Where practical and economical, the City shall upgrade existing drainage facilities as necessary.	Mitigates localized flooding problems.
Policy PFS-5.3 Watershed Drainage Plans	The City shall require developers of proposed large development projects to prepare watershed drainage plans. Drainage plans shall define needed drainage improvements per City standards, estimate construction costs for these improvements, and be implemented through the Stormwater Management	Helps ensure that drainage from new development does not contribute to flood risks.

Table 13.4 Proposed Hayward General Plan Policies to Avoid or Reduce Surface Runoff That Could Lead to Flooding		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	and Urban Runoff Control Program and Alameda Countywide Clean Water Program.	
Policy PFS-5.5 Public Improvement Design	The City shall design public improvements such as streets, parks, and plazas for retention and infiltration of stormwater by diverting urban runoff to bio-filtration systems, such as green scapes and implementing Low Impact Development (LID) techniques.	Ensures sustainable stormwater management in public improvements, which reduces flood risks.
Policy PFS-5.7 Diversion	The City shall require new development to be designed to prevent the diversion of stormwater onto neighboring parcels.	Reduces flood risks.
Policy PFS-5.9 Rainwater Harvesting	The City shall encourage the use of rainwater harvesting facilities, techniques, and improvements where appropriate, cost effective, safe, and environmentally sustainable.	Encourages sustainable stormwater management, which reduces flood risks.
Goal PFS-6	Maintain flood control infrastructure to adequately protect life and property from flooding.	Ensures adequate flood control capacity.
Policy PFS-6.1 Interagency Levee Management	The City shall work with Alameda County Flood Control and Water Conservation District, State, and Federal agencies to ensure existing and new levees are adequate in providing flood protection.	Ensures coordinated multi-jurisdictional flood protection.
Policy PFS-6.2 Zone 3A Drainage Master Plan Study	The City shall support implementation of the Alameda County Flood Control and Water Conservation District Zone 3A Drainage Master Plan Study, which identifies improvement projects and expected maintenance activities to ensure 100-year flood protection in and around Hayward.	Supports County flood protection projects and maintenance activities.
Policy PFS-6.3 Funding for 200-year Flood Protection	The City shall continue to cooperate with Alameda County Flood Control and Water Conservation District, State, and Federal agencies in securing funding to provide 200-year flood protection.	Helps secure funding for coordinated multi-jurisdictional flood protection.
Policy PFS-6.4 Floodplain Storage Maintenance	The City shall encourage the preservation of urban creeks to maintain existing floodplain storage.	Maintains natural floodplain storage.
Community Health and Quality of Life Element		
Policy HQL-9.5 Hazards Resiliency	The City shall continue to assess and monitor risks from local environmental (e.g., flooding, earthquake) and man-made hazards and work with community groups and State and regional agencies to prepare	Ensures coordinated multi-jurisdictional planning for flood events.

Table 13.4 Proposed Hayward General Plan Policies to Avoid or Reduce Surface Runoff That Could Lead to Flooding		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	residents, business, and visitors in the event of an incident.	

Table 13.5 Proposed Hayward General Plan Policies to Avoid Exceeding the Capacity of Existing or Planned Stormwater Drainage Systems or Providing Substantial Additional Sources of Polluted Runoff		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Land Use and Community Character Element		
Policy LU-1.8 Green Building and Landscaping Requirements	The City shall maintain and implement green building and landscaping requirements for private- and public-sector development to: ▪ Reduce the use of energy, water, and natural resources. ▪ Minimize the long-term maintenance and utility expenses of infrastructure, buildings, and properties. ▪ Create healthy indoor environments to promote the health and productivity of residents, workers, and visitors. ▪ Encourage the use of durable, sustainably-sourced, and/or recycled building materials. ▪ Reduce landfill waste by promoting practices that reduce, reuse, and recycle solid waste.	Requires green building and landscaping practices, which reduce the need for new or expanded stormwater drainage infrastructure and reduce pollution from runoff.
Policy LU-1.10 Infrastructure Capacities	The City shall ensure that adequate infrastructure capacities are available to accommodate planned growth throughout the City.	Ensures that stormwater volume will not exceed the drainage system's capacity.
Policy LU-2.7 Downtown Specific Plan	The City shall develop, maintain, and implement a Specific Plan to establish a vision for Downtown Hayward and to guide and regulate future development and infrastructure improvements.	Ensures that drainage infrastructure needs will be incorporated into Downtown Specific Plan implementation.
Policy LU-2.9 South Hayward BART Form-Based Code	The City shall maintain and implement the South Hayward BART Form-Based Code to guide and regulate future development and infrastructure improvements within the South Hayward BART Urban Neighborhood and the South Hayward BART Mixed-Use Corridor.	Ensures that drainage infrastructure needs will be incorporated into implementation of the Form-Based Code.

Table 13.5 Proposed Hayward General Plan Policies to Avoid Exceeding the Capacity of Existing or Planned Stormwater Drainage Systems or Providing Substantial Additional Sources of Polluted Runoff		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy LU-2.11 The Cannery Area Design Plan	The City shall maintain and implement the Cannery Area Design Plan to guide and regulate future development and infrastructure improvements within The Cannery Transit Neighborhood.	Ensures that drainage infrastructure needs will be incorporated into implementation of the Cannery Area Design Plan.
Policy LU-2.13 Mission Boulevard Specific Plan	The City shall maintain and implement the Mission Boulevard Specific Plan to guide and regulate development within the Mission Boulevard Mixed-Use Corridor.	Ensures that drainage infrastructure needs will be incorporated into implementation of the Mission Boulevard Specific Plan.
Natural Resources Element		
Policy NR-1.12 Riparian Corridor Habitat Protection	The City shall protect creek riparian corridor habitats by: ▪ Requiring sufficient setbacks for new development adjacent to creek slopes, ▪ Requiring sensitive flood control designs to minimize habitat disturbance, ▪ Maintaining natural and continuous creek corridor vegetation, ▪ Protecting/replanting native trees, and ▪ Protecting riparian plant communities from the adverse effects of increased stormwater runoff, sedimentation, erosion, and pollution that may occur from improper development in adjacent areas.	Protects riparian corridors from polluted runoff.
Implementation Program NR 1 Habitat Conservation Plan	The City shall coordinate with Alameda County, the cities of Fremont and Union City, the Hayward Area Recreation and Park District, and the East Bay Regional Park District to develop and adopt a comprehensive Habitat Conservation Plan for areas within and surrounding Hayward.	Implements Policy NR-1.12.
Implementation Program NR 2 Creek Daylighting and Restoration Study	The City shall prepare a Creek Daylighting and Restoration study that will identify specific actions to maintain and restore creeks and streams to a more natural state. Based on findings from the study, the City shall prepare and submit recommendations to the City Council on priority actions to maintain and restore creeks and streams.	Implements Policy NR-1.12.

Table 13.5 Proposed Hayward General Plan Policies to Avoid Exceeding the Capacity of Existing or Planned Stormwater Drainage Systems or Providing Substantial Additional Sources of Polluted Runoff		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy NR-6.6 Stormwater Management	The City shall promote stormwater management techniques that minimize surface water runoff and impervious ground surfaces in public and private developments, including requiring the use of Low-Impact Development (LID) techniques to best manage stormwater through conservation, onsite filtration, and water recycling.	Promotes sustainable stormwater management, which reduces stormwater flow and polluted runoff.
Policy NR-6.8 NPDES Permit Compliance	The City shall continue to comply with the San Francisco Bay Region National Pollutant Discharge Elimination System (NPDES) Municipal Regional Stormwater Permit.	Ensures compliance with regional stormwater requirements.
Public Facilities and Services Element		
Goal PFS-5	Maintain an adequate level of service in the City's storm drainage system to accommodate runoff from existing and future development, prevent property damage due to flooding, and improve environmental quality.	Ensures adequate storm drainage capacity.
Policy PFS-5.2 Local Flooding	The City shall identify and correct problems of localized flooding within the City. Where practical and economical, the City shall upgrade existing drainage facilities as necessary.	Increases the capacity of drainage facilities.
Policy PFS-5.3 Watershed Drainage Plans	The City shall require developers of proposed large development projects to prepare watershed drainage plans. Drainage plans shall define needed drainage improvements per City standards, estimate construction costs for these improvements, and be implemented through the Stormwater Management and Urban Runoff Control Program and Alameda Countywide Clean Water Program.	Ensures that drainage from new development meets waste discharge requirements and does not exceed drainage system capacity.
Policy PFS-5.5 Public Improvement Design	The City shall design public improvements such as streets, parks, and plazas for retention and infiltration of stormwater by diverting urban runoff to bio-filtration systems, such as green scapes and implementing Low Impact Development (LID) techniques.	Ensures sustainable stormwater management in public improvements, which reduces stormwater flow and polluted runoff.
Policy PFS-5.9 Rainwater Harvesting	The City shall encourage the use of rainwater harvesting facilities, techniques, and improvements	Encourages reduced stormwater flow.

Table 13.5 Proposed Hayward General Plan Policies to Avoid Exceeding the Capacity of Existing or Planned Stormwater Drainage Systems or Providing Substantial Additional Sources of Polluted Runoff		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	where appropriate, cost effective, safe, and environmentally sustainable.	
Community Health and Quality of Life Element		
Policy HQL-7.1 Support Sustainability Practices	The City shall support sustainability practices that promote clean water, healthy soils, and healthy ecosystems.	Supports sustainable stormwater management, which reduces stormwater flow and polluted runoff.
Policy HQL-7.2 Use of Hazardous Materials on Public Property	The City shall reduce or eliminate, as feasible, the use of pesticides and herbicides that negatively impact human health on City properties, especially in parks and publicly accessible open spaces.	Reduces water quality impacts of chemicals used for landscaping on City properties.
Policy HQL-7.3 Home Use of Hazardous Materials	The City shall encourage and educate residents, non-profits, and businesses to implement integrated pest management principles, and reduce or discontinue the use of pesticides, herbicides, and toxic cleaning substances.	Encourages reduced use of landscaping and cleaning chemicals on private properties, which reduces the potential for groundwater and surface water pollution.
Policy HQL-7.4 Non-Toxic Cleaning Supplies	The City shall use green and non-toxic cleaning supplies in all public buildings, and shall encourage schools, hospitals, non-profits, and local business to use green and non-toxic cleaning supplies.	Reduces the use of toxic cleaning supplies, which can pollute runoff if spilled in sufficient quantities.

Table 13.6 Proposed Hayward General Plan Policies to Otherwise Avoid or Reduce Impacts on Water Quality		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
This significance criterion addresses overall water quality, which this EIR chapter has addressed comprehensively in previous tables 13-1 and 13-5. The General Plan goals, policies, and implementation programs that respond to this criterion have been addressed in those two tables.		

Table 13.7 Proposed Hayward General Plan Policies to Avoid or Reduce Placing Housing in a 100-Year Flood Hazard Area		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Hazards Element		
Goal HAZ-3	Protect life and minimize property damage from potential flood hazards.	Minimizes the placement of housing in flood hazard areas.

Table 13.7 Proposed Hayward General Plan Policies to Avoid or Reduce Placing Housing in a 100-Year Flood Hazard Area		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy HAZ-3.1 FEMA Coordination	The City shall coordinate with the Federal Emergency Management Agency (FEMA) to ensure that Federal Insurance Rate Maps correctly depict flood hazards in the City.	Ensures accurate depiction of flood hazard areas.
Policy HAZ-3.2 Development in Floodplains	The City shall implement Federal, State, and local requirements related to new construction in flood plain areas to ensure that future flood risks to life and property are minimized.	Minimizes risks in flood plain areas.
Implementation Program HAZ 5 Flood Plain Management Ordinance Comprehensive Update	The City shall prepare a comprehensive update to the Floodplain Management Ordinance.	Implements Policies HAZ-3.2 and Policies 3.3 and 3.4 below.
Policy HAZ-3.3 Flood Plain Management Ordinance	The City shall maintain and enforce a Flood Plain Management Ordinance to: ▪ Promote public health, safety, and general welfare by minimizing public and private losses due to floods, ▪ Implement the Cobey-Alquist Flood Plain Management Act, and ▪ Comply with the eligibility requirements of the National Flood Insurance Program.	Minimizes potential impacts from floods.
Policy HAZ-3.4 Changing Flood Conditions Associated with Global Warming	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.	Ensures coordinated multi-jurisdictional planning to reduce flood risks.
Goal HAZ-4	Safeguard the Hayward shoreline, open space, recreational resources, and urban uses from flooding due to rising sea levels.	Protects the Planning Area from flooding due to sea level rise.
Policy HAZ-4.1 Monitor Rising Sea Level	The City shall monitor information from regional, State, and Federal agencies on rising sea levels in the San Francisco Bay to determine if additional adaptation strategies should be implemented to address flooding hazards.	Ensures up-to-date planning for sea level rise.
Policy HAZ-4.2 Adapting to Rising Tides	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.	Ensures up-to-date, coordinated inter-jurisdictional planning for sea level rise.

Table 13.7 Proposed Hayward General Plan Policies to Avoid or Reduce Placing Housing in a 100-Year Flood Hazard Area		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy HAZ-4.3 Shore Realignment Master Plan	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: ▪ A preferred long-term strategy and implementation program to protect the regional shoreline. ▪ Interim standards to regulate development within potentially affected areas if sea levels rise prior to the construction of shoreline protection projects. ▪ Potential flood mitigation measures to apply to development projects within potentially affected areas.	Implements Policy HAZ-4.2 through an adopted plan.
Policy HAZ-4.4 FIRM Maps	The City shall strive to provide updated Flood Insurance Rate Maps that reflect rising sea levels and changing flood conditions.	Helps ensure accurate depiction of flood hazard areas.
Public Facilities and Services Element		
Policy PFS-6.1 Interagency Levee Management	The City shall work with Alameda County Flood Control and Water Conservation District, State, and Federal agencies to ensure existing and new levees are adequate in providing flood protection.	Ensure that levees provide adequate flood protection.
Policy PFS-6.2 Zone 3A Drainage Master Plan Study	The City shall support implementation of the Alameda County Flood Control and Water Conservation District Zone 3A Drainage Master Plan Study, which identifies improvement projects and expected maintenance activities to ensure 100-year flood protection in and around Hayward.	Ensures 100-year flood protection.
Policy PFS-6.3 Funding for 200-year Flood Protection	The City shall continue to cooperate with Alameda County Flood Control and Water Conservation District, State, and Federal agencies in securing funding to provide 200-year flood protection.	Helps secure funding for 200-year flood protection.
Policy PFS-6.5 Levee Setbacks for New Development	The City shall prohibit new development within a minimum distance of 50 feet of the landside toe of levees. Development may encroach within this 50-foot area provided that levee improvements are made to	Ensures that levee flood protection is maintained.

Table 13.7 Proposed Hayward General Plan Policies to Avoid or Reduce Placing Housing in a 100-Year Flood Hazard Area		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	the standard levee section consistent with local, regional, State, and Federal standards.	
Policy PFS-6.6 Dedication of Levee Footprint	The City shall require new development adjacent to a flood protection levee to dedicate the levee footprint in fee to the Alameda County Flood Control and Water Conservation District or the appropriate responsible agency.	Ensures that levee flood protection is maintained.

Table 13.8 Proposed Hayward General Plan Policies to Avoid Impeding or Redirecting Flood Flows in a 100-Year Flood Hazard Area		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Hazards Element		
Goal HAZ-3	Protect life and minimize property damage from potential flood hazards.	Minimizes the placement of structures in flood hazard areas.
Policy HAZ-3.1 FEMA Coordination	The City shall coordinate with the Federal Emergency Management Agency (FEMA) to ensure that Federal Insurance Rate Maps correctly depict flood hazards in the City.	Ensures accurate depiction of flood hazard areas.
Policy HAZ-3.2 Development in Floodplains	The City shall implement Federal, State, and local requirements related to new construction in flood plain areas to ensure that future flood risks to life and property are minimized.	Minimizes risks in flood plain areas.
Implementation Program HAZ 5 Flood Plain Management Ordinance Comprehensive Update	The City shall prepare a comprehensive update to the Floodplain Management Ordinance.	Implements Policies HAZ-3.2 and Policies 3.3 and 3.4 below.
Policy HAZ-3.3 Flood Plain Management Ordinance	The City shall maintain and enforce a Flood Plain Management Ordinance to: ▪ Promote public health, safety, and general welfare by minimizing public and private losses due to floods, ▪ Implement the Cobey-Alquist Flood Plain Management Act, and ▪ Comply with the eligibility requirements of the National Flood Insurance Program.	Minimizes potential impacts from floods.

Table 13.8 Proposed Hayward General Plan Policies to Avoid Impeding or Redirecting Flood Flows in a 100-Year Flood Hazard Area		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy HAZ-3.4 Changing Flood Conditions Associated with Global Warming	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.	Ensures coordinated multi-jurisdictional planning to reduce flood risks.
Goal HAZ-4	Safeguard the Hayward shoreline, open space, recreational resources, and urban uses from flooding due to rising sea levels.	Protects the Planning Area from flooding due to sea level rise.
Policy HAZ-4.1 Monitor Rising Sea Level	The City shall monitor information from regional, State, and Federal agencies on rising sea levels in the San Francisco Bay to determine if additional adaptation strategies should be implemented to address flooding hazards.	Ensures up-to-date planning for sea level rise.
Policy HAZ-4.2 Adapting to Rising Tides	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.	Ensures up-to-date, coordinated inter-jurisdictional planning for sea level rise.
Policy HAZ-4.3 Shore Realignment Master Plan	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: ▪ A preferred long-term strategy and implementation program to protect the regional shoreline. ▪ Interim standards to regulate development within potentially affected areas if sea levels rise prior to the construction of shoreline protection projects. ▪ Potential flood mitigation measures to apply to development projects within potentially affected areas.	Implements Policy HAZ-4.2 through an adopted plan.
Policy HAZ-4.4 FIRM Maps	The City shall strive to provide updated Flood Insurance Rate Maps that reflect rising sea levels and changing flood conditions.	Helps ensure accurate depiction of flood hazard areas.

Table 13.9 Proposed Hayward General Plan Policies to Avoid Exposing People or Structures to Significant Risk of Levee or Dam Failure		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Hazards Element		
Policy HAZ-2.7 Dam Failure	The City shall coordinate with agencies responsible for the maintenance of the South Reservoir Dam, the Del Valle Dam, and other small dams along Alameda Creek to ensure that dam infrastructure is maintained and enhanced to withstand potential failure during an earthquake.	Ensures that dams are maintained and enhanced to withstand an earthquake.
Policy HAZ-3.1 FEMA Coordination	The City shall coordinate with the Federal Emergency Management Agency (FEMA) to ensure that Federal Insurance Rate Maps correctly depict flood hazards in the City.	Ensures accurate depiction of flood hazard areas.
Policy HAZ-3.2 Development in Floodplains	The City shall implement Federal, State, and local requirements related to new construction in flood plain areas to ensure that future flood risks to life and property are minimized.	Minimizes risks in flood plain areas.
Implementation Program HAZ 5 Flood Plain Management Ordinance Comprehensive Update	The City shall prepare a comprehensive update to the Floodplain Management Ordinance.	Implements Policy HAZ-3.2 and Policies 3.3 and 3.4 below.
Policy HAZ-3.3 Flood Plain Management Ordinance	The City shall maintain and enforce a Flood Plain Management Ordinance to: ▪ Promote public health, safety, and general welfare by minimizing public and private losses due to floods, ▪ Implement the Cobey-Alquist Flood Plain Management Act, and ▪ Comply with the eligibility requirements of the National Flood Insurance Program.	Minimizes potential impacts from floods.
Policy HAZ-3.4 Changing Flood Conditions Associated with Global Warming	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.	Ensures coordinated multi-jurisdictional planning to reduce flood risks.
Policy HAZ-3.5 Public Awareness	The City shall promote greater public awareness of flooding hazards and promote resources and	Helps property owners reduce flood risks.

Table 13.9 Proposed Hayward General Plan Policies to Avoid Exposing People or Structures to Significant Risk of Levee or Dam Failure		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	programs to help property owners protect their homes and businesses from flood damage.	
Goal HAZ-4	Safeguard the Hayward shoreline, open space, recreational resources, and urban uses from flooding due to rising sea levels.	Protects the Planning Area from flooding due to sea level rise.
Policy HAZ-4.1 Monitor Rising Sea Level	The City shall monitor information from regional, State, and Federal agencies on rising sea levels in the San Francisco Bay to determine if additional adaptation strategies should be implemented to address flooding hazards.	Ensures up-to-date planning for sea level rise.
Policy HAZ-4.2 Adapting to Rising Tides	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.	Ensures up-to-date, coordinated inter-jurisdictional planning for sea level rise.
Policy HAZ-4.3 Shore Realignment Master Plan	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: ▪ A preferred long-term strategy and implementation program to protect the regional shoreline. ▪ Interim standards to regulate development within potentially affected areas if sea levels rise prior to the construction of shoreline protection projects. ▪ Potential flood mitigation measures to apply to development projects within potentially affected areas.	Implements Policy HAZ-4.2 through an adopted plan.
Policy HAZ-4.4 FIRM Maps	The City shall strive to provide updated Flood Insurance Rate Maps that reflect rising sea levels and changing flood conditions.	Helps ensure accurate depiction of flood hazard areas.
Public Facilities and Services Element		
Goal PFS-6	Maintain flood control infrastructure to adequately protect life and property from flooding.	Ensures adequate capacity of flood control infrastructure.

Table 13.9 Proposed Hayward General Plan Policies to Avoid Exposing People or Structures to Significant Risk of Levee or Dam Failure		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy PFS-6.1 Interagency Levee Management	The City shall work with Alameda County Flood Control and Water Conservation District, State, and Federal agencies to ensure existing and new levees are adequate in providing flood protection.	Ensure that levees provide adequate flood protection.
Policy PFS-6.2 Zone 3A Drainage Master Plan Study	The City shall support implementation of the Alameda County Flood Control and Water Conservation District Zone 3A Drainage Master Plan Study, which identifies improvement projects and expected maintenance activities to ensure 100-year flood protection in and around Hayward.	Ensures 100-year flood protection.
Policy PFS-6.3 Funding for 200-year Flood Protection	The City shall continue to cooperate with Alameda County Flood Control and Water Conservation District, State, and Federal agencies in securing funding to provide 200-year flood protection.	Helps secure funding for 200-year flood protection.
Policy PFS-6.5 Levee Setbacks for New Development	The City shall prohibit new development within a minimum distance of 50 feet of the landside toe of levees. Development may encroach within this 50-foot area provided that levee improvements are made to the standard levee section consistent with local, regional, State, and Federal standards.	Ensures that levee flood protection is maintained.
Policy PFS-6.6 Dedication of Levee Footprint	The City shall require new development adjacent to a flood protection levee to dedicate the levee footprint in fee to the Alameda County Flood Control and Water Conservation District or the appropriate responsible agency.	Ensures that levee flood protection is maintained.
Community Safety Element		
Goal CS-5	Prepare the Hayward community for future emergencies and disasters to minimize property damage, protect and save lives, and recover as a resilient community.	Helps reduce flood risk through proactive preparation.
Policy CS-5.1 Public Education	The City shall provide public education to promote citizen awareness and preparedness for self-action in case of a major disaster or emergency.	Promotes individual citizen preparedness for a potential flood.
Implementation Program CS 10 Disaster Awareness and Emergency Preparedness Program	The City shall prepare a comprehensive update of its disaster awareness and emergency preparedness program.	Implements Policy CS-5.1 and Policies CS-5.2 through 5.6 below.

Table 13.9 Proposed Hayward General Plan Policies to Avoid Exposing People or Structures to Significant Risk of Levee or Dam Failure		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy CS-5.2 Neighborhood Preparedness Tools and Resources	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.	Promotes neighborhood preparedness for a potential flood.
Policy CS-5.3 Emergency Preparedness Kits	The City shall encourage all residents (including college students, nursing home residents, and group home residents) to prepare and maintain emergency kits with enough supplies to be self-sufficient for three to seven days.	Encourages Citywide preparedness for a potential flood.
Policy CS-5.4 Community Emergency Response Training	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.	Improves Citywide preparedness for a potential flood.
Policy CS-5.5 Emergency and Disaster Drills	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 and water disruptions and shortages into the drills.	Ensures coordinated inter-jurisdictional planning for a potential flood.
Policy CS-5.6 Comprehensive Emergency Management Plan	The City shall maintain and implement a Comprehensive Emergency Management Plan to: ▪ Outline the City of Hayward's responsibilities in emergencies. ▪ Coordinate the response and recovery efforts of City Departments, local energy providers, and local, State, and Federal agencies. ▪ Establish procedures for the Emergency Operation Center (EOC).	Improves Citywide preparedness for a potential flood.
Community Health and Quality of Life Element		
Policy HQL-9.5 Hazards Resiliency	The City shall continue to assess and monitor risks from local environmental (e.g., flooding, earthquake) and man-made hazards and work with community groups and State and regional agencies to prepare	Improves Citywide preparedness for a potential flood.

Table 13.9 Proposed Hayward General Plan Policies to Avoid Exposing People or Structures to Significant Risk of Levee or Dam Failure		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	residents, business, and visitors in the event of an incident.	

Table 13.10 Proposed Hayward General Plan Policies to Avoid Exposing People or Structures to Significant Risk from Seiche, Tsunami, or Mudflow		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Hazards Element		
Policy HAZ-2.8 Tsunamis	The City shall coordinate with the Hayward Area Recreation and Park District (HARD), the East Bay Regional Parks District (EBRPD), and the Alameda County Flood Control and Water Conservation District to efficiently evacuate shoreline parks during potential tsunami events.	Ensures coordinated inter-jurisdictional planning for, and response to, a potential tsunami.
Implementation Program HAZ 4 Tsunami Warning System	The City shall coordinate with the Hayward Area Recreation and Park District, the East Bay Regional Parks District, and Alameda County Flood Control and Water Conservation District to develop and implement a tsunami warning system and evacuation plan for the Hayward shoreline.	Implements Policy HAZ-2.8.

Table 13.11 Proposed Hayward General Plan Policies Addressing Construction of New or Expanded Stormwater Drainage Facilities or Expansion of Existing Facilities		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Land Use and Community Character Element		
Policy LU-1.8 Green Building and Landscaping Requirements	The City shall maintain and implement green building and landscaping requirements for private- and public-sector development to: ▪ Reduce the use of energy, water, and natural resources.	Requires green building and landscaping practices, which reduce the need for new or expanded stormwater drainage infrastructure and reduce pollution from runoff.

Table 13.11 Proposed Hayward General Plan Policies Addressing Construction of New or Expanded Stormwater Drainage Facilities or Expansion of Existing Facilities		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	▪ Minimize the long-term maintenance and utility expenses of infrastructure, buildings, and properties. ▪ Create healthy indoor environments to promote the health and productivity of residents, workers, and visitors. ▪ Encourage the use of durable, sustainably-sourced, and/or recycled building materials. ▪ Reduce landfill waste by promoting practices that reduce, reuse, and recycle solid waste.	
Policy LU-1.10 Infrastructure Capacities	The City shall ensure that adequate infrastructure capacities are available to accommodate planned growth throughout the City.	Ensures that stormwater volume will not exceed the drainage system's capacity. Requires construction of new or expanded facilities as needed.
Policy LU-2.7 Downtown Specific Plan	The City shall develop, maintain, and implement a Specific Plan to establish a vision for Downtown Hayward and to guide and regulate future development and infrastructure improvements.	Ensures that drainage infrastructure needs will be incorporated into Downtown Specific Plan implementation. Requires construction of new or expanded facilities as needed.
Policy LU-2.9 South Hayward BART Form-Based Code	The City shall maintain and implement the South Hayward BART Form-Based Code to guide and regulate future development and infrastructure improvements within the South Hayward BART Urban Neighborhood and the South Hayward BART Mixed-Use Corridor.	Ensures that drainage infrastructure needs will be incorporated into implementation of the Form-Based Code. Requires construction of new or expanded facilities as needed.
Policy LU-2.11 The Cannery Area Design Plan	The City shall maintain and implement the Cannery Area Design Plan to guide and regulate future development and infrastructure improvements within The Cannery Transit Neighborhood.	Ensures that drainage infrastructure needs will be incorporated into implementation of the Cannery Area Design Plan. Requires construction of new or expanded facilities as needed.
Policy LU-2.13 Mission Boulevard Specific Plan	The City shall maintain and implement the Mission Boulevard Specific Plan to guide and regulate development within the Mission Boulevard Mixed-Use Corridor.	Ensures that drainage infrastructure needs will be incorporated into implementation of the Mission Boulevard Specific Plan. Requires construction of new or expanded facilities as needed.
Policy LU-9.1 Design of City Public Facilities	The City shall ensure that all City-owned facilities are designed to be compatible in scale, mass, and	Avoids or reduces potential visual and land use impacts from new construction.

Table 13.11 Proposed Hayward General Plan Policies Addressing Construction of New or Expanded Stormwater Drainage Facilities or Expansion of Existing Facilities		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	character with the neighborhood, district, or corridor in which they are located.	
Policy LU-9.2 Design of Non-City Public Facilities	The City shall coordinate with school districts, park districts, utility providers, and other government agencies that are exempt from local land use controls to encourage facility designs that are compatible in scale, mass, and character with the neighborhood, district, or corridor in which they are located.	Encourages mitigation of potential visual and land use impacts from new construction.
Hazards Element		
Policy NR-6.6 Stormwater Management	The City shall promote stormwater management techniques that minimize surface water runoff and impervious ground surfaces in public and private developments, including requiring the use of Low-Impact Development (LID) techniques to best manage stormwater through conservation, onsite filtration, and water recycling.	Reduces the need for municipal stormwater drainage improvements by implementing on-site stormwater management techniques for individual projects.
Public Facilities and Services Element		
Policy PFS-1.1 Capital Improvement Program	The City shall maintain the Capital Improvement Program (CIP) to ensure the implementation of the General Plan and the adequate and timely provision of public facility and municipal utility improvements.	Ensures planning and funding for needed municipal stormwater drainage improvements. Requires construction of new or expanded facilities as needed.
Implementation Program PFS 1 Capital Improvement Program	The City shall annually review and update the Capital Improvement Program to ensure adequate and timely provision of public facility and municipal utility provisions.	Implements Policy PFS-1.1.
Policy PFS-1.2 Priority for Infrastructure	The City shall give high priority in capital improvement programming to funding rehabilitation or replacement of critical infrastructure that has reached the end of its useful life or has capacity constraints.	Focuses CIP funding priority on critical infrastructure, which includes the stormwater drainage system. Requires construction of new or expanded facilities as needed.
Policy PFS-1.3 Public Facility Master Plans	The City shall maintain and implement public facility master plans to ensure compliance with appropriate regional, State, and Federal laws; the use of modern and cost-effective technologies and best management practices; and compatibility with current land use policy.	Ensures an effective and efficient stormwater drainage system based on coordinated master planning. Requires construction of new or expanded facilities as needed.
Policy PFS-1.4 Development Fair Share	The City shall, through a combination of improvement fees and other funding mechanisms, ensure that new	Ensures adequate funding for necessary improvements to the stormwater drainage

Table 13.11 Proposed Hayward General Plan Policies Addressing Construction of New or Expanded Stormwater Drainage Facilities or Expansion of Existing Facilities		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	development pays its fair share of providing new public facilities and services and/or the costs of expanding/upgrading existing facilities and services impacted by new development (e.g., water, wastewater, stormwater drainage).	system. Requires construction of new or expanded facilities as needed.
Policy PFS-1.5 Neighborhood Compatibility	The City shall ensure that public facilities, such as utility substations, water storage and treatment plants, and pumping stations are located, designed, and maintained so that noise, light, glare, or odors associated with these facilities will not adversely affect nearby land uses. The City shall require these facilities to use building and landscaping materials that are compatible with or screen them from neighboring properties.	Helps minimize environmental impacts of new public facilities, including stormwater drainage facilities.
Policy PFS-1.7 Adaptive Infrastructure	The City shall monitor expected impacts of climate change on the City's infrastructure and services and make appropriate adaptive facility and service modifications and upgrades.	Ensures that the stormwater drainage system can accommodate the effects of climate change. Requires construction of new or expanded facilities as needed.
Goal PFS-5	Maintain an adequate level of service in the City's storm drainage system to accommodate runoff from existing and future development, prevent property damage due to flooding, and improve environmental quality.	Ensures an effective stormwater drainage system. Requires construction of new or expanded facilities as needed.
Policy PFS-5.1 Accommodate New and Existing Development	The City shall work with the Alameda County Flood Control and Water Conservation District to expand and maintain major stormwater drainage facilities to accommodate the needs of existing and planned development.	Ensures coordinated multi-jurisdictional solutions to stormwater drainage needs. Requires construction of new or expanded facilities as needed.
Policy PFS-5.2 Local Flooding	The City shall identify and correct problems of localized flooding within the City. Where practical and economical, the City shall upgrade existing drainage facilities as necessary.	Helps mitigate impacts of localized flooding. Requires construction of new or expanded facilities as needed.
Policy PFS-5.3 Watershed Drainage Plans	The City shall require developers of proposed large development projects to prepare watershed drainage plans. Drainage plans shall define needed drainage improvements per City standards, estimate construction costs for these improvements, and be	Ensures that new large-scale development mitigates its own stormwater drainage impacts. Requires construction of new or expanded facilities as needed.

Table 13.11 Proposed Hayward General Plan Policies Addressing Construction of New or Expanded Stormwater Drainage Facilities or Expansion of Existing Facilities		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	implemented through the Stormwater Management and Urban Runoff Control Program and Alameda Countywide Clean Water Program.	
Policy PFS-5.4 Green Stormwater Infrastructure	The City shall encourage "green infrastructure" design and Low Impact Development (LID) techniques for stormwater facilities (i.e., using vegetation and soil to manage stormwater) to achieve multiple benefits (e.g., preserving and creating open space, improving runoff water quality).	Encourages reduced need for municipal stormwater drainage improvements by implementing stormwater management techniques.
Implementation Program PFS 6 Rainwater Harvesting and Greywater Systems	The City shall study the feasibility of amending the City's building and development codes to encourage rainwater harvesting and greywater systems. Based on findings from the study, the City shall prepare and submit recommendations to the City Council to amend the building and development codes as necessary.	Implements Policy PFS-5.4 and Policy PFS-5.9 below.
Policy PFS-5.5 Public Improvement Design	The City shall design public improvements such as streets, parks, and plazas for retention and infiltration of stormwater by diverting urban runoff to bio-filtration systems, such as green scapes and implementing Low Impact Development (LID) techniques.	Reduces the need for municipal stormwater drainage improvements by implementing on-site stormwater management techniques for City projects.
Policy PFS-5.7 Diversion	The City shall require new development to be designed to prevent the diversion of stormwater onto neighboring parcels.	Ensures that new development mitigates its own stormwater drainage impacts. Requires construction of new or expanded facilities as needed.
Policy PFS-5.8 Enhance Recreation and Habitat	The City shall require new stormwater drainage facilities to be designed to enhance recreation and habitat and shall work with HARD to integrate such facilities into existing parks and open space features.	Minimizes the impacts of new stormwater drainage facilities on habitat, parks, and open space.
Policy PFS-5.9 Rainwater Harvesting	The City shall encourage the use of rainwater harvesting facilities, techniques, and improvements where appropriate, cost effective, safe, and environmentally sustainable.	Reduces the need for new stormwater drainage facilities.

14. LAND USE AND PLANNING

This EIR chapter describes existing land uses in and around the Planning Area. The chapter includes the regulatory framework necessary to evaluate potential environmental impacts resulting from the 2040 General Plan, describes potential impacts that could result from the General Plan, and discusses General Plan goals, policies, and implementation programs that would avoid or reduce those potential impacts. The chapter recommends mitigation measures as needed to reduce significant impacts.

14.1 SETTING

The environmental and regulatory setting of the Hayward Planning Area with respect to land use and planning is described in detail in chapter 1 (Land Use and Community Character) of the General Plan Background Report (City of Hayward, 2013). Pursuant to section 15150 of the State CEQA Guidelines, the Background Report is incorporated into the Draft Program EIR by reference. The Background Report is available at the City of Hayward 2040 General Plan website at:

http://www.hayward-ca.gov/GENERALPLAN/

Copies of the Background Report may be viewed during regular business hours--8:00 AM to 5:00 PM, Monday through Thursday, and 8:00 AM to noon on Friday--at the City of Hayward Development Services Department Permit Center, 777 B Street, Hayward, CA 94541.

14.1.1 Environmental Setting

The Land Use and Community Character chapter of the Background Report reviews the present (2012) context for land use planning in the Planning Area. It provides a comprehensive overview of how land resources are used and regulated within Hayward and its immediate surroundings. It also identifies potential challenges and opportunities related to the long-term growth and development of the Planning Area, and analyzes the development potential of the area under existing plans, policies, and regulations. The Land Use and Community Character chapter also discusses the plans and policies of other agencies that regulate or influence land use within the Planning Area.

Relevant to this EIR Land Use and Planning chapter, the Environmental Setting is organized into the following sections:

- Planning Boundaries
- Existing Land Use
- Existing General Plan
- Existing Zoning
- Other City Plans and Policies

- Growth and Development Capacity Under Existing General Plans
- Regional Plans and Agencies

The major findings of the Background Report Land Use and Community Character chapter relevant to land use and planning are described below.

(a) Planning Boundaries. These major findings describe the major political and geographic boundaries that influence the long-term growth and development of the Hayward Planning Area.

See Figure 14-1 (Hayward Planning Area).

- The Hayward Planning Area defines the area subject to the Hayward General Plan and includes land within Hayward's City limits plus unincorporated County land within the City's Sphere of Influence. The Planning Area covers approximately 72.18 square miles. The majority of the Planning Area (approximately 42.81 square miles) is not developable and is either covered by water (e.g., San Francisco Bay) or protected as natural open space.

- Hayward has an established urban limit line that protects the baylands and hillsides from urban development.

- The City of Hayward proper covers approximately 64.43 square miles. Only 37 percent of the City (24.06 square miles) is considered developable land. The remainder is covered by water (19.17 square miles) or located outside of the urban limit line (21.21 square miles).

- The City of Hayward provides limited services to several unincorporated communities, including Hayward Acres, Fairview, Cherryland, and parts of San Lorenzo and Castro Valley. These areas are within the City's Sphere of Influence, and could potentially be annexed into Hayward in the future.

(b) Existing Land Use. These major findings describe how land within the Hayward Planning Area is currently (December 2012) being used. The City of Hayward's Geographic Information System (GIS) database was used to determine land use information. Existing land use was determined based on Assessor's Use Code data, as provided by the Alameda County Assessor's Office.

See Figure 14-2 (Existing Land Use).

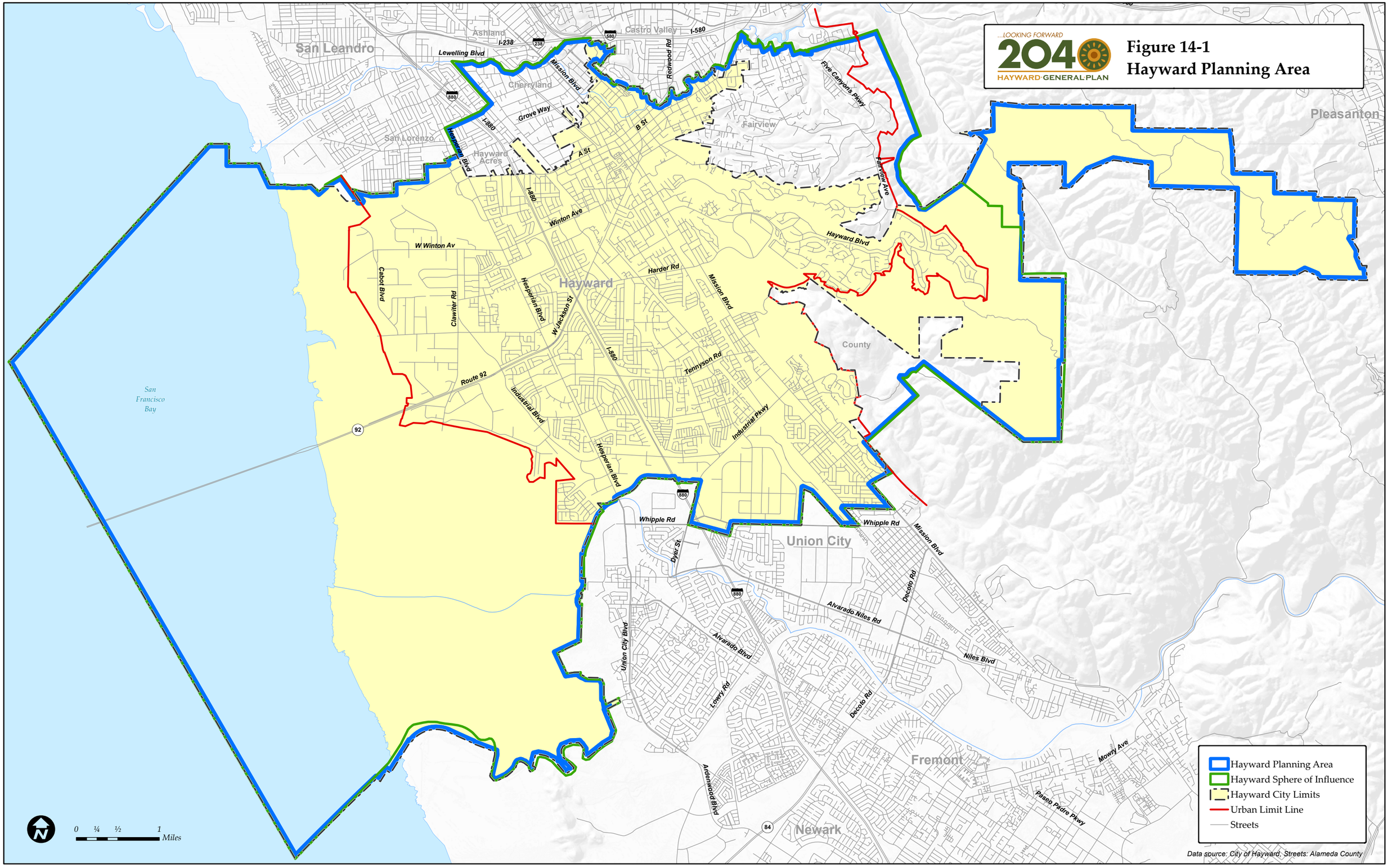
- Water, baylands, and open space make up over half of the land in the Hayward Planning Area and City of Hayward (52.3 percent and 57.4 percent, respectively).

- Out of all of the urban land use categories, single family residential (which includes townhomes) occupies the most land within the Hayward Planning Area and City of Hayward. Single family residential uses cover 14.3 percent (6,170 acres) of the Hayward Planning Area and 11.5 percent (4,465 acres) of the City of Hayward.

- Industrial uses occupy 6.4 percent (2,771 acres) of the Planning Area and 7.1 percent (2,751 acres) of the City. The majority of the industrial uses are located within a crescent-shaped industrial corridor along the western and southwestern edge of the City's urban limit line.

...LOOKING FORWARD 2040 HAYWARD GENERAL PLAN

Figure 14-1
Hayward Planning Area

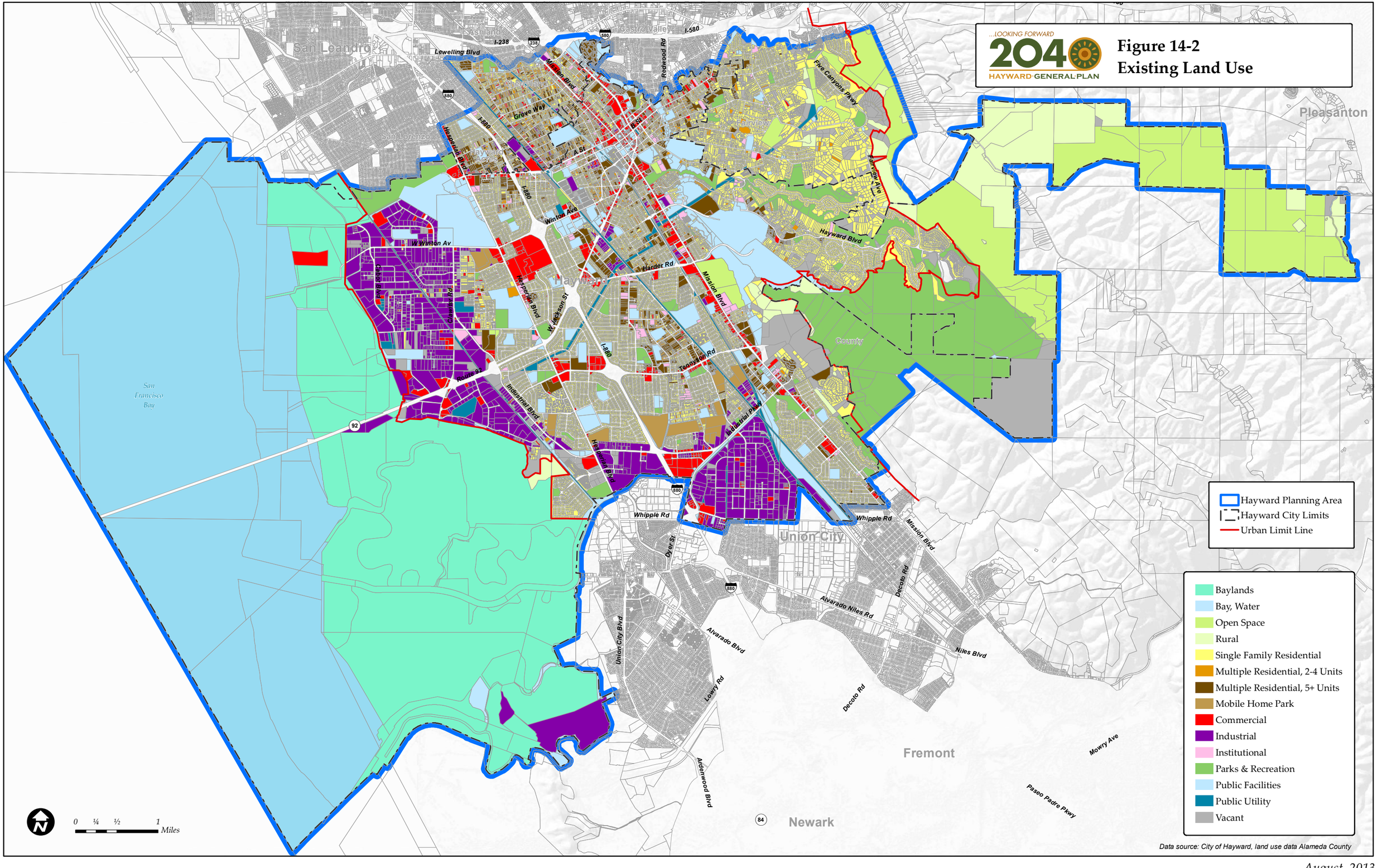


Note: The Hayward Planning Area is lands within the sphere of influence and the city limits

January, 2013

...LOOKING FORWARD 2040 HAYWARD GENERAL PLAN

Figure 14-2
Existing Land Use



Data source: City of Hayward, land use data Alameda County

August, 2013

- The City of Hayward is home to a number of public facilities, including the Hayward Executive Airport, two BART stations, an Amtrak station, Chabot College, and California State University, East Bay.

- The Hayward Planning Area has over 2,958 acres of land for parks and recreation. Most of the parkland is located within Garin Regional Park and several golf courses. In many neighborhoods, parkland is limited to one or two small parks.

- Commercial uses are generally located within Downtown Hayward, the Southland Mall area, and along major streets. With the exception of Downtown Hayward, commercial uses are generally not within a safe, convenient, and pleasant walk of nearby homes.

- The City of Hayward is a largely built-out community and, as a result, future development opportunities will be limited to relatively small infill development sites and the redevelopment of underutilized properties.

(c) Existing General Plan. These major findings provide a summary of the existing general plan documents that regulate land use within the Hayward Planning Area and the City of Hayward, including the existing City of Hayward General Plan and the County of Alameda General Plan. The findings also identify the total acreage of all planned land uses within the Hayward Planning Area and the City of Hayward *under the existing 2002 Hayward General Plan*.

- The current City of Hayward General Plan was adopted in 2002. The Housing Element of the General Plan was updated in 2010.

- The County of Alameda has several General Plan documents that regulate land use within the unincorporated area of the Hayward Planning Area. The main documents are the Eden Area General Plan and the Castro Valley Area General Plan.

- The majority of the land within the Hayward Planning Area, over 27,943 acres or 60.49 percent of the Planning Area, is designated within the broad land use category of Open Space.

- Properties with a residential land use designation total over 18.0 percent of the Hayward Planning Area and over 14.5 percent of the City (approximately 5,986 acres). The residential land use designation that makes up the most land is Low Density Residential, which totals 2,869 acres.

- Over 8.0 percent (3,314 acres) of the City is planned for industrial land uses, the majority of which is located within the City's Industrial Corridor.

- A relatively small percentage of land in Hayward is planned for commercial uses and Downtown City Center uses. Land planned for commercial uses makes up less than 1.5 percent of the City, and land designated as Downtown City Center totals less than 0.5 percent of the City.

(d) Existing Zoning. These major findings describe the zoning regulations that implement the Hayward General Plan. They also provide a brief overview of the zoning regulations of Alameda County, which apply to the unincorporated areas of the Hayward Planning Area.

- The City of Hayward Zoning Ordinance is the primary regulatory mechanism used to implement the Hayward General Plan. The Zoning Ordinance establishes 31 zoning districts and 5 special design overlay districts.

- The City of Hayward has adopted two documents that contain unique zoning and development regulations for specific areas of the City: the South of Route 92/Oliver & Weber Properties Specific Plan and the South Hayward BART/Mission Boulevard Form-Based Code.

- The City of Hayward is currently (May 2013) in the process of preparing the Mission Boulevard Corridor Specific Plan. The Draft Specific Plan includes special and unique zoning regulations for properties along Mission Boulevard.

- The Alameda County Zoning Ordinance provides the zoning and development regulations for the unincorporated areas within the Hayward Planning Area.

- The County of Alameda has adopted two documents that contain unique zoning regulations for specific areas of the Hayward Planning Area: the Fairview Area Specific Plan and the Ashland and Cherryland Business Districts Specific Plan.

(e) Other City Plans and Policies. The City of Hayward General Plan and Zoning Ordinance and the County of Alameda General Plan and Zoning Ordinance are the main planning documents that regulate land use within the Hayward Planning Area. In addition, there are several other City plans, policies, and guidelines that regulate land uses within the City of Hayward, whose major findings are described below.

- In addition to the General Plan and Zoning Ordinance, the City of Hayward has adopted dozens of plans, policies, and guidelines, creating a relatively complex regulatory framework. In some locations, such as Downtown Hayward, several documents must be reviewed to gain a full understanding of the applicable policies, regulations, and guidelines that apply to a development proposal.

- Most of the City's planning documents are relatively dated and were prepared and adopted prior to the adoption of the current General Plan and the emergence of recent planning and urban design trends, including "smart growth," healthy communities, and sustainability. Many of the City's planning documents may not align with the vision, goals, and policies of the current General Plan, as well as the vision, goals, and policies that will ultimately make up the 2040 General Plan.

- With the exception of the Industrial Corridor, the City of Hayward has prepared, or is in the process of preparing, special planning studies for all of the Focus Areas identified in the current General Plan: Downtown Hayward, the Mission Boulevard Corridor, the South Hayward BART Area, and the Older Industrial Area (the Cannery).

- The City of Hayward has a strong tradition of neighborhood planning. Between 1987 and 1997, the City prepared neighborhood plans for all residential areas of the City (with the

exception of Downtown Hayward). Currently (May 2013), the City has a Neighborhood Partnership Program that is implementing a new process to prepare community-based strategies to enhance Hayward's neighborhoods.

(f) Growth and Development Capacity Under Existing General Plans. These major findings describe the potential amount of residential, commercial, and industrial development that could occur within the Hayward Planning Area and the City of Hayward *under the existing policies and land use designations established by the 2002 Hayward General Plan and the Alameda County General Plan*.

- The estimated theoretical residential buildout of the Hayward Planning Area is 85,794 dwelling units. Assuming an average household size of 3.1 persons per household, the population of the Hayward Planning Area at buildout would be 265,962.

- The estimated theoretical residential buildout of the City of Hayward is 67,112 dwelling units (there are currently [2012] 48,671 dwelling units in the City). Assuming an average household size of 3.1 persons per household, the estimated population of Hayward at buildout would be 208,047 (current [2012] population is 147,113). The Association of Bay Area Governments projects that the City will grow to a total of 60,584 dwelling units by 2040, which is significantly lower than the theoretical buildout of the City. Therefore, it is unlikely that the City will reach full buildout by 2040.

- The estimated commercial and industrial buildout of the City of Hayward is 9.63 million square feet of commercial space and 72.20 million square feet of industrial space.

(g) Regional Plans and Agencies. These major findings describe the plans, policies, and regulations of other agencies that affect growth and development within the Hayward Planning Area. Regional, State, and Federal agencies are generally not subject to the policies and plans adopted by local governments. Therefore, understanding the roles and responsibilities of these agencies is vital to ensure effective inter-jurisdictional cooperation and coordination.

- Several local, County, regional, State, and Federal agencies control land resources within the Hayward Planning Area. To reach its full potential, Hayward must coordinate its planning efforts with these organizations.

- To reduce transportation-related greenhouse gas emissions, State law requires the preparation of a regional Sustainable Communities Strategy, which must coordinate local land use planning with regional transportation and housing plans. The Sustainable Communities Strategy for the Bay Area directs 79 percent of Hayward's future housing growth (9,659 units) to five priority development areas within the City: Downtown Hayward, the South Hayward BART Neighborhood, the South Hayward BART Corridor, the Cannery, and the Mission Corridor. (Also see EIR chapter 10.0, Global Climate Change and Greenhouse Gas Emissions, and chapter 18.0, Transportation and Circulation.)

- The parks and recreational facilities within Hayward are managed by two separate districts: the Hayward Area Parks and Recreation District and the East Bay Regional Park District. The future expansion of California State University, East Bay and Chabot College have the potential to increase college enrollment by over 7,500 students. The City of Hayward has the opportunity to increase its student population by supporting the development of on- and off-campus housing. (Also see EIR chapter 17.0, Public Services.)

14.1.2 Regulatory Setting

The Background Report Land Use and Community Character chapter discusses the following regulatory setting relevant to land use and planning.

(a) Planning Boundaries.

California Government Code Section 65301. Section 65301 of the California Government Code requires a general plan to address the geographic territory of the local jurisdiction and any other territory outside its boundaries that bears relation to the planning of the jurisdiction. The jurisdiction may utilize judgment in determining what areas outside of its boundaries to include in the planning area. The State of California General Plan Guidelines state that the planning area for a City should include (at minimum) all land within the City limits and all land within the City's Sphere of Influence.

Cortese Knox Hertzberg Local Government Reorganization Act of 2000. The Cortese Knox Hertzberg Local Government Reorganization Act (CKH Act) is the most significant reform to local government reorganization law since the 1963 statute that created a Local Agency Formation Commission (LAFCO) in each county. The law established procedures for local government changes of organization, including city incorporation, annexation to a city or special district, and consolidation of cities or special districts (Section 56000 et seq.). LAFCOs have numerous powers under the CKH Act, but those of prime concern are the power to act on local agency boundary changes and to adopt spheres of influence for local agencies. The law also states that in order to update a sphere of influence, LAFCOs are required to first conduct a review of the municipal services provided in the county.

(b) Existing Land Use. There is no regulatory setting for existing land use distinct from the regulatory information already included in this section.

(c) Existing General Plan.

General Plan Law (California Government Code Section 65300). California Government Code Section 65300 regulates the substantive and topical requirements of general plans. State law requires each city and county to adopt a general plan "for the physical development of the county or city, and any land outside its boundaries which bears relation to its planning." The California Supreme Court has called the general plan the "constitution for future development." The general plan expresses the community's development goals and embodies public policy relative to the distribution of future land uses, both public and private.

Since the general plan affects the welfare of current and future generations, State law requires that the plan take a long-term perspective (typically 15 to 25 years). The general plan projects conditions and needs into the future and establishes long-term policy for day-to-day decision making.

Policies of the general plan are intended to underlie most land use decisions. Pursuant to State law, subdivisions, capital improvements, development agreements, and many other land use actions must be consistent with the adopted general plan. In counties and general law cities, zoning and specific plans are also required to conform to the general plan. In addition, preparing, adopting, implementing, and maintaining the general plan:

- Serves to identify the community's land use, circulation, environmental, economic, and social goals and policies as they relate to land use and development;

- Provides a basis for local government decision making, including decisions on development approvals and exactions;

- Provides citizens with opportunities to participate in the planning and decision making processes of their communities, and

- Informs citizens, developers, decision-makers, and other cities and counties of the ground rules that guide development within a particular community.

Housing Element Law (California Government Code Article 10.6). The State has established detailed legal requirements for the general plan housing element, above and beyond Section 65300. State law requires each city and county to prepare and maintain a current housing element as part of the community's general plan in order to attain a statewide goal of providing "decent housing and a suitable living environment for every California family." Under State law, housing elements must be updated every five years and reviewed by the State Department of Housing and Community Development.

Specific Plan Law (California Government Code Section 65451). California Government Code Section 65451 regulates the substantive and topical requirements of specific plans. A specific plan is a tool for the systematic implementation of the general plan, and establishes a link between implementing policies of the general plan and the individual development proposals in a defined area. A specific plan may be as general as setting forth broad policy concepts, or as detailed as providing direction on every facet of development from the type, location, and intensity of uses to the design and capacity of infrastructure.

(d) Existing Zoning.

California Government Code Section 65860. In counties, general law cities, and charter cities with a population of more than two million, zoning provisions must be consistent with the general plan. Charter cities with a population of under two million are exempt from the zoning consistency requirement unless their charters provide otherwise. The City of Hayward is a charter city with less than two million people, and is therefore exempt from the zoning consistency requirement.

(e) Other City Plans and Policies. There is no regulatory setting for other City plans and policies distinct from the regulatory information already presented in this section.

(f) Growth and Development Capacity Under Existing General Plans. There is no regulatory setting for growth and development capacity distinct from the regulatory information already presented in this section.

(g) Regional Plans and Agencies. There is no regulatory setting for regional plans and agencies distinct from the regulatory information already presented in this section.

14.2 ENVIRONMENTAL EFFECTS

This section describes potential impacts related to land use and planning that could result from the General Plan, and discusses General Plan goals, policies, and implementation programs that would avoid or reduce those potential impacts. The section also recommends mitigation measures as needed to reduce significant impacts.

14.2.1 Significance Criteria

Based on the CEQA Guidelines,[1] implementation of the City of Hayward 2040 General Plan would have a significant impact related to land use and planning if it would:

(a) Physically divide an established community; or

(b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.

14.2.2 Analysis Methodology

The methodology for evaluating potential environmental impacts related to land use and planning followed this basic sequence:

(1) The General Plan Background Report was evaluated to identify existing environmental conditions and problems related to land use and planning, including the regulatory framework that applies to these issues.

(2) The CEQA Statute and Guidelines (2013), including appendix G (Environmental Checklist Form), were consulted to identify environmental impact topics and issues that should be addressed in the program EIR. In part, this process resulted in the significance criteria listed in subsection 14.2.1 above.

(3) The General Plan Policy Document, including the associated development capacity assumptions (see EIR section 3.6), was analyzed to identify goals, policies, implementation programs ("policies" for short), and potential outcomes that address the significance criteria. This analysis resulted in two basic conclusions regarding policies and outcomes: (a) many policies would avoid or reduce potential environmental impacts, and (b) some policies or outcomes could result in new environmental impacts or increase the severity of existing environmental problems.

(4) For potential environmental impacts that would result from the 2040 General Plan, mitigations were designed to avoid or reduce each impact to a less-than-significant level. If implementation of all identified feasible mitigations cannot reduce the impact to a less-than-significant level, then the impact is considered significant and unavoidable.

[1] CEQA Guidelines, appendix G, items X (a) and (b).

14.2.3 Environmental Impacts

The following tables are aligned with the significance criteria identified above. There is one table for each significance criterion, in the following pattern: significance criterion (a) corresponds with table 14.1, criterion (b) corresponds with table 14.2, and so on. Column 1 (Objective) in each table lists each General Plan goal, policy, and implementation program ("policy" for short), organized by General Plan element, that addresses the potential impact identified in the name of the table. Column 2 is the text of the policy. Column 3 answers the question, "How does the policy avoid or reduce the potential impact?"

Whenever a particular criterion does not apply to the proposed General Plan, an explanation is included in the Significance Criteria text above, and there is no table for that criterion. To maintain consistency, each table's title contains language taken directly from its corresponding significance criterion.

The verbs in column 3 are intended to be applied consistently. The verb "ensures" means that the policy is sufficient to guarantee the result identified in the policy. The verb "helps" means that the policy contributes to avoiding or reducing the identified potential impact; in many cases, "helps" is used for a policy that can be applied to avoid or reduce a wide range of potential impacts. The verb "implements" is used for General Plan implementation programs to indicate that the program provides the details to put the associated policy into action.

In most cases, no one goal, policy, or implementation program ("policy" for short) in itself is expected to completely avoid or reduce an identified potential environmental impact. However, the collective, cumulative mitigating benefits of the policies listed in each table will result in a less-than-significant impact related to the identified significance criterion and the corresponding environmental topic listed in the table name. This conclusion is consistent with the purpose and use of a program EIR for a general plan (see EIR Introduction, chapter 1).

Based on the methodology described above, 2040 General Plan impacts related to land use and planning would be ***less than significant*** (see criteria [a] and [b] in subsection 14.2.1, "Significance Criteria," above). No mitigation is required.

Table 14.1 Proposed Hayward General Plan Policies to Avoid Physically Dividing an Established Community		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Land Use and Community Character Element		
Policy LU-1.3 Growth and Infill Development	The City shall direct local population and employment growth toward infill development sites within the City, especially the catalyst and opportunity sites identified in the Economic Development Strategic Plan.	Helps ensure that new development will occur on infill sites in order to enhance the established land use pattern.
Implementation Program LU 4 Downtown City Center Specific Plan	The City shall develop and adopt a Downtown City Center Specific Plan	Implements Policy LU-1.3 for the Downtown City Center.
Policy LU-1.4 Revitalization and Redevelopment	The City shall encourage property owners to revitalize or redevelop abandoned, obsolete, or underutilized properties to accommodate growth.	Encourages reuse of existing properties in order to enhance the established land use pattern.
Implementation Program LU 1 Comprehensive Zoning Ordinance Update	The City shall prepare a comprehensive update to the Hayward Zoning Ordinance to ensure that the City's zoning regulations align with the guiding principles, goals, and policies of the General Plan.	Implements Policy LU-1.4 and many other policies in the 2040 General Plan.
Policy LU-1.6 Mixed-Use Neighborhoods	The City shall encourage the integration of a variety of compatible land uses into new and established neighborhoods to provide residents with convenient access to goods, services, parks and recreation, and other community amenities.	Encourages integration of smaller scale, compatible land uses within individual neighborhoods instead of separation of land uses into larger, distinct locations that can physically divide the community.
Policy LU-1.7 Design Guidelines	The City shall maintain and implement commercial, residential, industrial, and hillside design guidelines to ensure that future development complies with General Plan goals and policies.	Helps ensure that the design of new development will be compatible and integrated with the established land use pattern.
Implementation Program LU 3 Comprehensive Design Guidelines Update	The City shall prepare a comprehensive update of the Hayward Design Guidelines and the Hillside Design and Urban Wildland Interface Guidelines. The guidelines shall apply to commercial, residential, industrial, and mixed-use developments located outside of the City's Priority Development Areas.	Implements Policy LU-1.7 and many other land use policies in the 2040 General Plan.
Policy LU-1.11 Annexations	The City shall consider the annexation of adjoining unincorporated properties if the annexation would improve the fiscal health of the City, provide a more efficient delivery of City services to the area, and/or create a more logical City boundary.	Helps ensure that potential annexations will be incorporated into the established land use pattern and will not physically divide the community.
Policy LU-1.12 Regional Planning	The City shall coordinate with regional and local agencies to prepare updates to regional growth plans	Helps ensure that coordinated regional planning will be consistent with the land use

Table 14.1 Proposed Hayward General Plan Policies to Avoid Physically Dividing an Established Community		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	and strategies, including the Bay Area's Regional Transportation Plan, Sustainable Communities Strategy, and Regional Housing Needs Allocation (RHNA).	goals and policies of the Hayward 2040 General Plan, especially those identified in the EIR Land Use and Planning chapter.
Policy LU-1.13 Local Plan Consistency with Regional Plans	The City shall strive to develop and maintain local plans and strategies that are consistent with the Regional Transportation Plan and the Sustainable Communities Strategy to qualify for State transportation funding and project CEQA streamlining.	Helps ensure that coordinated regional planning will be consistent with the land use goals and policies of the Hayward 2040 General Plan, especially those identified in the EIR Land Use and Planning chapter.
Policy LU-1.14 Joint Planning with Alameda County	The City shall coordinate with Alameda County in reviewing proposed developments and plans within the unincorporated areas of the City's Sphere of Influence to ensure that they align with Hayward's 2040 Vision.	Helps ensure that coordinated regional planning will be consistent with the land use goals and policies of the Hayward 2040 General Plan, especially those identified in the EIR Land Use and Planning chapter.
Policy LU-2.1 Downtown Arts and Entertainment	The City shall encourage private-sector investment in Downtown to transform it into a safe, vibrant, and prosperous arts and entertainment district that offers enhanced shopping, dining, recreational, and cultural experiences and events for residents, families, college students, and visitors.	Encourages new development within Downtown's established land use pattern instead of separation of land uses into larger, distinct locations that can physically divide the community.
Policy LU-2.2 Downtown Activities and Functions	The City shall maintain the Downtown as a center for shopping and commerce, social and cultural activities, and political and civic functions.	Ensures that Downtown Hayward will remain the heart of the City, consistent with its established land use pattern. Ensures that the community will not be divided by any physically separate, competing "city center."
Policy LU-2.5 Downtown Housing	The City shall encourage the development of a variety of urban housing opportunities, including housing units above ground floor retail and office uses, in the Downtown to: ▪ Increase market support for businesses, ▪ Extend the hours of activity, ▪ Encourage workforce housing for a diverse range of families and households, ▪ Create housing opportunities for college students and faculty, and ▪ Promote lifestyles that are less dependent on automobiles.	Encourages new residential development within Downtown's established land use pattern instead of separation of residential uses into larger, distinct locations (e.g., subdivisions) that can physically divide the community.

Table 14.1 Proposed Hayward General Plan Policies to Avoid Physically Dividing an Established Community		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy LU-2.6 Downtown BART Station	The City shall encourage a mix of commercial, office, high-density residential, and mixed-use development in the area surrounding the Downtown BART Station.	Encourages integration of the BART station into the Downtown land use pattern. Helps ensure that the BART station will not become a physical barrier that divides Downtown.
Policy LU-2.7 Downtown Specific Plan	The City shall develop, maintain, and implement a Specific Plan to establish a vision for Downtown Hayward and to guide and regulate future development and infrastructure improvements.	Encourages coordinated, integrated development Downtown through an adopted plan. Helps ensure that new development will not physically divide Downtown.
Policy LU-2.8 South Hayward BART Urban Neighborhood and Mixed-Use Corridor	The City shall encourage the development of vibrant, compact, mixed-use, and walkable urban neighborhoods within the South Hayward BART Urban Neighborhood and the South Hayward BART Mixed-Use Corridor.	Encourages integrated, walkable development in these areas. Helps ensure that the BART stations will not become physical barriers that divide the areas.
Policy LU-2.9 South Hayward BART Form-Based Code	The City shall maintain and implement the South Hayward BART Form-Based Code to guide and regulate future development and infrastructure improvements within the South Hayward BART Urban Neighborhood and the South Hayward BART Mixed-Use Corridor.	Helps ensure coordinated, integrated development through the adopted Form-Based Code. Helps ensure that the BART stations will not become physical barriers that divide the areas.
Policy LU-2.10 The Cannery Transit Neighborhood	The City shall encourage redevelopment of the remaining industrial parcels in the former Hunt's Cannery Area to complete the urban neighborhood with a variety of residential uses, a network of parks, a school, and supporting commercial, office, and live-work uses.	Encourages coordinated, integrated development in the neighborhood. Helps ensure that development on the remaining industrial parcels will not become a physical barrier that divides the neighborhood.
Policy LU-2.11 The Cannery Area Design Plan	The City shall maintain and implement the Cannery Area Design Plan to guide and regulate future development and infrastructure improvements within The Cannery Transit Neighborhood.	Helps ensure coordinated, integrated development through the adopted Design Plan. Helps ensure that development on the remaining industrial parcels will not become a physical barrier that divides the neighborhood.
Policy LU-2.12 Mission Boulevard Mixed-Use Corridor	The City shall encourage the redevelopment of the Mission Boulevard corridor to create an attractive mixed-use boulevard with a variety of commercial functions and residential densities that support walking and transit.	Encourages integrated, walkable, and transit-friendly development in the corridor.

Table 14.1 Proposed Hayward General Plan Policies to Avoid Physically Dividing an Established Community		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy LU-2.13 Mission Boulevard Specific Plan	The City shall maintain and implement the Mission Boulevard Specific Plan to guide and regulate development within the Mission Boulevard Mixed-Use Corridor.	Helps ensure integrated, walkable, and transit-friendly development through the adopted Specific Plan.
Policy LU-2.14 University-Oriented Uses	The City shall support the development of university-oriented uses, including student and faculty housing, satellite campuses, and university-oriented retail and service uses, within the City's Priority Development Areas (excluding the Cannery Transit Neighborhood).	Supports the development of university-oriented uses within the established land use pattern instead of separation of these uses into larger, distinct locations that can physically divide the community.
Policy LU-2.18 Future Priority Development Areas	The City shall work with the Alameda County Transportation Commission and the Metropolitan Transportation Commission to consider establishing new Priority Development Areas during future updates to the Regional Transportation Plan and Sustainable Communities Strategy.	Helps ensure coordinated, integrated planning through an established process. Helps ensure that development will not become a physical barrier that divides the community.
Policy LU-2.19 Unincorporated Priority Development Areas within the Hayward Planning Area	The City shall coordinate with Alameda County to pursue joint planning efforts and to review future plans for County Priority Development Areas that are located within the City's Sphere of Influence (i.e., Hesperian Boulevard Transit Neighborhood, the Meekland Avenue Mixed-Use Corridor, and the East 14th Street and Mission Boulevard Mixed-Use Corridor).	Helps ensure coordinated, integrated development through joint planning efforts. Helps ensure that development will not become a physical barrier that divides the community.
Goal LU 3	Create complete neighborhoods that provide a mix of housing options and convenient access to parks, schools, shopping, jobs, and other community amenities.	Ensures physical connections between residential uses and community amenities. Avoids physical barriers that can divide the community.
Policy LU-3.1 Complete Neighborhoods	The City shall promote efforts to make neighborhoods more complete by encouraging the development of a mix of complementary uses and amenities that meet the daily needs of residents. Such uses and amenities may include parks, community centers, religious institutions, daycare centers, libraries, schools, community gardens, and neighborhood commercial and mixed-use developments.	Ensures physical connections between residential uses and community amenities. Avoids physical barriers that can divide the community.
Policy LU-3.2 Centralized Amenities	The City shall encourage the development of neighborhood amenities and complementary uses in	Encourages centralized, mixed-use locations instead of separation of land uses into distinct

Table 14.1 Proposed Hayward General Plan Policies to Avoid Physically Dividing an Established Community		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	central locations of the neighborhood whenever feasible.	locations that can physically divide the community.
Policy LU-3.3 Neighborhood Commercial and Mixed-Use Developments	The City shall allow neighborhood commercial and mixed-use developments on properties with residential land use designations, subject to community input from residents and conditions of approval that ensure that these uses are located, designed, and operated in a manner that maintains neighborhood compatibility and contributes to an enhanced quality of life. Appropriate locations for neighborhood commercial and mixed-use developments include: ▪ Corner lots located along collector or arterial streets. ▪ Corner lots located adjacent to or across from a school, park, community center, or other neighborhood gathering place.	Allows compatible integration of non-residential uses on residentially designated properties. Avoids separation of land uses into distinct locations that can physically divide the community.
Policy LU-3.4 Design of New Neighborhood Commercial and Mixed-Use Development	The City shall require new neighborhood commercial and mixed-use developments to have a pedestrian-scale and orientation by: ▪ Placing the building and outdoor gathering spaces along or near the sidewalk. ▪ Locating parking to the rear of the building or along the internal side yard of the property. ▪ Designing the building with ground floor retail frontages or storefronts that front the street. ▪ Enhancing the property with landscaping, lighting, seating areas, bike racks, planters, and other amenities that encourage walking and biking.	Requires design standards that physically integrate compatible non-residential uses into residential neighborhoods.
Policy LU-3.5 Mixed-Density Development Projects	The City shall encourage infill residential developments that provide a mix of housing types and densities within a single development on multiple parcels. Individual parcels within the development may be developed at higher or lower densities than allowed by the General Plan, provided that the net density of the entire development is within the allowed density range.	Encourages a mix of housing densities in one development, which avoids separation of housing types into distinct locations that can physically divide the community.

Table 14.1 Proposed Hayward General Plan Policies to Avoid Physically Dividing an Established Community		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy LU-3.6 Residential Design Strategies	The City shall encourage residential developments to incorporate design features that encourage walking within neighborhoods by: ▪ Creating a highly connected block and street network. ▪ Designing new streets with wide sidewalks, planting strips, street trees, and pedestrian-scaled lighting. ▪ Orienting homes, townhomes, and apartment and condominium buildings toward streets or public spaces. ▪ Locating garages for homes and townhomes along rear alleys (if available) or behind or to the side of the front facade of the home. ▪ Locating parking facilities below or behind apartment and condominium buildings. ▪ Enhancing the front facade of homes, townhomes, and apartment and condominium buildings with porches, stoops, balconies, and/or front patios. ▪ Ensuring that windows are provided on facades that front streets or public spaces.	Encourages physical connections and design features that link residential developments to their existing neighborhoods. Avoids physically separated developments that divide the community.
Policy LU-3.11 Gated Neighborhoods	The City shall discourage gated neighborhoods to encourage social cohesion and to promote an interconnected and accessible street network that allows public access through all City neighborhoods.	Discourages gated developments, which can physically divide the community. Encourages physical connections between neighborhoods.
Policy LU-4.3 Mixed-Use Developments within Commercially-Zoned Properties	The City shall allow mixed-use developments within commercially-zoned properties along corridors and ensure that these uses are located, designed, and operated in a manner that maintains compatibility with adjacent residential uses.	Helps ensure that corridor development will be compatible with adjacent residences and not physically divide the community by large differences in scale and massing.
Policy LU-4.8 Shared Driveways and Parking Lots	The City shall encourage adjoining properties along corridors to use shared driveways and shared parking lots to promote the efficient use of land, reduce the total land area dedicated to parking, and to create a more pedestrian-friendly environment by minimizing curb-cuts along the sidewalk.	Promotes physical, pedestrian-friendly connections between properties instead of expanses of surface parking that can physically divide the community.
Policy LU-4.12 Hesperian Boulevard College Corridor	The City shall develop, maintain, and implement a plan to create a mixed-use and pedestrian-oriented	Ensures a pedestrian-friendly corridor instead a collection of separate, auto-oriented

Table 14.1 Proposed Hayward General Plan Policies to Avoid Physically Dividing an Established Community		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	corridor along the segment of Hesperian Boulevard near Chabot College (between Winton Avenue and State Route 92). The City shall encourage a variety of student- and neighborhood-oriented uses along the corridor, including student housing, restaurants, entertainment uses, and cafes.	developments that can physically divide the community.
Implementation Program LU 8 Hesperian Boulevard College Corridor Plan	The City shall develop and adopt a master plan or specific plan to enhance the Hesperian Boulevard corridor.	Implements Policy LU-4.12
Policy LU-4.13 "A" Street and Redwood Road Corridor	The City shall coordinate with Alameda County to prepare a coordinated corridor enhancement and land use plan for the "A" Street and Redwood Road Corridor.	Helps ensure a corridor plan consistent with the land use policies of the 2040 General Plan.
Implementation Program LU 7 "A" Street and Redwood Road Corridor Plan Feasibility Report	The City shall coordinate with Alameda County to explore the feasibility of preparing a master plan or specific plan for the "A" Street and Redwood Road corridor. The City shall submit a feasibility report to the City Council, and additional actions shall be determined based on Council direction.	Helps implement Policy LU-4.13.
Policy LU-4.14 Grants for Corridor Planning	The City shall pursue grant funding to prepare land use, urban design, and mobility plans for additional corridors in Hayward.	Helps finance additional planning consistent with the land use policies of the 2040 General Plan.
Policy LU-5.3 Design Strategies for New Centers	The City shall encourage new and redeveloped centers to incorporate the following design strategies: ▪ Place large anchor retail buildings (big-box stores) to the rear of the site and away from streets. ▪ Place smaller commercial or mixed-use buildings along street frontages and/or internal driveways that function as small pedestrian-oriented "Main Street" environments. Orient the main entrances to these buildings toward streets rather than internal parking lots. ▪ Minimize large expanses of parking along streets by placing parking lots and structures behind buildings and within the interior of the site. ▪ Encourage pedestrian-friendly sidewalks and outdoor gathering and dining spaces along building frontages.	Encourages physical connections and design features that link the components of commercial and mixed-use centers. Avoids incompatible differences in scale and massing that can physically divide the community.

Table 14.1 Proposed Hayward General Plan Policies to Avoid Physically Dividing an Established Community		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	▪ Incorporate pedestrian connections and access routes to connect building entrances to adjacent sidewalks, transit stops, parks and greenways, and neighborhoods. ▪ Design buildings with articulated facades and transparent storefront entrances. ▪ Enhance building facades with awnings, shade structures, pedestrian-oriented signage, decorative lighting, and other attractive design details and features.	
Policy LU-5.7 Integrating Centers with Residential or Mixed-Use Developments	The City shall consider the integration of residential or mixed-use developments into new and existing community and regional centers. The integration of these uses should support, rather than replace, the primary commercial and service functions of the center.	Helps ensure that existing community and regional centers will be physically integrated into new residential and mixed-use development. Helps ensure that existing centers will not become physical barriers that divide the community.
Policy LU-6.1 Land Uses	The City shall encourage employee-intensive uses, such as professional office, corporate campuses, research and development, traditional and specialized manufacturing, throughout the Industrial Technology and Innovation Corridor.	Encourages more intensive use of the existing corridor instead of creation of new large-scale developments in other locations that can physically divide the community.
Implementation Program LU 11 Industrial Technology and Innovation Corridor Plan	The City shall develop and adopt a specific plan or master plan for the Industrial Technology and Innovation Corridor.	Implements Policy LU-6.1.
Policy LU-6.2 Industrial and Warehouse Conversions	The City shall encourage the conversion of obsolete industrial and warehouse distribution space to a productive use, such as advanced manufacturing, professional office centers, corporate campuses, research and development parks, and flex space.	Encourages reuse of existing, larger buildings instead of creation of new buildings that can physically divide the community.
Policy LU-9.1 Design of City Public Facilities	The City shall ensure that all City-owned facilities are designed to be compatible in scale, mass, and character with the neighborhood, district, or corridor in which they are located.	Ensures that City-owned facilities will be compatible with, and will not physically divide, the areas in which they are located.
Policy LU-9.2 Design of Non-City Public Facilities	The City shall coordinate with school districts, park districts, utility providers, and other government agencies that are exempt from local land use controls to encourage facility designs that are compatible in	Encourages compatibility between non-City-owned facilities and the areas in which they are located. Helps ensure that these facilities will not physically divide the community.

Table 14.1 Proposed Hayward General Plan Policies to Avoid Physically Dividing an Established Community		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	scale, mass, and character with the neighborhood, district, or corridor in which they are located.	
Policy LU-9.3 Medical Centers	The City shall coordinate with the owners of existing and planned medical centers to encourage site development or redevelopment in a manner that is compatible with surrounding areas.	Encourages medical center development and redevelopment that is compatible with, and will not physically divide, the areas in which they are located.
Policy LU-9.5 Cal State University, East Bay	The City shall coordinate with California State University, East Bay to encourage campus development that: ▪ Maintains compatibility with adjacent residential areas, ▪ Improves access routes to the campus, ▪ Protects sensitive habitat and steep slopes as open space, ▪ Provides additional student and faculty housing and services on campus, ▪ Supports the City's economic development policies and programs, ▪ Enhances opportunities for students, residents, and visitors to experience arts, culture, recreation, and entertainment, and ▪ Promotes sustainable design and maintenance practices.	Encourages compatibility between University development and adjacent residential areas. Helps ensure that University development will not divide the community.
Policy LU-9.6 Chabot College	The City shall coordinate with Chabot College to encourage campus development that maintains compatibility with adjacent residential areas, promotes sustainable design and maintenance practices, and mitigates neighborhood compatibility issues, such as student parking on City streets.	Encourages compatibility between College development, adjacent residential areas, and the surrounding neighborhood. Helps ensure that College development will not divide the community.
Policy LU-9.7 Hayward Municipal Airport	The City shall maintain and implement an airport master plan to guide the long-term development of the Hayward Municipal Airport.	Helps ensure that additional airport development will not physically divide the community.
Policy LU-9.8 Co-location of Public and Quasi-Public Uses	The City shall encourage the co-location of public and quasi-public uses within commercial and mixed-use developments.	Encourages the integration of land uses instead of the separation of uses in distinct locations that can physically divide the community.

Table 14.1 Proposed Hayward General Plan Policies to Avoid Physically Dividing an Established Community		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Natural Resources Element		
Goal NR-5	Protect the economic viability of State-identified mineral resource extraction areas, while avoiding potential land use conflicts and minimizing adverse environmental impacts.	Helps ensure that potential mining operations will be geographically contained and will not physically divide a community.
Policy NR-5.1 Mineral Resource Protection	The City shall protect mineral resources in undeveloped areas that have been classified by the State Mining and Geology Board as having statewide or regional significance for possible future extraction by limiting new residential or urban uses that would be incompatible with mining and mineral extraction operations.	By limiting incompatible nearby uses, helps ensure that potential mining operations will not physically divide a community.
Policy NR-5.2 Mining Operations Nuisance and Hazard Abatement	The City shall require applicants for any new or expanded mining operation to demonstrate, prior to issuance of a conditional use permit, that the operation will not create significant nuisances, hazards, or adverse environmental effects on neighboring land uses.	Helps minimize potential environmental impacts from mining operations, including on neighboring uses.
Public Services and Facilities Element		
Policy PFS-1.5 Neighborhood Compatibility	The City shall ensure that public facilities, such as utility substations, water storage and treatment plants, and pumping stations are located, designed, and maintained so that noise, light, glare, or odors associated with these facilities will not adversely affect nearby land uses. The City shall require these facilities to use building and landscaping materials that are compatible with or screen them from neighboring properties.	Helps minimize potential environmental impacts from public facilities, including their potential to physically divide a neighborhood.
Mobility Element		
Policy M-1.3 Multimodal Connections	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.	Connects various activity centers through a multi-modal transportation system, instead of with large-scale roadway projects that can physically divide a community.
Implementation Program M 1 Multimodal LOS and Design Standards	The City shall adopt multi-modal Level of Service (LOS) and design standards and a methodology that defines the process for determining which non-	Implements Policies M-1.3 and M-1.4.

Table 14.1 Proposed Hayward General Plan Policies to Avoid Physically Dividing an Established Community		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	vehicular transportation and transit improvements will be implemented. The multimodal LOS program, design standards, and methodology should be consistent with those adopted by the Alameda County Transportation Commission.	
Implementation Program M 2 Multimodal LOS Guidelines	The City shall update its Traffic Study Preparation Guidelines to reflect the multi-modal Level of Service (LOS) policies, standards, and methodologies and to provide additional flexibility in implementing multimodal transportation improvements.	Implements Policies M-1.3 and M-1.4.
Policy M-1.4 Multimodal System Extensions	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.	Helps ensure that new streets or extensions do not physically divide a community (i.e., "maximizes connections," "minimizes barriers").
Implementation Program M 3 Survey Transportation and Transit Gaps and Barriers	The City shall prepare a study to identify existing gaps and barriers in the transportation and transit network. Based on the findings from the study, the City shall prepare and submit recommendations to the City Council on a set of priority investments for inclusion in the Capital Improvement Program and/or the Countywide Transportation Plan to address the gaps and barriers.	Implements Policy M-1.4 and M-7.10.
Policy M-1.6 Bicycling, Walking, and Transit Amenities	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.	Encourages more bicycling, walking, and transit use, which reduces the need for large-scale roadway projects that can physically divide a community.
Policy M-1.7 Eliminate Gaps	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.	Helps ensure better connectivity in the multi-modal system, and removes physical barriers that can divide a community.

Table 14.1 Proposed Hayward General Plan Policies to Avoid Physically Dividing an Established Community		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy M-3.6 Context Sensitive	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.	Helps ensure that complete streets connect areas instead of dividing them.
Policy M-3.8 Connections with New Development	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.	Ensures that new development physically connects with the multi-modal transportation system.
Policy M-3.9 Private Complete Streets	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.	Encourages connections between private streets, public streets, and transportation facilities.
Policy M-5.2 Pedestrian System	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.	Helps ensure a pedestrian system that connects neighborhoods and centers instead of separate, internalized pedestrian areas that can divide a community.
Implementation Program M 11 Pedestrian Master Plan	The City shall develop, adopt, and implement a Pedestrian Master Plan that includes a planned sidewalk system, pedestrian design standards, and implementation program. As part of the preparation of the Pedestrian Master Plan, the City shall review and incorporate (as appropriate) planned improvements and programs identified in the Alameda Countywide Pedestrian Plan that connect Hayward's existing and planned pedestrian facilities to regional walking and bicycle facilities. The Pedestrian Master Plan shall include a Safe Routes to Schools Plan, an ADA Transition Plan, and strategies to improve pedestrian connections to parks, transit, and neighborhood commercial and service uses.	Implements Policy M-5.2.
Policy M-5.3 Access to Transit	The City shall enhance and maintain sidewalk and other pedestrian improvements for access to key	Enhances connections between the pedestrian and transit systems.

Table 14.1 Proposed Hayward General Plan Policies to Avoid Physically Dividing an Established Community		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	transit stops and stations for seniors and other persons with special needs.	
Policy M-6.1 Bikeway System	The City shall maintain and implement the Hayward Bicycle Master Plan.	Improves the bikeway system, which helps to physically connect communities.
Policy M-6.5 Connections between New Development and Bikeways	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.	Ensures connections between new developments and bikeways, which helps to physically connect communities.
Policy M-6.7 Conversion of Underused Facilities	The City shall convert underused rights-of-way along travel lanes, drainage canals, and railroad corridors to bikeways wherever desirable and financially feasible.	Converts rights-of-way that may divide communities into bikeways that connect communities.
Policy M-6.8 Bicycle Wayfinding	The City shall encourage bicycling by providing wayfinding and signage that directs bicyclists to bike routes and to civic places, cultural amenities, and visitor and recreational destinations.	Encourages bicycling between public destinations, which helps to physically connect people with the Planning Area.
Policy M-7.10 New Facilities	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.	Connects private and public developments with transit facilities, which connects these developments with their users. Reduces the need for large-scale roadway projects that can physically divide a community.
Policy M-8.9 City Facility Locations	When making decisions about where to rent or build new City facilities, the City shall give preference to locations that are accessible to an existing public transit line or ensure that public transit links (e.g., bus lines) are extended to the new locations.	Ensures public transit access to City facilities, which connects these facilities with their users.
Community Health and Quality of Life Element		
Policy HQL-2.2 Remove Physical Barriers	The City shall remove or plan for ways to address physical barriers that bisect neighborhoods and discourage walking or biking.	Removes physical barriers that bisect neighborhoods.
Policy HQL-10.7 Parks Access	The City shall work with HARD to ensure that new parks are accessible to pedestrians and bicyclists, and are connected with transit, to the extent feasible.	Connects parks with multi-modal transit. Helps ensure that parks are physically connected with their users.
Policy HQL-11.2 Greenway Corridors	The City shall coordinate with HARD and the EBRPD to consider additional greenway linkages along fault line corridors and in other areas (e.g., rail line, creek, and utility corridors) to encourage walking and cycling and to provide improved access to activity centers.	Promotes the linking of greenway segments into a coordinated system that connects communities.

Table 14.2 Proposed Hayward General Plan Policies to Avoid Conflict with Plans, Policies, or Regulations that Avoid or Mitigate Environmental Effects		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Land Use and Community Character Element		
Policy LU-1.12 Regional Planning	The City shall coordinate with regional and local agencies to prepare updates to regional growth plans and strategies, including the Bay Area's Regional Transportation Plan, Sustainable Communities Strategy, and Regional Housing Needs Allocation (RHNA).	Helps ensure that coordinated regional planning will be consistent with the Hayward 2040 General Plan and with applicable regional growth plans and strategies.
Policy LU-1.13 Local Plan Consistency with Regional Plans	The City shall strive to develop and maintain local plans and strategies that are consistent with the Regional Transportation Plan and the Sustainable Communities Strategy to qualify for State transportation funding and project CEQA streamlining.	Helps ensure that coordinated regional planning will be consistent with the Hayward 2040 General Plan and with applicable regional growth plans and strategies.
Policy LU-1.14 Joint Planning with Alameda County	The City shall coordinate with Alameda County in reviewing proposed developments and plans within the unincorporated areas of the City's Sphere of Influence to ensure that they align with Hayward's 2040 Vision.	Helps ensure that coordinated planning with Alameda County will be consistent with the Hayward 2040 General Plan.
Policy LU-2.18 Future Priority Development Areas	The City shall work with the Alameda County Transportation Commission and the Metropolitan Transportation Commission to consider establishing new Priority Development Areas during future updates to the Regional Transportation Plan and Sustainable Communities Strategy.	Helps ensure coordinated, integrated regional planning for potential new Priority Development Areas.
Policy LU-2.19 Unincorporated Priority Development Areas within the Hayward Planning Area	The City shall coordinate with Alameda County to pursue joint planning efforts and to review future plans for County Priority Development Areas that are located within the City's Sphere of Influence (i.e., Hesperian Boulevard Transit Neighborhood, the Meekland Avenue Mixed-Use Corridor, and the East 14th Street and Mission Boulevard Mixed-Use Corridor).	Helps ensure that potential County Priority Development Areas will be consistent with the Hayward 2040 General Plan.
Policy LU-4.13 "A" Street and Redwood Road Corridor	The City shall coordinate with Alameda County to prepare a coordinated corridor enhancement and land use plan for the "A" Street and Redwood Road Corridor.	Helps ensure coordinated planning with the County for the Corridor.

Table 14.2 Proposed Hayward General Plan Policies to Avoid Conflict with Plans, Policies, or Regulations that Avoid or Mitigate Environmental Effects		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Implementation Program LU 7 "A" Street and Redwood Road Corridor Plan Feasibility Report	The City shall coordinate with Alameda County to explore the feasibility of preparing a master plan or specific plan for the "A" Street and Redwood Road corridor. The City shall submit a feasibility report to the City Council, and additional actions shall be determined based on Council direction.	Helps implement Policy LU-4.13.
Policy LU-7.7 De-Annexations	The City shall consider de-annexing properties outside of the City's Sphere of Influence (e.g., Pleasanton Ridgeline) if cooperative agreements with Alameda County, Pleasanton, and the East Bay Regional Park District are in place to permanently preserve the properties as open space or regional parkland.	Ensures coordinated regional planning consistent with potential open space land use policy.
Policy LU-9.7 Hayward Municipal Airport	The City shall maintain and implement an airport master plan to guide the long-term development of the Hayward Municipal Airport.	Ensures compatibility of the airport master plan with potentially affected jurisdictions, including with Oakland International Airport.
Natural Resources Element		
Policy NR-1.4 Shoreline Protection and Enhancement	The City shall coordinate with the Hayward Area Shoreline Planning Agency, Bay Conservation and Development Commission, and California Coastal Commission to conserve, protect, and enhance natural and cultural resources along the San Francisco Bay shoreline by balancing uses that support multiple community needs, such as recreation, tourism, cultural resource preservation, and natural resource protection.	Ensures coordinated multi-jurisdictional planning to protect and enhance the bay shoreline.
Implementation Program NR 1 Habitat Conservation Plan	The City shall coordinate with Alameda County, the cities of Fremont and Union City, the Hayward Area Recreation and Park District, and the East Bay Regional Park District to develop and adopt a comprehensive Habitat Conservation Plan for areas within and surrounding Hayward.	Implements Policy NR-1.4.
Policy NR-3.1 Permanent Open Space Acquisition	The City shall coordinate with the East Bay Regional Park District, Hayward Area Recreation and Park District, and Hayward Area Shoreline Planning Agency to explore all possible resources for public acquisition of permanent open space, including State	Ensures coordinated multi-jurisdictional planning for new public open space.

Table 14.2 Proposed Hayward General Plan Policies to Avoid Conflict with Plans, Policies, or Regulations that Avoid or Mitigate Environmental Effects		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	and public trust funds, leases for private open space use, and additional bond measures.	
Policy NR-3.2 Interagency Restoration Coordination	The City shall coordinate with Hayward Area Shoreline Planning Agency, East Bay Regional Park District, Bay Conservation and Development Commission, California Coastal Commission, and other Federal, State, and regional agencies to identify methods for acquiring and restoring baylands and marsh habitats, expanding the National Wildlife Refuge, and funding the purchase and restoration of wetland habitats.	Ensures coordinated multi-jurisdictional planning for acquiring and restoring habitats.
Policy NR-3.4 Ridgelands Area Protection	The City shall continue to coordinate with Pleasanton and Alameda County to develop and implement policies that protect the Ridgelands Area from incompatible land uses and activities.	Ensures coordinated multi-jurisdictional planning for protecting the Ridgelands Area.
Policy NR-5.3 Mining Reclamation Requirements	The City shall require mining operators to prepare reclamation plans and implement reclamation programs to restore land for alternative uses consistent with the California Surface Mining and Reclamation Act once mining operations are no longer viable.	Ensures that mining reclamation plans are consistent with applicable State regulations.
Policy NR-6.8 NPDES Permit Compliance	The City shall continue to comply with the San Francisco Bay Region National Pollutant Discharge Elimination System (NPDES) Municipal Regional Stormwater Permit.	Ensures compliance with the regional NPDES permit.
Policy NR-6.13 Water Recycling Program Advocacy	The City shall coordinate with the East Bay Municipal Utility District and the Hayward Area Recreation and Park District to advance water recycling programs, including using treated wastewater to irrigate parks, golf courses, and roadway landscaping and encouraging rainwater catchment system-wide and greywater usage techniques in new buildings.	Ensures coordinated multi-jurisdictional planning for recycled water programs and systems.
Hazards Element		
Goal HAZ-1	Promote a disaster-resilient region by reducing hazard risks through regional coordination and mitigation planning.	Ensures coordinated multi-jurisdictional planning for reducing hazard risks.

Table 14.2 Proposed Hayward General Plan Policies to Avoid Conflict with Plans, Policies, or Regulations that Avoid or Mitigate Environmental Effects		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy HAZ-1.1 Multi-Jurisdictional Local Hazards Mitigation Plan	The City shall coordinate with regional and local agencies to implement the Multi-Jurisdictional Local Hazards Mitigation Plan for the San Francisco Bay Area.	Ensures coordinated multi-jurisdictional implementation of the Hazards Mitigation Plan.
Policy HAZ-1.3 Plan Updates	The City shall support the Association of Bay Area Governments (ABAG) in its role as the lead agency that prepares and updates the Multi-Jurisdictional Local Hazards Mitigation Plan. If ABAG cannot fulfill this role in the future, the City shall coordinate with Alameda County and other local agencies to encourage the development and implementation of a new Multi-Jurisdictional Local Hazards Mitigation Plan.	Ensures coordinated multi-jurisdictional implementation of the Hazards Mitigation Plan.
Policy HAZ-2.7 Dam Failure	The City shall coordinate with agencies responsible for the maintenance of the South Reservoir Dam, the Del Valle Dam, and other small dams along Alameda Creek to ensure that dam infrastructure is maintained and enhanced to withstand potential failure during an earthquake.	Ensures that dams remain safe and effective through coordinated multi-jurisdictional planning.
Policy HAZ-2.8 Tsunamis	The City shall coordinate with the Hayward Area Recreation and Park District (HARD), the East Bay Regional Parks District (EBRPD), and the Alameda County Flood Control and Water Conservation District to efficiently evacuate shoreline parks during potential tsunami events.	Ensures coordinated multi-jurisdictional planning for a potential tsunami event.
Policy HAZ-3.1 FEMA Coordination	The City shall coordinate with the Federal Emergency Management Agency (FEMA) to ensure that Federal Insurance Rate Maps correctly depict flood hazards in the City.	Ensures coordination with FEMA for flood protection.
Policy HAZ-3.3 Flood Plain Management Ordinance	The City shall maintain and enforce a Flood Plain Management Ordinance to: ▪ Promote public health, safety, and general welfare by minimizing public and private losses due to floods, ▪ Implement the Cobey-Alquist Flood Plain Management Act, and	Ensures that the City Ordinance complies with the National Flood Insurance Program.

Table 14.2 Proposed Hayward General Plan Policies to Avoid Conflict with Plans, Policies, or Regulations that Avoid or Mitigate Environmental Effects		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	▪ Comply with the eligibility requirements of the National Flood Insurance Program.	
Implementation Program HAZ 5 Flood Plain Management Ordinance Comprehensive Update	The City shall prepare a comprehensive update to the Floodplain Management Ordinance.	Implements Policies HAZ-3.3 and HAZ-3.4.
Policy HAZ-3.4 Changing Flood Conditions Associated with Global Warming	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.	Ensures coordinated planning with the District for flood protection.
Policy HAZ-4.1 Monitor Rising Sea Level	The City shall monitor information from regional, State, and Federal agencies on rising sea levels in the San Francisco Bay to determine if additional adaptation strategies should be implemented to address flooding hazards.	Helps ensure flood protection consistent with up-to-date, expert information.
Policy HAZ-4.2 Adapting to Rising Tides	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.	Ensures coordinated multi-jurisdictional planning for resilience to sea level rise.
Policy HAZ-4.3 Shore Realignment Master Plan	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: ▪ A preferred long-term strategy and implementation program to protect the regional shoreline. ▪ Interim standards to regulate development within potentially affected areas if sea levels rise prior to the construction of shoreline protection projects. ▪ Potential flood mitigation measures to apply to development projects within potentially affected areas.	Ensures coordinated multi-jurisdictional planning and implementation of the Regional Shoe Realignment Master Plan. Helps implement Policy HAZ-4.3.

Table 14.2 Proposed Hayward General Plan Policies to Avoid Conflict with Plans, Policies, or Regulations that Avoid or Mitigate Environmental Effects		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy HAZ-5.5 Park District Coordination	The City shall coordinate with the East Bay Regional Park District and the Hayward Area Recreation and Park District to promote forestry and park management practices that reduce the potential for wildland fires.	Ensures coordinated multi-jurisdictional planning to reduce the potential for wildland fires.
Policy HAZ-5.6 Regional Coordination	The City shall coordinate with Alameda County, the cities of Pleasanton, Dublin, and San Ramon, and other fire protection agencies to reduce the potential for wildfire hazards in the East Bay hills.	Ensures coordinated multi-jurisdictional planning to reduce the potential for wildland fires.
Policy HAZ-6.7 Agency Coordination	The City shall coordinate with State, Federal, and local agencies to develop and promote best practices related to the use, storage, transportation, and disposal of hazardous materials.	Ensures coordinated multi-jurisdictional planning to reduce hazardous materials risks.
Policy HAZ-7.2 Airport Land Use Compatibility Plan	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.	Helps ensure compliance with the Airport Land Use Compatibility Plan.
Policy HAZ-7.3 Commission Review	The City shall ensure that all applicable plans, ordinances, and development applications are reviewed by the Alameda County Airport Land Use Commission in compliance with State law.	Helps ensure compliance with the Airport Land Use Compatibility Plan.
Policy HAZ-8.8 Park Noise	The City shall coordinate with the Hayward Area Recreation and Park District (HARD) and the East Bay Regional Park District (EBRPD) to establish and enforce hours of operation for park and recreational facilities near residential homes.	Ensures coordinated multi-jurisdictional planning to minimize park noise near residences.
Public Services and Facilities Element		
Policy PFS-1.3 Public Facility Master Plans	The City shall maintain and implement public facility master plans to ensure compliance with appropriate regional, State, and Federal laws; the use of modern and cost-effective technologies and best management practices; and compatibility with current land use policy.	Ensures compliance of master plans with applicable laws.
Policy PFS-1.6 Public Facility Clustering	The City shall promote the clustering of public and quasi-public facilities (e.g., schools, parks, libraries, child care facilities, community activity centers), the	Promotes joint-use agreements between the City and public service providers.

Table 14.2 Proposed Hayward General Plan Policies to Avoid Conflict with Plans, Policies, or Regulations that Avoid or Mitigate Environmental Effects		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	joint-use of these facilities, and agreements for sharing costs and operational responsibilities among public service providers.	
Policy PFS-3.2 Urban Water Management Plan	The City shall maintain and implement the Urban Water Management Plan, including water conservation strategies and programs, as required by the Urban Water Management Planning Act.	Ensures compliance with the State Urban Water Management Planning Act.
Policy PFS-3.3 Water Shortage Allocation Plan	The City shall support implementation of the Water Shortage Allocation Plan, which distributes available water from the regional water system among San Francisco Public Utility Commission and wholesale customers in the event of a system-wide shortage of 20 percent or less.	Ensures compliance with the Commission's Plan.
Policy PFS-3.7 Water Agency Participation	The City shall continue to participate in the Bay Area Water Supply and Conservation Agency and purchase water from the San Francisco Public Utility Commission.	Helps ensure compliance with these agencies' plans and regulations.
Policy PFS-3.10 East Bay Municipal Utility District	The City shall work with the East Bay Municipal Utility District to provide adequate water service to areas in the Planning Area not served by the City.	Ensures coordinated planning with the District for water service.
Policy PFS-3.11 Water Supply During Emergencies	The City shall, to the extent feasible, maintain adequate water supply during emergencies. The City shall maintain emergency water connections with the Alameda County Water District and the East Bay Municipal Utility District in case of disruption of delivery from San Francisco Public Utility Commission and maintain emergency wells for short duration use in an emergency and ensure that wells meet primary drinking water standards.	Helps ensure an adequate emergency water supply in coordination with other water service providers.
Policy PFS-3.14 Water Conservation Standards	The City shall comply with provisions of the State's 20x2020 Water Conservation Plan (California Water Resources Control Board, 2010).	Ensures compliance with the State Plan.
Policy PFS-3.16 Recycled Water	The City shall increase use of recycled water where appropriate, cost effective, safe, and environmentally sustainable. The City shall work with regional partners to encourage expansion of recycled water infrastructure.	Ensures coordinated regional planning to expand the recycled water system.

Table 14.2 Proposed Hayward General Plan Policies to Avoid Conflict with Plans, Policies, or Regulations that Avoid or Mitigate Environmental Effects		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy PFS-4.4 Water Pollution Control Facility Operation and Maintenance	The City shall operate and maintain the WPCF to ensure that wastewater discharge meets all applicable NPDES permit provisions.	Ensures compliance with NPDES wastewater discharge standards.
Policy PFS-4.10 Wastewater Disposal	The City shall work with the East Bay Dischargers Authority to properly dispose of treated wastewater consistent with State and Federal laws.	Ensures compliance with wastewater treatment laws.
Policy PFS-5.1 Accommodate New and Existing Development	The City shall work with the Alameda County Flood Control and Water Conservation District to expand and maintain major stormwater drainage facilities to accommodate the needs of existing and planned development.	Ensures coordinated planning with the District for an adequate stormwater drainage system.
Policy PFS-5.3 Watershed Drainage Plans	The City shall require developers of proposed large development projects to prepare watershed drainage plans. Drainage plans shall define needed drainage improvements per City standards, estimate construction costs for these improvements, and be implemented through the Stormwater Management and Urban Runoff Control Program and Alameda Countywide Clean Water Program.	Ensures that drainage plans comply with City and County standards.
Policy PFS-5.8 Enhance Recreation and Habitat	The City shall require new stormwater drainage facilities to be designed to enhance recreation and habitat and shall work with HARD to integrate such facilities into existing parks and open space features.	Helps ensure that new stormwater drainage facilities are consistent with HARD policies.
Policy PFS-6.1 Interagency Levee Management	The City shall work with Alameda County Flood Control and Water Conservation District, State, and Federal agencies to ensure existing and new levees are adequate in providing flood protection.	Ensures coordinated multi-jurisdictional planning for flood protection.
Policy PFS-6.2 Zone 3A Drainage Master Plan Study	The City shall support implementation of the Alameda County Flood Control and Water Conservation District Zone 3A Drainage Master Plan Study, which identifies improvement projects and expected maintenance activities to ensure 100-year flood protection in and around Hayward.	Ensures compliance with the Master Plan Study.
Policy PFS-6.3 Funding for 200-year Flood Protection	The City shall continue to cooperate with Alameda County Flood Control and Water Conservation District, State, and Federal agencies in securing funding to provide 200-year flood protection.	Ensures coordinated multi-jurisdictional planning for flood protection.

Table 14.2 Proposed Hayward General Plan Policies to Avoid Conflict with Plans, Policies, or Regulations that Avoid or Mitigate Environmental Effects		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy PFS-6.5 Levee Setbacks for New Development	The City shall prohibit new development within a minimum distance of 50 feet of the landside toe of levees. Development may encroach within this 50-foot area provided that levee improvements are made to the standard levee section consistent with local, regional, State, and Federal standards.	Ensures compliance with levee protection standards.
Policy PFS-6.6 Dedication of Levee Footprint	The City shall require new development adjacent to a flood protection levee to dedicate the levee footprint in fee to the Alameda County Flood Control and Water Conservation District or the appropriate responsible agency.	Ensures compliance with levee protection standards.
Policy PFS-7.3 Landfill Capacity	The City shall continue to coordinate with the Alameda County Waste Management Authority to ensure adequate landfill capacity in the region for the duration of the contract with its landfill franchisee.	Ensures landfill capacity in coordination with the Waste Management Authority.
Policy PFS-7.4 Solid Waste Diversion	The City shall comply with State goals regarding diversion from landfill, and strive to comply with the provisions approved by the Alameda County Waste Management Authority.	Ensures compliance with State waste diversion goals. Helps ensure compliance with Waste Management Authority provisions.
Implementation Program PFS 5 Construction and Demolition Debris Recycling Ordinance	The City shall revise the Construction and Demolition Debris Recycling Ordinance to be consistent with the processing capabilities Alameda County transfer stations and waste facilities. The ordinance revision shall also consider additional requirements and provisions included in other local recycling ordinances.	Implements Policy PFS-7.4.
Policy PFS-7.13 Residential Recycling	The City shall encourage increased participation in residential recycling programs, and strive to comply with the recycling provisions approved by the Alameda County Waste Management Authority Board. The City shall work with StopWaste.org to monitor participation in residential recycling programs and educate the community regarding actual composition of waste sent to landfills.	Helps ensure compliance with Waste Management Authority residential recycling provisions.
Policy PFS-7.14 Commercial Recycling	The City shall encourage increased participation in commercial and industrial recycling programs, and strive to comply with the recycling provisions	Helps ensure compliance with Waste Management Authority commercial and industrial recycling provisions.

Table 14.2 Proposed Hayward General Plan Policies to Avoid Conflict with Plans, Policies, or Regulations that Avoid or Mitigate Environmental Effects		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	approved by the Alameda County Waste Management Authority Board. The City shall work with StopWaste.org to provide technical assistance to businesses to implement mandatory recycling.	
Policy PFS-7.19 Regional Coordination	The City shall coordinate with and support regional efforts to develop and implement effective waste management strategies.	Ensures coordinated regional planning for waste management.
Community Safety Element		
Policy CS-2.10 Cooperative Delivery of Services	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.	Ensures coordinated multi-jurisdictional planning ("mutual aid agreements") for law enforcement.
Policy CS-5.6 Comprehensive Emergency Management Plan	The City shall maintain and implement a Comprehensive Emergency Management Plan to: ▪ Outline the City of Hayward's responsibilities in emergencies. ▪ Coordinate the response and recovery efforts of City Departments, local energy providers, and local, State, and Federal agencies. ▪ Establish procedures for the Emergency Operation Center (EOC).	Ensures coordinated multi-jurisdictional planning for emergency planning.
Policy CS-5.8 Emergency Operations Center	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 and water disruptions and shortages into the training and testing exercises.	Ensures coordinated multi-jurisdictional planning for the EOC.
Mobility Element		
Policy M-2.1 Regional Coordination	The City shall continue to coordinate its transportation planning with regional agencies (Metropolitan Transportation Commission and Alameda County Transportation Commission) and adjoining jurisdictions.	Ensures coordinated multi-jurisdictional transportation planning.

Table 14.2 Proposed Hayward General Plan Policies to Avoid Conflict with Plans, Policies, or Regulations that Avoid or Mitigate Environmental Effects		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Implementation Program M 3 Survey Transportation and Transit Gaps and Barriers	The City shall prepare a study to identify existing gaps and barriers in the transportation and transit network. Based on the findings from the study, the City shall prepare and submit recommendations to the City Council on a set of priority investments for inclusion in the Capital Improvement Program and/or the Countywide Transportation Plan to address the gaps and barriers.	Implements Policy M-1.4 above and M-7.10 below.
Implementation Program M 4 Regional Connection Improvements	The City shall work with the Alameda County Transportation Commission, AC Transit, and adjacent communities to identify better connections between City roadways, pedestrian ways, bicycle facilities, and transit corridors and neighboring and regional transportation networks. Based on findings from the study, the City shall prepare and submit recommendations to the City Council on priority improvements for better regional transportation connections that should be included in the Capital Improvement Program or Countywide Transportation Plan.	Implements Policies M-2.1 and M-2.3.
Policy M-2.2 Regional Plans	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.	Supports regional and countywide transportation plans.
Policy M-2.3 Multi-Jurisdictional Transportation Corridors	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.	Ensures coordinated, multi-jurisdictional multi-modal transportation planning.
Policy M-2.4 Regional Transit Options	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.	Ensures coordinated multi-jurisdictional transportation planning.
Policy M-6.4 Bicycles on Transit	The City shall encourage AC Transit and BART to expand access to cyclists, including providing bike	Encourages coordinated bike access planning between the City and transit providers.

Table 14.2 Proposed Hayward General Plan Policies to Avoid Conflict with Plans, Policies, or Regulations that Avoid or Mitigate Environmental Effects		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	racks on buses and trains and secure bicycle parking at transit stations and stops.	
Goal M-7	Improve coordination among public agencies and transit providers to meet public transit needs and provide greater mobility.	Ensures coordinated public transit planning between the City, public agencies, and transit providers.
Policy M-7.2 Agency Coordination	The City shall coordinate with AC Transit, BART, Amtrak and other transit providers to meet the travel needs of Hayward residents, students, visitors, and businesses.	Ensures coordinated multi-jurisdictional planning for public transit.
Policy M-7.3 Transit Service Expansion	The City shall collaborate with BART and AC Transit to expand short- and long-term opportunities to expand services (e.g., extend rapid bus service from Bayfair to the South Hayward BART Station), pursue a hydrogen fueling station for both buses and personal vehicle use, and improve transit stations by expanding amenities at stations.	Ensures coordinated multi-jurisdictional planning for expanded transit service.
Policy M-7.4 Transit Links	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).	Encourages coordinated multi-jurisdictional planning for improved transit links.
Policy M-7.5 Transit Needs	The City shall work with transit providers to identify transit needs and develop options for providing expanded service to underserved areas in the City.	Ensures coordinated, multi-jurisdictional transit planning for underserved areas.
Policy M-7.7 Transit Information	The City shall work with AC Transit to coordinate routes and service times and to post routes and schedules at bus stops.	Ensures coordinated, multi-jurisdictional transit planning.
Implementation Program M 14 Transit Rider Information Study	The City shall work with AC Transit to identify options for informing transit riders of the availability and timing (e.g., headways) of public transit. Based on findings from the study, the City shall work with AC Transit to prepare and submit recommendations to the City Council on developing a transit information program.	Implements Policy M-7.7.
Policy M-7.10 New Facilities	The City shall work with transit providers to incorporate transit facilities into new private development and City project designs including	Ensures coordinated multi-jurisdictional planning to incorporate transit facilities into new developments.

Table 14.2 Proposed Hayward General Plan Policies to Avoid Conflict with Plans, Policies, or Regulations that Avoid or Mitigate Environmental Effects		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	incorporation of transit infrastructure (i.e., electricity, fiber-optic cable, etc.), alignments for transit route extensions, and new station locations.	
Policy M-8.1 Increase Vehicle Occupancy	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.	Ensures coordinated multi-jurisdictional planning to increase vehicle occupancy.
Policy M-8.6 Car/Bike Sharing Programs	The City shall assist businesses in developing and implementing car and bike sharing programs, and shall encourage large employers (e.g., colleges, Hayward Unified School District [HUSD]) and the BART stations to host car and bike sharing programs available to the public.	Encourages coordinated planning between BART and employers.
Implementation Program M 17 City Employee Car/Bike Share Programs	The City shall conduct a study that explores the development of car-sharing and/or bike sharing programs for City employees. Based on findings from the study, the City shall prepare and submit recommendations to the City Council about establishing such programs.	Implements Policy M-8.6.
Policy M-8.8 Regional TDM Program	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).	Implements and ensures compliance with the County Travel Demand Management Element.
Policy M-10.1 Airport Master Plan	The City shall maintain and implement the Airport Master Plan and the Airport Layout Plan.	Implements and ensures compliance with these airport plans.
Policy M-10.2 Airport Land Use Compatibility	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.	Ensures compliance with the Airport Land Use Compatibility Plan.

Table 14.2 Proposed Hayward General Plan Policies to Avoid Conflict with Plans, Policies, or Regulations that Avoid or Mitigate Environmental Effects		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Community Health and Quality of Life Element		
Policy HQL-2.5 Safe Routes to School	The City shall support the Alameda County Safe Routes to School and other similar programs that promote walking and biking to and from school for children and parents.	Supports these schools programs.
Policy HQL-9.5 Hazards Resiliency	The City shall continue to assess and monitor risks from local environmental (e.g., flooding, earthquake) and man-made hazards and work with community groups and State and regional agencies to prepare residents, business, and visitors in the event of an incident.	Ensures coordinated multi-jurisdictional planning for hazards resiliency.
Policy HQL-11.2 Greenway Corridors	The City shall coordinate with HARD and the EBRPD to consider additional greenway linkages along fault line corridors and in other areas (e.g., rail line, creek, and utility corridors) to encourage walking and cycling and to provide improved access to activity centers.	Ensures coordinated planning with the Hayward Area Recreation and Park District (HARD) and the East Bay Regional Park District (EBRPD) for greenway linkages.
Policy HQL-11.6 Regional Coordination	The City shall coordinate with HARD, regional agencies (e.g., MTC, ABAG, and EBRPD), and surrounding jurisdictions to ensure that recreational corridors within the City connect with existing and planned recreational facilities and trails outside the City.	Ensures coordinated multi-jurisdictional planning for recreational corridors.
Policy HQL-12.4 Neighborhood Needs	The City shall work with HARD and EBRPD to consider unique neighborhood needs in developing facilities and programs for indoor and outdoor activities.	Ensures coordinated planning with HARD and the EBRPD to address unique neighborhood recreational needs.
Economic Development Element		
Policy ED-6.11 Expand and Promote the Green Business Program	The City shall coordinate with Alameda County, the Hayward Chamber of Commerce, and local businesses to develop strategies to promote the Alameda County Green Business Program to the Hayward business community.	Promotes the County Green Business Program.
Implementation Program ED 3 Energy and Sustainability Businesses Program	The City shall coordinate with the Chamber of Commerce and the East Bay Economic Development Alliance to develop a program that supports and attracts businesses in the renewable and energy-efficiency sector to Hayward.	Implements Policy ED-6.11.

Table 14.2 Proposed Hayward General Plan Policies to Avoid Conflict with Plans, Policies, or Regulations that Avoid or Mitigate Environmental Effects		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Education and Lifelong Learning Element		
Policy EDL-3.8 New School Sites	The City shall coordinate with local school districts at the earliest possible opportunity to determine the need for new school sites and to identify potential locations.	Ensures coordinated planning with school districts for potential new school locations.

15. NOISE

This EIR chapter provides an evaluation of the potential noise-related effects of implementing the proposed 2040 General Plan. Project impacts have been evaluated based on appendix G of the CEQA Guidelines. The chapter describes potential short-term construction noise impacts, short- and long-term vibration exposure from construction activities as well as vibration sources within the Planning Area, traffic noise increases, noise and vibration impacts from railroads, and stationary noise impacts.

15.1 SETTING

The environmental and regulatory settings of the City of Hayward and the Planning Area with respect to noise are described in detail in the Noise section (section 9.7) of the General Plan Background Report (City of Hayward, 2013). Pursuant to section 15150 of the CEQA Guidelines, this document is incorporated into the Draft EIR by reference. The updated Background Report is available at the City of Hayward 2040 General Plan website at:

http://www.hayward-ca.gov/GENERALPLAN/

Copies of the Background Report may be viewed during regular business hours--8:00 AM to 5:00 PM, Monday through Thursday, and 8:00 AM to noon on Friday--at the City of Hayward Development Services Department Permit Center, 777 B Street, Hayward, CA 94541.

Additional technical data related to noise is included in the EIR appendices, also available at the General Plan website and at the Permit Center.

15.1.1 Environmental Setting

Section 9.7 (Hazards--Noise) in the Background Report contains an Existing Conditions section that also serves as the Environmental Setting for the purpose of this noise analysis. The section includes fundamentals of acoustics, a description of existing sensitive land uses, and existing ambient noise levels based on community-wide noise measurements as well as roadway traffic and railroad noise modeling.

The major findings of the Hazards chapter relevant to noise are described below.

- Based on ambient noise level measurements throughout the City of Hayward, the predominant sources of noise include traffic noise on major roadways, freight and passenger trains, and aircraft.

- Roadway traffic is the most significant source of noise affecting sensitive land uses in Hayward. Freeways and major arterial roadways are the most significant sources of traffic noise. Based on the traffic-noise modeling, the roadways in the Planning Area with the greatest modeled traffic-noise levels are listed below:

- I-880
- I-580
- I-238
- SR-92
- Foothill Boulevard
- Mission Boulevard
- Hesperian Boulevard
- Jackson Street
- Winton Avenue
- Industrial Boulevard
- Industrial Parkway West

- Of the road segments modeled, the 60 dBA traffic noise contour ranges from 137 feet to 23,045 feet from the centerline. Residential land uses located within the 60 dBA contour along these road segments are currently exposed to noise levels above the 60 dBA CNEL standard for residential land uses.

- In addition to traffic noise on local roadways, freight and passenger trains operating along three north-south rail lines contribute to community noise levels. Based on the modeling conducted, the 60 dBA CNEL railroad noise contour is approximately 950 to 1,120 feet from the centerline of these three railroads. Residential land uses located within the 60 dBA contour along these railroad lines are currently exposed to noise levels above the 60 dBA CNEL standard for residential land uses.

- The Hayward Executive Airport Land Use Compatibility Plan (2012) establishes noise compatibility policies and criteria for sensitive land uses within the 60 dBA and higher CNEL noise contours. The plan restricts extremely noise sensitive land uses within the 60 dBA CNEL contour and requires mitigation measures for moderately sensitive land uses within the 60 dBA CNEL contour.

- Noise generated by industrial facilities and other stationary sources contribute to the ambient noise environment in their immediate vicinities.

15.1.2 Regulatory Setting

Section 9.7 (Noise) in the Background Report contains a Regulatory Setting section that addresses federal, State, regional and local laws, rules, regulations, goals and policies that apply to noise.

These include maximum recommended vibration levels for human annoyance as well as structural damage, land use compatibility standards, and aircraft noise limits.

15.1.3 Issues Not Discussed Further

Alameda County has established an airport land use commission (ALUC), in accordance with state law, to prepare airport land use compatibility plans (ALUCP) for all public-use airports in the County and to review general plans, proposed changes to zoning codes and ordinances, land use actions and development projects, and airport development plans for consistency with compatibility policies. California State law also dictates that the County and affected cities

modify their general and specific plans to be consistent with the ALUC's plan or to take steps to overrule the ALUC.

The Hayward Executive Airport ALUCP is the primary document used by the Alameda County ALUC to help promote compatibility between Hayward Executive Airport and the surrounding area. The ALUCP includes a series of compatibility factors, zones and policies related to noise, safety, airspace protection, and over-flight activity (Alameda County ALUC, 2012). No changes are proposed to the existing Hayward Executive Airport ALUCP and, therefore, the existing adopted noise limits and standards contained in the ALUCP will continue to regulate airport operation in Hayward.

The proposed General Plan would not result in new development or land use changes within close proximity to the Hayward Executive Airport. There are no other private airports or airstrips within the City. In addition, no expansion of the existing airport land area or airport operations are currently planned or assumed in the proposed General Plan. Consequently, no new impacts associated with aircraft noise or airport operations would occur due to implementation of the proposed General Plan. This issue is not discussed further in this chapter.

15.2 ENVIRONMENTAL EFFECTS

Noise-related impacts from future development pursuant to general plans can be divided into short-term construction-related impacts and long-term noise exposure impacts. Construction-related impacts are associated with construction activities likely to occur in conjunction with future development allocated by the plan. Long-term noise exposure is associated with major noise sources (e.g., traffic, trains, other transit, aircraft, and stationary sources).

Analysis for each significance criteria will include a policy-level discussion of anticipated impacts.

15.2.1 Significance Criteria

Based on the CEQA Guidelines,[1] a significant noise impact would occur if implementation of the Hayward 2040 General Plan would:

(a) Expose people to or generate noise levels in excess of standards established in the proposed General Plan and noise standards, or applicable standards of other agencies (e.g., California Department of Transportation's [Caltrans] recommended vibration levels for structural damage);

(b) Expose people to or generate excessive ground vibration or ground-borne noise levels;

(c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project (e.g., an increase of 3 dB or greater);

(d) Create a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;

[1] CEQA Guidelines, appendix G, items (a) through (f).

(e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would expose people residing or working in the project area to excessive noise levels; or

(f) For a project within the vicinity of a private airstrip, would expose people residing or working in the project area to excessive noise levels.

Regarding criteria (e) and (f), please see previous subsection 15.1.3 (Issues Not Discussed Further) in this chapter.

15.2.2 Analysis Methodology

To assess potential short-term (construction-related) noise and vibration impacts, potential future development types and locations were identified and evaluated based on typical construction activities. Project-generated construction source noise and vibration levels were determined based on methodologies, reference noise levels, and usage factors from the United Stated Federal Transit Authority's (FTA's) Guide on Transit Noise and Vibration Impact Assessment methodology (FTA 2006). Reference levels are noise and vibration emissions for specific equipment or activity types that are well documented and for which their usage is common practice in the field of acoustics.

To assess potential long-term (operation-related) noise impacts due to project-generated increases in traffic, modeling was conducted for major transportation networks in the City consistent with the U.S. Department of Transportation Federal Highway Administration (FHWA) Traffic Noise Model (TNM) (FHWA 2006) and project-specific traffic data provided by Kittleson Associates. The analysis is based on the reference noise emission levels for automobiles, medium trucks, and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, and ground attenuation factors. Vehicle roadway volumes were based on traffic modeling conducted for the proposed General Plan. Please note that the modeling conducted does not account for any natural or human-made shielding (e.g., the presence of vegetation, berms, walls, or buildings) and, consequently, represents worst-case noise levels.

To assess noise and vibration impacts from railroads, the Transit Noise and Vibration Impact Assessment Guidelines (FTA 2006) were used to determine approximate vibration levels in close proximity to rail lines. Noise generated from train passings were also estimated using the Transit Noise and Vibration Impact Assessment Guidelines for assessing railroad and transit noise (FTA 2006). No natural or human-made noise shielding or barriers (e.g., topography, vegetation, berms, walls, or buildings or other attenuation measures) are accounted for, and therefore modeled noise levels are considered "worst case" railroad noise conditions along the length of each corridor.

All sound levels discussed in this section are A-weighted decibels, the frequency of sound most closely related to the way humans perceive sound, unless otherwise noted.

15.2.3 Environmental Impacts

Impact 15-1: Short-Term Construction Noise Levels. Implementation of projects under the proposed General Plan would involve construction that would result in temporary noise generation primarily from the use of heavy-duty construction equipment. Based on modeling for typical construction activities, short-term construction-generated noise could exceed applicable standards. This would represent a ***significant impact*** (see criteria [a] and [d] in subsection 15.2.1, "Significance Criteria," above).

The proposed General Plan would provide for some increases in residential and commercial development within Priority Development Areas (PDAs), compared to the 2002 General Plan. However, the proposed General Plan would not alter or create new land use designations, or result in substantial resignation of land, within the Planning Area. Any new development would be located primarily within PDAs located in the downtown area, near the South Hayward BART station, and along major corridors such as Mission Boulevard.

Construction activities associated with future planned development could include site preparation (e.g., excavation, grading), laying of concrete foundations, paving, equipment installation, finishing, and cleanup. These activities typically involve the use of noise-generating equipment such as cranes, excavators, dozers, graders, dump trucks, generators, backhoes, compactors, and loaders. Table 15.1 shows the maximum noise levels generated by the types of equipment and activities that are anticipated to be used for construction activities within the Planning Area.

With regards to construction noise, the site preparation phase typically results in the most noise generation from the use of heavy-duty equipment such as excavators, graders, dozers, loaders, and trucks. Based on the information provided in Table 15.1 and accounting for typical usage factors of individual pieces of equipment associated with a typical site preparation phase of construction, construction noise could result in noise levels of up to 93 dB L_{eq} and 97 dB L_{max} at 25 feet from a typical construction site, which would exceed the limits allowed by the adopted Municipal Code.

The protection of sensitive land uses from community noise, including construction noise, is a focus of the proposed General Plan. The Hazards Element of the proposed General Plan includes goals and policies that address construction noise within the City. Table 15.2 below includes the applicable policies from the proposed General Plan and an explanation of how they address construction-related noise.

Table 15.1
TYPICAL EQUIPMENT NOISE LEVELS

Type of Equipment	**Noise Level (L_{max}) at 50 feet**
Impact Pile Driver	101
Vibratory Pile Driver	101
Blasting	94
Crane	85
Excavator	85
Dozer	85
Grader	85
Dump Truck	84
Generator	82
Backhoe	80
Compactor	80
Front End Loader	80
Chain Saw	84
Wood Chipper	75[1]

SOURCE: All noise levels are from FHWA 2006: p.3, unless otherwise noted.

[1] The reference sound level for a wood chipper is based on sound levels provided in Berger, Neitzel, and Kladden 2010.

Table 15.2 Proposed Hayward General Plan Policies to Avoid or Reduce Construction Noise and Vibration		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Hazards Element		
Goal HAZ-8	Minimize human exposure to excessive noise	States the overall goal of the City to protect the overall welfare of the residents from adverse levels of noise.
Policy HAZ-8.17 Community Noise Control Ordinance	The City shall maintain, implement, and enforce a community noise control ordinance to regulate noise levels from public and private properties, vehicles, construction sites, and landscaping activities.	Requires construction activities to comply with the adopted construction-noise standards (Municipal Code Chapter 4 Public Welfare, Morals and Conflict, SEC. 4-1.03.4), which is intended to prevent sensitive receptors from exposure to excessive noise levels from short-term construction activities within the City.
Policy Haz-8.20 Construction Noise Study	The City may require development projects subject to discretionary approval to assess potential construction noise impacts on nearby sensitive uses and to minimize impacts on those uses, to the extent feasible.	Allows the City to require construction noise studies for discretionary projects that have the potential to result in substantial noise levels from construction activities. Noise studies would evaluate construction noise against adopted noise standards and provide mitigation measures to reduce noise exposure if deemed necessary.
Policy Haz-8.21 Construction and Maintenance Noise Limits	The City shall limit the hours of construction and maintenance activities to the less sensitive hours of the day (7:00 am to 7:00 pm Monday through Saturday and 10:00 am to 6:00 pm on Sundays and holidays)	Limits construction and maintenance activities to the less sensitive times of the day when people are more likely to be away from home. As result, people would be less likely to be affected by daytime construction noise activities.
Policy Haz-8.22 Vibration Impact Assessment	The City shall require a vibration impact assessment for proposed projects in which heavy-duty construction equipment would be used (e.g., pile driving, bulldozing) within 200 feet of an existing structure or sensitive receptor. If applicable, the City shall require all feasible mitigation measures to be implemented to ensure that no damage or disturbance to structures or sensitive receptors would occur.	Requires construction activities located in close proximity to existing sensitive receptors to conduct site-specific vibration noise studies. The noise studies would determine vibration impacts and include measures to reduce impacts associated with vibration noise and vibration damage to buildings, if deemed necessary. Therefore, under the proposed GPU, construction activities would not expose existing sensitive receptors to excessive levels of ground vibration.

Mitigation 15-1. The proposed General Plan Goal HAZ-8 and Policies HAZ-8.17, HAZ-8.20, and HAZ-8.21 establish the overall goal and intentions of the City with regards to construction-related noise. Policy HAZ-8.17 refers to a community noise control ordinance for the purposes of regulating community noise levels. The City has adopted Section 4-1.03.4 of the Municipal Code (Construction and Alteration of Structures; Landscaping Activities), which states that individual devices/pieces of construction equipment are not to exceed 83 dB at a distance of 25 feet from the source and 86 dB at any point of the property plane Monday through Saturday from 7:00 AM to 7:00 PM and Sundays from 10:00 AM to 6:00 PM, "unless otherwise provided pursuant to a duly-issued permit or a condition of approval." Thus, while the code establishes specific standards to reduce construction noise from typical construction activities, it may not apply to all development projects requiring discretionary approval.

Policy HAZ-8.20 establishes that a site-specific noise study may be required by the City for discretionary projects requiring land use entitlements. In addition, Policy HAZ-8.21 establishes limits on construction noise-generating activities to the less sensitive times of the day, when people are less likely to be disturbed. While adoption of these proposed General Plan policies could reduce potential impacts, these policies would not fully prevent exposure of sensitive receptors located near construction activities to excessive noise levels. Some construction projects could still be approved that would not be subject to specific noise studies or be required to reduce construction noise levels. Therefore, this impact would remain **significant and unavoidable.**

Ground Vibration. Construction activities due to implementation of the proposed General Plan could result in the temporary ground vibration from the use of heavy-duty construction equipment as well as long-term exposure to ground vibration from sources such as trains, busses, and the BART. The proposed General Plan contains policies that require construction activities located in close proximity to existing sensitive land uses, as well as new development projects located in close proximity to vibration noise sources, to conduct vibration noise studies. Noise studies would determine vibration impacts, and the City would require all feasible mitigation to be implemented to ensure that no damage or disturbance to structures or sensitive receptors would occur. Therefore, new development would not be exposed to excessive levels of vibration and this impact would be ***less than significant*** (see criterion [b] in subsection 15.2.1, "Significance Criteria," above).

Ground vibration may result from short-term construction activities as well as long-term exposure from transportation noise sources (i.e., passenger trains, freight trains, buses). Short-term and long-term vibration exposure are discussed separately below.

(a) Short-Term Construction-Related Ground Vibration Exposure. Construction activities have the potential to result in varying degrees of temporary ground vibration, depending on the specific construction equipment used and activities involved. Vibration generated by construction equipment spreads through the ground and diminishes with increases in distance.

Construction-related ground vibration is normally associated with impact equipment such as pile drivers, jackhammers, and the operation of some heavy-duty construction equipment, such as dozers and trucks. Blasting activities also generate relatively high levels of ground vibration. Table 15.3 displays ground vibration levels for typical construction equipment. The effects of ground vibration may be imperceptible at the lowest levels, result in low rumbling sounds and detectable vibrations at moderate levels, and high levels of vibration can cause sleep disturbance in places where people normally sleep or annoyance in buildings that are primarily used for daytime functions and sleeping.

Ground vibration can also potentially damage the foundations and exteriors of existing structures even if it does not result in a negative human response. Pile driving and blasting activities produce the highest levels of ground vibration, as shown in Table 15.3, and can result in structural damage to existing buildings. Future development as a result of the proposed General Plan would occur in primarily urban settings where land is already disturbed and therefore would not require blasting, which is typically used to remove unwanted rock or earth. However, it is possible that pile driving could occur during building construction under the proposed General Plan.

Impact pile drivers produce a high level of vibration for short periods (0.2 seconds) with sufficient time between impacts to allow the resonant effects on a building to decay before the next vibration event (FTA 2006: p. 12-14). Impact pile driving can produce vibration levels up to 1.518 in/sec peak particle velocity (PPV) or 112 vibration decibels (VdB) at 25 feet, as shown in Table 15.3. PPV is commonly used to assess ground vibration effects in structures, and VdB to assess human response to vibration noise. Assuming normal propagation conditions, this level would propagate to below Caltrans' vibration standard of 0.20 in/sec PPV for structural damage at a distance of 100 feet and to levels below FTA's vibration standard of 80 VdB for human response at residential land uses at a distance of 300 feet. Ground vibration levels from sonic pile driving would propagate to below the FTA's vibration standard of 0.20 in/sec PPV for structural damage at a distance of 60 feet and to levels below FTA's vibration standard of 80 VdB for human response at residential land uses at a distance of 175 feet. All propagation adjustment calculations are included in the EIR appendices.

The proposed General Plan contains Policy HAZ-8.22 (Vibration Impact Assessment), shown above in Table 15.2, that requires construction activities located in close proximity to existing sensitive receptors to conduct site-specific vibration noise studies. Under this policy, the noise studies would determine vibration impacts, and the City would require all feasible measures to reduce impacts associated with vibration noise and vibration damage to buildings, if deemed necessary. Therefore, under the proposed General Plan, construction activities would not expose existing sensitive receptors to excessive levels of ground vibration.

(b) Long-Term Ground Vibration Exposure. The proposed General Plan could facilitate the construction of sensitive land uses within portions of the plan area where known vibration sources exist, primarily in the PDA's located along the existing active railroad corridors (a primary ground vibration source within the City). With regards to vibration impacts on new development near railroads, human disturbance is the primary concern. Vibration levels from trains passing would not result in structural damage to new development. Therefore, this analysis focuses on the effects of ground vibration on human disturbance from trains within the City.

Table 15.3
REPRESENTATIVE GROUND VIBRATION AND NOISE LEVELS FOR CONSTRUCTION EQUIPMENT

Equipment	**PPV at 25 feet (in/sec)[1]**	**Approximate L_v (VdB) at 25 feet[2]**
Pile Driver (impact) upper range	1.518	112
typical	*0.644*	*104*
Pile Driver (sonic) upper range	0.734	105
typical	*0.170*	*93*
Blasting	1.13	109
Large Dozer	0.089	87
Caisson Drilling	0.089	87
Loaded Trucks	0.076	86
Rock Breaker	0.059	83
Jackhammer	0.035	79
Small Dozer	0.003	58

SOURCE: FTA 2006: p.12-6,12-8

PPV = peak particle velocity; L_V = the root mean square velocity expressed in vibration decibels (VdB), assuming a crest factor of 4

The FTA Transit Noise and Vibration Impact Assessment Guidelines provides recommended vibration levels for various land use types based on the frequency of exposure from vibration events (i.e., number of trains passing by a sensitive land use). In some portions of the City, future planned development could be exposed to frequent vibration events (i.e., more than 70 trains per day), occurring adjacent to rail lines used by the BART. Based on this frequency of train passing events, the FTA recommended level for which human disturbance would occur is 72 VdB.

Based on the Generalized Ground Surface Vibration curves in the FTA guidance, proposed development within 200 feet of an existing railroad could exceed the recommended threshold for human disturbance of 72 VdB for sensitive receptors that are exposed to a frequent amount of vibration events (i.e., 70 or more trains passing by in one day, FTA 2006: Table 10-1). The proposed General Plan contains Policy HAZ-8.23 (Transportation Vibration), shown below in Table 15.5, that requires proposed new development located in close proximity to major vibration sources (e.g., railroads, freeways, BART lines) to conduct a ground vibration and vibration noise evaluation consistent with City approved methodologies. Project level noise studies would determine vibration levels at these projects and recommend feasible mitigation measures so that new sensitive receptors would not be exposed to excessive levels of vibration.

Summary

Adoption of proposed Policies HAZ-8.22 and HAZ-8.23 would require a project-level noise and vibration study to determine vibration-related impacts on structures and humans. For projects located within 200 feet of a vibration-noise source, noise levels could exceed the FTA recommended threshold of 72 VdB and result in excessive vibration-noise exposure to residents. However, project level noise studies would determine vibration levels at these projects and recommend feasible mitigation measures (e.g., insulated windows and walls, sound walls or barriers, distance setbacks, or other construction or design measures) that would reduce vibration-noise to an acceptable level. Therefore, existing sensitive receptors and new sensitive receptors would not be exposed to excessive levels of ground vibration from new construction or existing vibration sources. This would be a ***less-than-significant impact.***

Mitigation. No additional mitigation is required beyond the requirements described above.

Impact 15-2: Long-Term Traffic Noise Levels. Implementation of the proposed General Plan would increase noise levels along transportation routes with nearby sensitive receptors. Proposed policies would establish noise standards for new development and require that site-specific noise studies be conducted to reduce noise exposure. However, in some instances, traffic-related noise increases could be more than 3 dB, the level typically audible to the human ear and, therefore, considered a substantial increase in noise. This would represent a ***significant impact*** (see criteria [a] and [c] in subsection 15.2.1, "Significance Criteria," above).

Future planned development with implementation of the proposed General Plan could be exposed to existing community noise as well as increases in traffic noise due to anticipated traffic increases on transportation networks within the Planning Area. In addition, existing development within the Planning Area may also be exposed to increases in traffic noise as a result of the proposed General Plan.

Single-family residential development, schools, libraries, hospitals, convalescent homes, and places of worship are considered the most noise-sensitive land uses with regards to community noise. High-density and mixed-use residential, commercial, and industrial development is less noise-sensitive because uses are primarily indoors, and typically noise exposure can be reduced through design and material choice (e.g., outdoor activity areas are located in courtyards surrounded by structures, materials with greater insulation are used).

Existing and future traffic noise levels throughout the City were modeled to determine the anticipated traffic noise levels along major roadways. For a complete list of roadway segments and the modeled distances from the roadway centerline to the 60, 65, 70, and the 75 dB Community Noise Equivalent Level (CNEL)/Day-night noise level (L_{dn}) contour and the noise level at 50 feet from the roadway centerline (see the EIR appendices**)**. Noise contours were developed for the proposed General Plan buildout year of 2040 based on modeling results, and are shown below in Figure 15-1. Table 15.4 shows the existing (baseline) traffic noise levels on modeled roadways and, the projected 2040 traffic noise levels, and the change in noise levels at 50 feet from the modeled roadways. Existing and future projected traffic noise levels were based on the traffic modeling and Average Daily Traffic (ADT) data

provided for the General Plan (Kittleson & Associates 2013). As described in the methodology section above, modeled noise levels are considered "worst-case."

Based on the modeling conducted, future projected traffic volumes on modeled roadways would result in some level of traffic noise increase in most cases (in some cases traffic-related noise decreases slightly). Increases in traffic noise ranges from 3 dB up to an approximate 15 dB increase. Based on human perception of noise increase, 3 decibels is perceived as barely noticeable (Egan 2007:21). Thus, with regards to traffic noise specifically, a noticeable increase in noise (i.e., 3 dB or greater), for the purposes of this analysis, would be considered a substantial increase in noise.

The Hazards section of the proposed General Plan contains one goal and various policies that focus on the protection of sensitive uses from adverse levels of noise. Noise standards for development types are also included in the noise-related policies of the proposed General Plan. Tables 15.5 and 15.6 (referenced as Table HAZ-1 in the proposed General Plan) below include goals, policies, and standards from the proposed General Plan intended to reduce noise exposure throughout the community.

...LOOKING FORWARD 2040 HAYWARD GENERAL PLAN

Figure 15-1
2035 Traffic Noise Contours

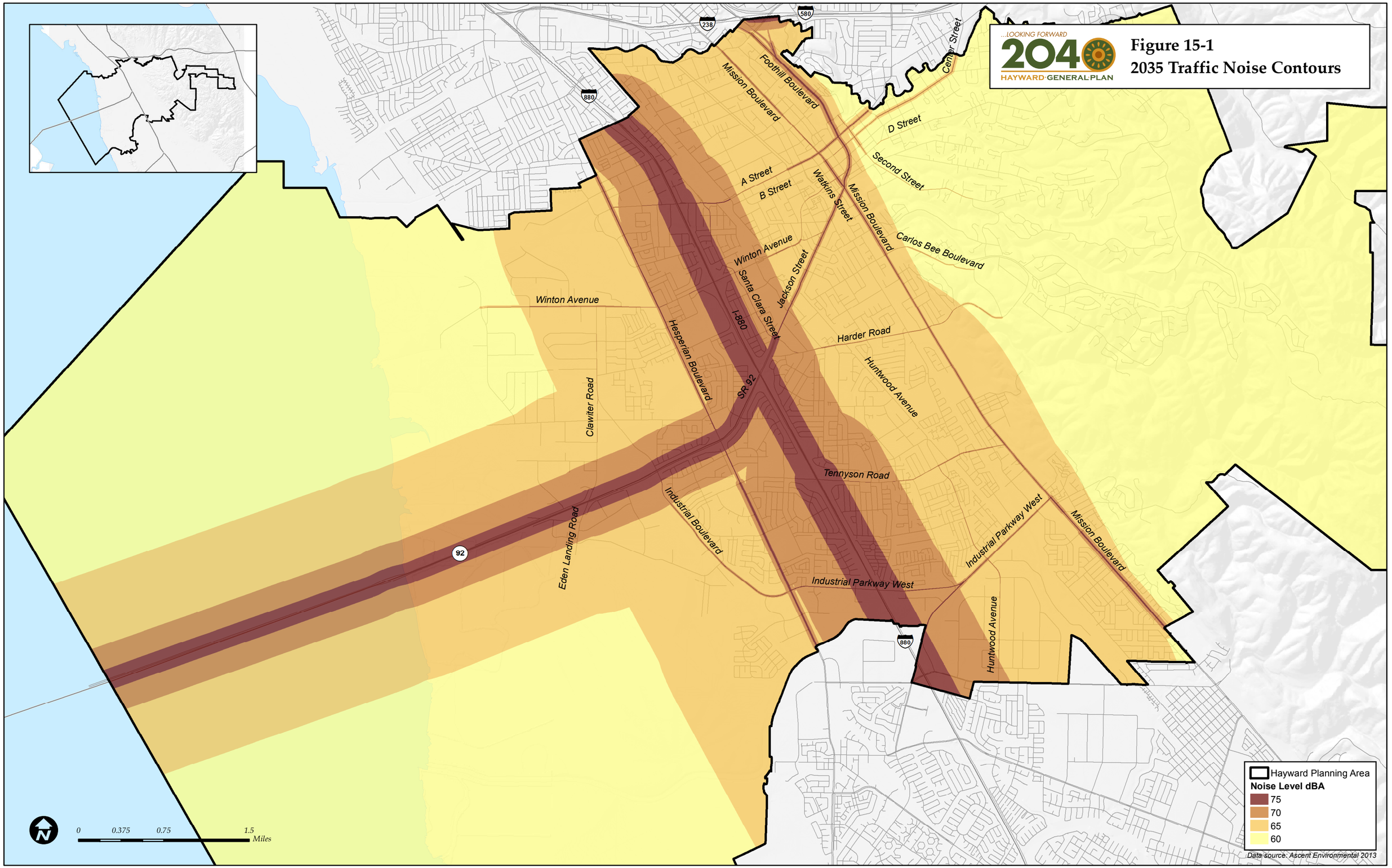


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Table 15.4
CHANGE IN TRAFFIC NOISE LEVELS (GENERAL PLAN 2040--BASELINE 2010)

Roadway	From	To	CNEL, dB @ 50 Feet		
			Baseline 2010	General Plan 2040	Change
A Street	Hesperian Boulevard	Royal Avenue	67.5	68.8	1.2
A Street	Royal Avenue	I-880	69.7	70.9	1.2
A Street	I-880	Hathaway Avenue	69.3	72.0	2.7
A Street	Hathaway Avenue	Meekland Ave/Martin Luther King Drive	69.2	73.2	**4.0**
A Street	Meekland Ave/Martin Luther King Drive	Western Blvd/Grand Street	64.1	68.3	**4.2**
A Street	Western Blvd/Grand Street	Mission Boulevard	66.4	71.9	**5.6**
A Street	Mission Boulevard	Main Street	70.5	72.2	1.6
A Street	Main Street	Foothill Boulevard	70.6	72.4	1.8
A Street	Foothill Boulevard	2nd Street	71.3	71.3	-0.1
A Street	2nd Street	4th Street	71.7	71.6	-0.1
B Street	Martin Luther King Drive	Filbert Street	56.2	59.6	**3.4**
B Street	Filbert Street	Grand Street	52.1	55.2	**3.2**
B Street	Grand Street	Watkins Street	49.8	54.9	**5.1**
B Street	Watkins Street	Mission Boulevard	54.0	64.7	**10.7**
B Street	Mission Boulevard	Main Street	64.9	64.5	-0.4
B Street	Main Street	Foothill Boulevard	65.4	66.4	0.9
B Street	Foothill Boulevard	2nd Street	66.5	66.6	0.0
B Street	2nd Street	4th Street	66.5	66.8	0.3
B Street	4th Street	7th Street	68.7	68.7	0.1
B Street	7th Street	Center Street/Kelly Street	68.1	68.4	0.2
Carlos Bee Boulevard	Mission Boulevard	Tanglewood	65.3	65.6	0.3
Carlos Bee Boulevard	Tanglewood	Hayward Boulevard	64.6	64.5	-0.2
Carlos Bee Boulevard	Hayward Boulevard	Loop Road	62.2	64.2	2.0
Center Street	B Street	NW Plan Area	68.7	68.8	0.1
Clawiter Road	SR 92	Depot Road	61.8	62.7	0.8
Clawiter Road	Depot Road	West Street	62.9	65.7	2.8
Clawiter Road	West Street	Middle Lane	62.5	65.5	**3.0**
Clawiter Road	Middle Lane	W Winton Avenue	61.7	64.9	**3.2**
D Street	Winton Avenue	Meek Avenue	60.8	65.8	**5.0**
D Street	Meek Avenue	Grand Street	61.0	65.8	**4.9**
D Street	Grand Street	Watkins Street	62.7	67.0	**4.3**
D Street	Watkins Street	Mission Boulevard	65.3	67.5	2.2
D Street	Mission Boulevard	Main Street	62.2	66.9	**4.7**
D Street	Main Street	Foothill Boulevard	62.1	65.1	**3.1**
D Street	Foothill Boulevard	1st Street	59.7	62.1	2.5
D Street	1st Street	2nd Street	57.2	60.3	**3.1**
D Street	2nd Street	3rd Street	56.5	60.2	**3.6**
D Street	3rd Street	4th Street	58.4	62.8	**4.5**
D Street	4th Street	7th Street	59.8	62.0	2.2
D Street	7th Street	Clayton Street	57.9	59.8	1.8
D Street	Clayton Street	Fairview Avenue	54.9	58.1	**3.1**
Eden Landing Road	SR 92	Arden Road	66.9	68.4	1.5
Foothill Boulevard	Mission Boulevard	D Street	73.8	74.2	0.4
Foothill Boulevard	D Street	C Street	74.0	74.2	0.2

Roadway	From	To	CNEL, dB @ 50 Feet		
			Baseline 2010	General Plan 2040	Change
Foothill Boulevard	C Street	B Street	74.0	74.3	0.2
Foothill Boulevard	B Street	A Street	73.2	74.0	0.8
Foothill Boulevard	A Street	City Center Drive	72.4	75.1	2.7
Foothill Boulevard	City Center Drive	Hazel Avenue	73.3	75.7	2.4
Foothill Boulevard	Hazel Avenue	Grove Way	73.6	76.0	2.5
Foothill Boulevard	Grove Way	Apple Avenue	73.8	75.7	1.9
Foothill Boulevard	Apple Avenue	Castro Valley Boulevard/Mattox Road	70.7	73.1	2.4
Harder Road	Santa Clara Street	Cypress Avenue	66.3	68.6	2.3
Harder Road	Cypress Avenue	Gading Road	67.4	70.0	2.6
Harder Road	Gading Road	Soto Road/Mocine Avenue	66.4	68.7	2.4
Harder Road	Soto Road/Mocine Avenue	Whitman Street	65.7	67.7	2.0
Harder Road	Whitman Street	Mission Boulevard	66.0	68.1	2.0
Harder Road	Mission Boulevard	Westview Way	64.8	67.1	2.3
Harder Road	Westview Way	West Loop Road	64.0	66.1	2.1
Hesperian Boulevard	South City Limit	Industrial Boulevard	74.8	75.5	0.7
Hesperian Boulevard	Industrial Boulevard	Arf Avenue/Panama Street	73.7	76.4	2.7
Hesperian Boulevard	Arf Avenue/Panama Street	W Tennyson Road	73.9	76.4	2.5
Hesperian Boulevard	W Tennyson Road	Sleepy Hollow Road	71.1	73.4	2.3
Hesperian Boulevard	Sleepy Hollow Road	SR 92	71.4	73.5	2.1
Hesperian Boulevard	SR 92	Depot Road	68.6	73.4	**4.8**
Hesperian Boulevard	Depot Road	La Playa Drive	66.0	73.0	**7.0**
Hesperian Boulevard	La Playa Drive	W Winton Avenue	66.9	73.2	**6.4**
Hesperian Boulevard	W Winton Avenue	A Street	67.7	73.6	**5.9**
Hesperian Boulevard	A Street	North Plan Area	69.7	73.7	**4.0**
Huntwood Avenue	Whipple Road	San Luis Obispo Street	62.2	67.8	**5.6**
Huntwood Avenue	San Luis Obispo Street	San Antonio Street	59.9	67.0	**7.1**
Huntwood Avenue	San Antonio Street	Industrial Parkway W	63.9	68.3	**4.5**
Huntwood Avenue	Industrial Parkway W	Folsom Avenue	64.5	67.8	**3.4**
Huntwood Avenue	Folsum Avenue	W Tennyson Road	61.6	66.8	**5.2**
Huntwood Avenue	W Tennyson Road	Montana Way	52.4	60.0	**7.7**
Huntwood Avenue	Montana Way	Gading Road	44.2	59.2	**15.0**
Industrial Boulevard	Hesperian Boulevard	Baumberg Avenue	69.3	71.4	2.1
Industrial Boulevard	Baumberg Avenue	W Tennyson Road	68.8	70.5	1.7
Industrial Boulevard	W Tennyson Road	SR92	69.7	71.3	1.6
Industrial Boulevard	SR 92	Depot Road	65.6	64.0	-1.6
Industrial Boulevard	Depot Road	Clawiter Road	59.2	62.0	2.8
Industrial Parkway SW	Whipple Road	Industrial Parkway W	70.1	73.6	**3.5**
Industrial Parkway W	Hesperian Boulevard	I-880	66.2	72.9	**6.8**
Industrial Parkway W	I-880	Strafford Road	69.0	73.1	**4.1**
Industrial Parkway W	Strafford Road	Industrial Parkway SW	67.1	72.3	**5.2**
Industrial Parkway W	Industrial Parkway SW	Huntwood Avenue	69.0	72.3	**3.3**
Industrial Parkway W	Huntwood Avenue	Dixon Street/Arrowhead Way	67.5	71.0	**3.5**
Industrial Parkway W	Dixon Street/Arrowhead Way	Mission Boulevard	66.9	70.4	**3.5**
Jackson Street	Santa Clara Street	Amador Street/Cypress Avenue	73.4	73.5	0.1
Jackson Street	Amador Street/Cypress Ave	Soto Road/Mocine Avenue	73.5	73.6	0.1
Jackson Street	Soto Road/Mocine Avenue	Sycamore Avenue	73.1	73.1	0.0

Roadway	From	To	CNEL, dB @ 50 Feet		
			Baseline 2010	General Plan 2040	Change
Jackson Street	Sycamore Avenue	Grand Avenue/Winton Avenue	73.2	73.3	0.0
Jackson Street	Grand Avenue/Winton Avenue	Meek Avenue/Silva Avenue	73.5	73.3	-0.2
Jackson Street	Meek Avenue/Silva Avenue	Watkins Street	73.5	73.4	-0.1
Jackson Street	Watkins Street	Mission Boulevard	72.8	72.2	-0.5
Mission Boulevard	SE City Limits	Gresel Street/Corrine Street	72.0	75.1	3.1
Mission Boulevard	Gresel Street/Corrine Street	Fairway Street	71.9	75.1	3.2
Mission Boulevard	Fairway Street	Arrowhead Way	72.3	75.0	2.6
Mission Boulevard	Arrowhead Way	Garin Avenue	70.4	73.2	2.7
Mission Boulevard	Garin Avenue	Industrial Parkway W	71.1	74.2	**3.2**
Mission Boulevard	Industrial Parkway W	Tennyson Road	69.1	71.8	2.7
Mission Boulevard	Tennyson Road	Harder Street	68.5	71.8	**3.3**
Mission Boulevard	Harder Road	Berry Avenue	68.2	71.4	**3.2**
Mission Boulevard	Berry Avenue	Carlos Bee Boulevard	68.8	71.8	**3.0**
Mission Boulevard	Carlos Bee Boulevard	Highland Boulevard	70.0	73.0	**3.0**
Mission Boulevard	Highland Boulevard	Fletcher Lane	70.2	73.0	2.8
Mission Boulevard	Fletcher Lane	Jackson Street/Foothill Boulevard	70.3	72.6	2.3
Mission Boulevard	Jackson Street/Foothill Boulevard	D Street	72.8	74.1	1.3
Mission Boulevard	D Street	C Street	73.2	73.4	0.2
Mission Boulevard	C Street	B Street	73.3	73.5	0.1
Mission Boulevard	B Street	A Street	70.7	71.8	1.1
Mission Boulevard	A Street	Sunset Boulevard	62.9	69.9	**7.0**
Mission Boulevard	Sunset Boulevard	Rose Street	64.0	71.6	**7.6**
Mission Boulevard	Rose Street	Grove Way	64.8	71.6	**6.8**
Mission Boulevard	Grove Way	Cherry Way	64.5	71.3	**6.8**
Mission Boulevard	Cherry Way	Hampton Road/Mattox Road	64.1	71.6	**7.5**
Mission Boulevard	Hampton Road/Mattox Road	North Plan Area	63.2	69.4	**6.3**
Santa Clara Street	Harder Road	Jackson Street	67.5	69.4	1.9
Santa Clara Street	Jackson Street	Larchmont Street	66.5	71.3	4.8
Santa Clara Street	Larchmont Street	W Winton Avenue	62.8	70.7	7.9
Santa Clara Street	W Winton Avenue	A Street	64.1	71.2	7.1
Second Street	Windfeldt Road	Campus Drive	57.3	56.4	-0.9
Second Street	Campus Drive	Walpert Street	62.0	62.8	0.8
Second Street	Walpert Street	E Street	60.4	63.5	**3.1**
Second Street	E Street	D Street	60.3	62.9	2.6
Second Street	D Street	C Street	64.2	66.6	2.5
Second Street	C Street	B Street	65.0	68.9	**3.9**
Second Street	B Street	A Street	64.8	68.1	3.3
Second Street	A Street	City Center Drive	65.3	67.4	2.1
Tennyson Road	Industrial Boulevard	Hesperian Boulevard	54.8	59.1	**4.3**
Tennyson Road	Hesperian Boulevard	Sleepy Hollow Road	64.2	66.9	2.7
Tennyson Road	Sleepy Hollow Road	Calaroga Avenue	65.4	67.5	2.1
Tennyson Road	Calaroga Avenue	I-880	67.4	69.3	1.9
Tennyson Road	I-880	Patrick Avenue	68.4	70.4	2.0
Tennyson Road	Patrick Avenue	Tampa Avenue	66.9	70.3	**3.4**
Tennyson Road	Tampa Avenue	Tyrell Avenue	65.7	69.5	**3.8**

Roadway	From	To	CNEL, dB @ 50 Feet		
			Baseline 2010	General Plan 2040	Change
Tennyson Road	Tyrell Avenue	Ruus Road	65.4	68.1	2.6
Tennyson Road	Ruus Road	Huntwood Avenue	64.2	67.5	**3.3**
Tennyson Road	Huntwood Avenue	Whitman Street	65.4	69.6	**4.1**
Tennyson Road	Whitman Street	Dixon Street	64.8	69.5	**4.6**
Tennyson Road	Dixon Street	Mission Boulevard	64.3	67.5	**3.2**
Watkins Street	Fletcher Lane	Jackson Street	56.1	59.4	**3.3**
Watkins Street	Jackson Street	D Street	61.2	63.5	2.3
Watkins Street	D Street	C Street	49.4	62.2	**12.8**
Watkins Street	C Street	B Street	51.2	61.2	**10.0**
Winton Avenue	Cabot Boulevard	Mack Street/Alexander Court	66.6	67.4	0.8
Winton Avenue	Mack Street/Alexander Court	Clawiter Road	69.0	69.7	0.7
Winton Avenue	Clawiter Road	Hesperian Boulevard	68.8	70.0	1.2
Winton Avenue	Hesperian Boulevard	Southland Drive	68.4	70.1	1.7
Winton Avenue	Southland Drive	I-880	69.9	71.2	1.3
Winton Avenue	I-880	Santa Clara Street	67.5	69.7	2.2
Winton Avenue	Santa Clara Street	Amador Street	67.7	70.4	2.8
Winton Avenue	Amador Street	Soto Road	67.4	70.1	2.7
Winton Avenue	Soto Road	D Street	67.1	70.1	**3.0**
Winton Avenue	D Street	Grand Street	65.3	66.6	1.4
Winton Avenue	Grand Street	Jackson Street	67.1	67.3	0.2
I-880	South City Limit	Industrial Parkway W	86.3	88.3	2.0
I-880	Industrial Parkway W	W Tennyson Road	86.6	88.2	1.6
I-880	W Tennyson Road	SR 92	85.5	87.0	1.5
I-880	SR 92	Winton Avenue	85.9	87.4	1.6
I-880	Winton Avenue	A Street	86.0	87.4	1.3
I-880	A Street	North Plan Area	85.8	86.5	0.7
SR 92	San Mateo Bridge	Clawiter Road	82.4	85.0	2.7
SR 92	Clawiter Road	Industrial Boulevard	82.6	85.2	2.6
SR 92	Industrial Boulevard	Hesperian Boulevard	82.9	85.3	2.4
SR 92	Hesperian Boulevard	I-880	84.0	85.3	1.3
SR 92	I-880	Jackson Street	79.5	80.8	1.3
I-580	Plan Area	Plan Area	78.4	80.3	1.8
I-580/I-238 Off Ramp	Plan Area	Castro Valley Boulevard/ Mattox Road	70.8	72.3	1.4
I-580 WB Ramp	Apple Avenue	I-580 EB	69.8	71.3	1.5
I-580 EB/I-238 WB Ramp	Apple Avenue	I-580 EB/I-238 WB Ramp Split	72.4	73.9	1.6
I-580 EB Ramp	I-580 EB/I-238 WB Ramp Split	Plan Area	64.1	69.6	**5.5**
I-238 WB Ramp	I-580 EB/I-238 WB Ramp Split	I-238 WB	62.7	63.7	1.1

SOURCE: Modeling conducted by Ascent Environmental 2013

Notes: Substantial noise level increases (i.e., 3 dB or greater) are indicated in bold font.

Table 15.5 Proposed Hayward General Plan Policies to Avoid or Reduce Long-Term Traffic Noise and Vibration		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Hazards Element		
Goal HAZ-8	Minimize human exposure to excessive noise and ground vibration.	States the overall goal of the City to protect the overall welfare of the residents from adverse levels of noise and vibration
Policy HAZ-8.1 Locating Noise Sensitive Uses	The City shall strive to locate noise sensitive uses, (e.g., residences, schools, hospitals, libraries, religious institutions, and convalescent homes) away from major sources of noise.	Requires the City to closely consider the siting of new sensitive land uses to reduce long-term noise exposure.
Policy HAZ-8.2 Noise Study and Mitigation	The City shall require development projects in areas where they may be exposed to major noise sources (e.g., roadways, rail lines, and aircraft or other non-transportation noise sources) to conduct a project level environmental noise analysis. The noise analysis shall determine noise exposure and noise standard compatibility with respect to the noise standards identified in Table HAZ-1 and shall incorporate noise mitigation when located in noise environments that are not compatible with the proposed uses of the project. The City shall use Table HAZ-1 (Exterior Noise Standards for Various Land Uses) and Figure HAZ-1 (Future Noise Contour Maps) to determine potential noise exposure impacts, noise compatibility thresholds, and the need for mitigation. The City shall determine mitigation measures based on project-specific noise studies, and may include sound barriers, building setbacks, the use of closed windows and the installation of heating and air conditioning ventilation systems, and the installation of noise attenuating windows and wall/ceiling insulation.	Requires all new development proposals to comply with land use compatibility noise standards to reduce human exposure from excessive noise levels.
Policy HAZ-8.3 Incremental Noise Impacts of Commercial and Industrial Development	The City shall consider the potential noise impacts of commercial and industrial developments that are located near residences and shall require noise mitigation measures as a condition of project approval.	Requires new development, typically associated with high levels of noise, to include feasible mitigation measures to reduce noise exposure at existing nearby sensitive land uses.
Policy HAZ-8.5 Residential Noise Standards	The City shall require the design of new residential development to comply with the following noise standards:	Requires all new development to comply with established interior and exterior noise standards

Table 15.5 Proposed Hayward General Plan Policies to Avoid or Reduce Long-Term Traffic Noise and Vibration		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	▪ The maximum acceptable interior noise level for all new residential units (single-family, duplex, mobile home, multi-family, and mixed use units) shall be an L_{dn} of 45 dB with windows closed. ▪ For project locations that are primarily exposed to aircraft, train, and BART noise, the maximum instantaneous noise level in bedrooms shall not exceed 50dB(A) at night (10:00 pm to 7:00 am), and the maximum instantaneous noise level in all interior rooms shall not exceed 55dB(A) during the day (7:00 am to 10:00 pm) with windows closed. ▪ The maximum acceptable exterior noise level for the primary open space area of a detached single-family home, duplex or mobile home, which is typically the backyard or a fenced side yard, shall be an L_{dn} of 60 dB. This standard shall be measured at the approximate center of the primary open space area. This standard does not apply to secondary open space areas, such as front yards, balconies, stoops, and porches. ▪ The maximum acceptable exterior noise level for the primary open space area of townhomes and multi-family apartments or condominiums (private rear yards for townhomes; and common courtyards, roof gardens, or gathering spaces for multi-family projects) shall be an L_{dn} of 65 dB. This standard shall be measured at the approximate center of the primary open space area. This standard does not apply to secondary open space areas, such as front yards, balconies, stoops, and porches. ▪ The maximum acceptable exterior noise level for the primary open space area of urban residential infill and mixed-use projects (private rear yards for townhomes; and common courtyards, roof gardens, or gathering spaces for multi-family or mixed-use projects) shall be an L_{dn} of 70 dB. Urban residential infill would include all types of residential development within existing or planned urban areas (such as Downtown, The Cannery	based on various land uses types. Compliance with these standards is intended to reduce noise exposure to humans.

Table 15.5 Proposed Hayward General Plan Policies to Avoid or Reduce Long-Term Traffic Noise and Vibration		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	Neighborhood, and the South Hayward BART Urban Neighborhood) and along major corridors (such as Mission Boulevard). This standard shall be measured at the approximate center of the primary open space area. This standard does not apply to secondary open space areas, such as front yards, balconies, stoops, and porches.	
Policy HAZ-8.6 Noise Standards for Lodging, Nursing Homes, and Hospitals	The City shall require the design of new lodging facilities, nursing homes, hospitals, and other similar uses to comply with the following noise standards: ▪ The maximum acceptable interior noise level for sleeping areas shall be an L_{dn} of 45 dB with windows closed. ▪ For project locations that are primarily exposed to aircraft, train, and BART noise, the maximum instantaneous noise level in sleeping areas shall not exceed 50dB(A) at night (10:00 pm to 7:00 am) and 55dB(A) during the day (7:00 am to 10:00 pm) with windows closed.	Requires all new development to comply with established interior and exterior noise standards based on various land uses types. Compliance with these standards is intended to reduce noise exposure to humans.
Policy HAZ-8.7 Noise Standards for Office and Similar Uses	The City shall require the design of new office developments and similar uses to achieve a maximum interior noise standard of 45dB L_{eq} (peak hour).	Requires all new development to comply with established interior and exterior noise standards based on various land uses types. Compliance with these standards is intended to reduce noise exposure to humans.
Policy HAZ-8.11 Freeway Sound Walls	The City shall encourage Caltrans, in conjunction with any new freeway project, to construct attractive sound walls and landscaping strips along freeways to protect adjacent areas from excessive freeway noise	Requires the City to consider transportation-related noise and provide feasible mitigation measures to reduce exposure from major noise sources.
Policy HAZ-8.12 Transportation Noise	The City shall consider potential noise impacts when evaluating proposals for transportation projects, including road, freeway, and transit projects, and will strive to minimize noise impacts through the implementation of mitigation measures.	Requires the City to consider transportation-related noise and provide feasible mitigation measures to reduce exposure from major noise sources.
Policy HAZ-8.17 Community Noise Control Ordinance	The City shall maintain, implement, and enforce a community noise control ordinance to regulate noise levels from public and private properties, vehicles, construction sites, and landscaping activities.	Requires construction activities to comply with the adopted construction-noise standards (Municipal Code Chapter 4 Public Welfare, Morals and Conflict, SEC. 4-1.03.4), which is intended to prevent sensitive receptors from exposure to

Table 15.5 Proposed Hayward General Plan Policies to Avoid or Reduce Long-Term Traffic Noise and Vibration		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
		excessive noise levels from short-term construction activities within the City.
Policy Haz-8.23 Transportation Vibration	The City shall require new residential and commercial projects located within 200 feet of existing major freeways and railroad lines (e.g., freight, Amtrak, and Bay Area Rapid Transit) to conduct a ground vibration and vibration noise evaluation consistent with City approved methodologies (e.g., Caltrans, Federal Transportation Authority)	Requires proposed new development located in close proximity to major vibration sources (e.g., railroads, freeways, BART lines) to conduct a ground vibration and vibration noise evaluation consistent with City approved methodologies. Project level noise studies would determine vibration levels at these projects and recommend feasible mitigation measures so that new sensitive receptors would not be exposed to excessive levels of vibration.

Table 15.6
PROPOSED 2040 CITY OF HAYWARD GENERAL PLAN NOISE COMPATIBILITY STANDARDS FOR VARIOUS LAND USES

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

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

As defined in the *State of California General Plan Guidelines 2003:*

"Normally Acceptable" means that the specified land uses is satisfactory, based upon the assumption that any building involved is of normal conventional construction, without any special noise mitigation.

"L_{dn}" or "Day Night Average" is an average 24-hour noise measurement that factors day and night noise levels.

"CNEL" or "Community Noise Equivalent Level" measurements are a weighted average of sound levels gathered throughout a 24-hour period.

dB or A-weighted decibel scale is a measurement of noise levels.

"Urban residential infill" would include all types of residential development within existing or planned urban areas (such as Downtown, The Cannery Neighborhood, and the South Hayward BART Urban Neighborhood) and along major corridors (such as Mission Boulevard).

"Mixed-Use Projects" would include all mixed-use developments throughout the City.

Mitigation 15-2. The implementation of the proposed policies and standards included in Tables 15.5 and 15.6 above would require all new development to comply with the City's noise standards, noise mitigation procedures, and sensitive land use siting policies. The proposed policies would require new projects to evaluate noise exposure and provide mitigation measures, if applicable, to reduce noise exposure at sensitive land uses and meet noise standards for the specific project type. Therefore, conducting project-level noise studies to comply with adopted noise standards would ensure that individuals are not exposed to excessive noise levels.

Although adoption of the proposed policies would ensure that new development would comply with adopted noise standards and, therefore, would not expose new receptors to excessive noise levels, the proposed General Plan would still result in increases in traffic-related noise (i.e., increases of 3 or more dB and up to 15 dB in some areas of the City). As a result, project-generated increases in noise would result in a substantial permanent increase in community noise levels that could adversely affect existing receptors.

Much of the City is already built out, and anticipated growth under the proposed General Plan is expected to occur as infill, primarily in PDAs located near transit stations, in the City's downtown, and along major corridors. The ability of the City to reduce adverse effects of increased traffic noise on existing receptors by either constructing sound barriers or walls, or requiring new development to construct these sound walls, is constrained by a number of factors. First, many existing homes and other sensitive uses front on major traffic corridors from which the increased traffic noise is generated, and construction of new sound walls would be infeasible or incompatible with these developed uses. Second, the proposed General Plan contains Policy LU-4.10 (New Sound Walls and Fences), which discourages the construction of new sound walls and fences along corridors, and encourages new developments to front corridors whenever feasible. There are no additional, feasible measures or policies that would reduce this impact. Therefore, this impact would remain ***significant and unavoidable.***

Railroad Noise. Under the proposed General Plan, many of the PDAs are located in close proximity to major noise sources such as rail lines. The proposed General Plan includes goals and policies that would require all new development to comply with the City's adopted noise standards, noise mitigation procedures, and sensitive land use siting policies. Site-specific noise studies would require mitigation measures, if necessary, to ensure that development meets noise standards. Therefore, future planned development would not be exposed to excessive noise levels. This would be a ***less-than-significant impact*** (see criteria [a] and [c] in subsection 15.2.1, "Significance Criteria," above).

Noise from railroads is generated primarily by diesel locomotive engines, warning horns, and gate bells at railroad crossings. Other components of noise include diesel exhaust, cooling fans, and railroad car wheel/rail interaction.

The Santa Clara Line, the Niles Line, and the Canyon Subdivision Line are the three primary shared freight and passenger railroad corridors in the City. Daily train passes include approximately 21 (19 freight and 2 passenger) on the Santa Clara Line, approximately 36 (22 freight and 14 passenger) on the Niles Line, and approximately 271 (15 freight and 256 BART) on the Canyon Subdivision.

Existing railroad noise levels were modeled based on Noise Impact Assessment Guidelines for assessing railroad and transit noise (FTA 2006). Changes in train pass frequency in the City would not be anticipated to substantially increase; therefore, modeled existing train-noise levels, for purposes of this analysis, are considered representative of future 2040 General Plan conditions. Railroad noise modeling is shown below in Table 15.7. The modeling summarizes the existing railroad noise levels at 50 feet from the railroad centerline, along with approximate distances from the railroad centerlines to the 70 dB, 65 dB, 60 dB, and 55 dB CNEL/L_{dn} noise contours. As described in the methodology section above, modeled noise levels are considered "worst case."

The Hazards section of the proposed General Plan contains one goal and various policies that focus on the protection of sensitive land uses from adverse levels of noise associated with railroads. Noise standards for development types are also included in the noise-related policies of the proposed General Plan. Table 15.8 below includes goals, policies, and standards from the proposed General Plan intended to reduce noise exposure from railroads.

Table 15.7
SUMMARY OF MODELED RAILROAD NOISE LEVELS

Railroad Line	**Location**	**CNEL/L_{dn} (dB) at 50 feet from Railroad Centerline**	**Distance (feet) from Railroad Centerline to Noise Contours**			
			70 CNEL (dB)	**65 CNEL (dB)**	**60 CNEL (dB)**	**55**
UP Santa Clara Branch/ Amtrak Coast Starlight	West of Industrial Boulevard	80	225	480	1,050	2,240
UP Niles Branch / Amtrak Capitol Corridor	East of Interstate 880	81	240	520	1,120	2,400
UP Canyon Branch / Bay Area Rapid Transit (BART)	West of Mission Boulevard	80	210	440	950	2,030

SOURCE: Ascent Environmental 2013. Based on FTA, 2006

Table 15.8 Proposed Hayward General Plan Policies to Avoid or Reduce Railroad Noise		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Hazards Element		
Goal HAZ-8	Minimize human exposure to excessive noise and ground vibration.	States the overall goal of the City to protect the overall welfare of the residents from adverse levels of noise and vibration.
Policy HAZ-8.5 Residential Noise Standards	The City shall require the design of new residential development to comply with the following noise standards: ▪ The maximum acceptable interior noise level for all new residential units (single-family, duplex, mobile home, multi-family, and mixed use units) shall be an L_{dn} of 45 dB with windows closed. ▪ For project locations that are primarily exposed to aircraft, train, and BART noise, the maximum instantaneous noise level in bedrooms shall not exceed 50dB(A) at night (10:00 pm to 7:00 am), and the maximum instantaneous noise level in all interior rooms shall not exceed 55dB(A) during the day (7:00 am to 10:00 pm) with windows closed. ▪ The maximum acceptable exterior noise level for the primary open space area of a detached single-family home, duplex or mobile home, which is typically the backyard or a fenced side yard, shall be an Ldn of 60 dB. This standard shall be measured at the approximate center of the primary open space area. This standard does not apply to secondary open space areas, such as front yards, balconies, stoops, and porches. ▪ The maximum acceptable exterior noise level for the primary open space area of townhomes and multi-family apartments or condominiums (private rear yards for townhomes; and common courtyards, roof gardens, or gathering spaces for multi-family projects) shall be an Ldn of 65 dB. This standard shall be measured at the approximate center of the primary open space area. This standard does not apply to secondary open space areas, such as front yards, balconies, stoops, and porches.	Requires all new development to comply with established interior and exterior noise standards based on various land uses types. Compliance with these standards is intended to reduce noise exposure to humans.

Table 15.8 Proposed Hayward General Plan Policies to Avoid or Reduce Railroad Noise		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	▪ The maximum acceptable exterior noise level for the primary open space area of urban residential infill and mixed-use projects (private rear yards for townhomes; and common courtyards, roof gardens, or gathering spaces for multi-family or mixed-use projects) shall be an Ldn of 70 dB. Urban residential infill would include all types of residential development within existing or planned urban areas (such as Downtown, The Cannery Neighborhood, and the South Hayward BART Urban Neighborhood) and along major corridors (such as Mission Boulevard). This standard shall be measured at the approximate center of the primary open space area. This standard does not apply to secondary open space areas, such as front yards, balconies, stoops, and porches.	
Policy HAZ-8.6 Noise Standards for Lodging, Nursing Homes, and Hospitals	The City shall require the design of new lodging facilities, nursing homes, hospitals, and other similar uses to comply with the following noise standards: ▪ The maximum acceptable interior noise level for sleeping areas shall be an L_{dn} of 45 dB with windows closed. ▪ For project locations that are primarily exposed to aircraft, train, and BART noise, the maximum instantaneous noise level in sleeping areas shall not exceed 50dB(A) at night (10:00 pm to 7:00 am) and 55dB(A) during the day (7:00 am to 10:00 pm) with windows closed.	Requires all new development to comply with established interior and exterior noise standards based on various land uses types. Compliance with these standards is intended to reduce noise exposure to humans.
Policy HAZ-8.10 BART Transit and Bus Transit	The City shall encourage BART and AC Transit to upgrade their trains and transit fleets with vehicles that generate less noise when driving and idling.	Requires the City to consider transportation-related noise and provide feasible mitigation measures to reduce exposure from major noise sources.
Policy HAZ-8.12 Transportation Noise	The City shall consider potential noise impacts when evaluating proposals for transportation projects, including road, freeway, and transit projects, and will strive to minimize noise impacts through the implementation of mitigation measures.	Requires the City to consider transportation-related noise and provide feasible mitigation measures to reduce exposure from major noise sources.

The implementation of the goals and policies included in Table 15.8 above would require all new development to comply with the City's adopted noise standards, noise mitigation procedures, and sensitive land use siting policies. The proposed policies would require new projects to evaluate noise exposure and provide mitigation measures, if applicable, to reduce noise exposure at sensitive land uses and meet noise standards for the specific project type. Therefore, conducting project-level noise studies to comply with adopted noise standards would ensure that individuals are not exposed to excessive noise levels. This impact would be ***less than significant.***

Mitigation. No additional mitigation is required beyond the requirements described above.

Exposure of Noise Sensitive Receptors to Stationary and Area Sources. Stationary sources would be controlled by the proposed General Plan goals and policies, as well as the currently adopted Municipal Code that provides noise standards as well as exceptions for certain noise-generating activities. In addition, proposed policies include requirements for project-level noise studies to be conducted for projects prone to high noise exposure. The noise studies would evaluate noise standard compliance of the project as well as provide mitigation measures to reduce noise exposure and meet City noise goals, policies, and standards. Therefore, future noise sources would comply with City standards and would not expose people to excessive noise levels. This would be a ***less-than-significant impact*** (see criteria [a] and [c] in subsection 15.2.1, "Significance Criteria," above).

Stationary and area sources include landscape and building maintenance activities, stationary mechanical equipment (e.g., pumps, generators, HVAC units), garbage collection activities, commercial and industrial activities, and other stationary and area sources such as people's voices, amplified music, and public address systems.

The proposed General Plan would provide for some increases in residential and commercial development within PDAs, compared to the 2002 General Plan. New development could result in new stationary and area sources as well as exposure of new sensitive land uses to existing stationary and area sources.

The Hazards section of the proposed General Plan contains one goal and various policies that focus on the protection of sensitive land uses from adverse levels as well as a community-wide noise ordinance that provides noise standards for various noise sources within the City. Table 15.9 below includes goals, policies, and standards from the proposed General Plan intended to reduce noise exposure from stationary and area sources.

Stationary sources would be controlled by the proposed General Plan goals and policies, as well as the currently adopted Municipal Code that provides noise standards as well as exceptions for certain noise-generating activities.

Adoption of the policies shown in Table 15.9 would require project-level noise studies to be conducted for projects prone to high noise exposure. The noise studies would evaluate noise standard compliance of the project as well as provide mitigation measures to reduce noise exposure and meet City noise goals, policies, and standards. Based on the type of development that would occur with implementation of the proposed General Plan (e.g., mostly residential and commercial), it is anticipated that stationary sources would be generally minor (e.g., HVAC

units, loading docks, yard maintenance equipment) and would be able to meet adopted noise standards and policies with implementation of feasible mitigation, as recommended by project-level studies. Therefore, additional stationary sources that result from implementation of the proposed General Plan would comply with all City noise standards, and future or existing sensitive receptors would not be exposed to excessive noise levels from these types of sources. This would be a ***less-than-significant impact.***

Mitigation. No additional mitigation is required beyond the requirements described above.

Table 15.9 Proposed Hayward General Plan Policies to Avoid or Reduce Noise from Stationary and Area Sources		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Hazards Element		
Goal HAZ-8	Minimize human exposure to excessive noise and ground vibration.	States the overall goal of the City to protect the overall welfare of the residents from adverse levels of noise and vibration.
Policy HAZ-8.1 Locating Noise Sensitive Uses	The City shall strive to locate noise sensitive uses, (e.g., residences, schools, hospitals, libraries, religious institutions, and convalescent homes) away from major sources of noise.	Requires the City to closely consider the siting of new sensitive land uses to reduce long-term noise exposure.
Policy HAZ-8.2 Noise Mitigation	The City shall require development projects in areas where they may be exposed to major noise sources (e.g., roadways, rail lines, and aircraft or other non-transportation noise sources) to conduct a project level environmental noise analysis. The noise analysis shall determine noise exposure and noise standard compatibility with respect to the noise standards identified in Table HAZ-1 and shall incorporate noise mitigation when located in noise environments that are not compatible with the proposed uses of the project. The City shall use Table HAZ-1 (Exterior Noise Standards for Various Land Uses) and Figure HAZ-1 (Future Noise Contour Maps) to determine potential noise exposure impacts, noise compatibility thresholds, and the need for mitigation. The City shall determine mitigation measures based on project-specific noise studies, and may include sound barriers, building setbacks, the use of closed windows and the installation of heating and air conditioning ventilation systems, and the installation of noise attenuating windows and wall/ceiling insulation.	Requires all new development proposals to comply with land use compatibility noise standards to reduce human exposure from excessive noise levels.
Policy HAZ-8.3 Incremental Noise Impacts of Commercial and Industrial Development	The City shall consider the potential noise impacts of commercial and industrial developments that are located near residences and shall require noise mitigation measures as a condition of project approval.	Requires all new development proposals to comply with land use compatibility noise standards to reduce human exposure from excessive noise levels.
Policy HAZ-8.8 Park Noise	The City shall coordinate with the Hayward Area Recreation and Park District (HARD) and the East Bay Regional Park District (EBRPD) to establish and enforce hours of operation for park and recreational facilities near residential homes.	Protects exposure of sensitive land uses from excessive area-source noise generated by City parks.

Table 15.9 Proposed Hayward General Plan Policies to Avoid or Reduce Noise from Stationary and Area Sources		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy HAZ-8.9 OSHA Standards	The City shall encourage businesses to comply with Occupational Safety and Health Administration (OSHA) standards related to noise safety and ear protection when employees work in noisy environments (interior and exterior).	This policy reduces noise exposure for workers working in a high-noise environment.
Policy HAZ-8.13 Utilities	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.	This policy establishes the community noise control ordinance which is included in Chapter 4 Article 1 of the Hayward Municipal Code and provides noise standards as well as exemptions for various non-transportation noise sources within the City. The standards are intended to reduce noise exposure throughout the community.
Policy HAZ-8.17 Community Noise Control Ordinance	The City shall maintain, implement, and enforce a community noise control ordinance to regulate noise levels from public and private properties, vehicles, construction sites, and landscaping activities	This policy establishes the community noise control ordinance which is included in Chapter 4 Article 1 of the Hayward Municipal Code and provides noise standards as well as exemptions for various non-transportation noise sources within the City. The standards are intended to reduce noise exposure throughout the community.

16. POPULATION AND HOUSING

This EIR chapter describes existing population and housing conditions in the Planning Area. The chapter includes the regulatory framework necessary to evaluate potential environmental impacts resulting from the 2040 General Plan, describes potential impacts that could result from the General Plan, and discusses General Plan goals, policies, and implementation programs that would avoid or reduce those potential impacts. The chapter recommends mitigation measures as needed to reduce significant impacts.

16.1 SETTING

The environmental and regulatory setting of the Hayward Planning Area with respect to population and housing is described in detail in section 1.9 (Land Use and Community Character: Growth and Development Capacity) and section 3.2 (Economic Conditions: Employment and Labor Force) of the General Plan Background Report (City of Hayward, 2013). Pursuant to section 15150 of the State CEQA Guidelines, the Background Report is incorporated into the Draft Program EIR by reference. The Background Report is available at the City of Hayward 2040 General Plan website at:

http://www.hayward-ca.gov/GENERALPLAN/

Copies of the Background Report may be viewed during regular business hours--8:00 AM to 5:00 PM, Monday through Thursday, and 8:00 AM to noon on Friday--at the City of Hayward Development Services Department Permit Center, 777 B Street, Hayward, CA 94541.

16.1.1 Environmental Setting

The Land Use and Community Character chapter (section 1.9) and the Economic Conditions chapter (section 3.2) of the Background Report provides data on existing (2012) population, housing, and employment in Hayward and recent trends in industry growth and decline for the City and the surrounding region. In addition to providing background for the 2040 General Plan, this information is intended to support the City's efforts to implement the adopted Economic Development Strategic Plan and related marketing program. The major findings of the Background Report relevant to population and housing are described below:

- The estimated theoretical residential buildout of the Hayward Planning Area *under the existing policies and land use designations established by the 2002 Hayward General Plan and the Alameda County General Plan* is 85,794 dwelling units. Assuming an average household size of 3.1 persons per household, the population of the Hayward Planning Area at buildout would be 265,962.

- The estimated theoretical residential buildout of the City of Hayward *under the existing policies and land use designations established by the 2002 Hayward General Plan* is 67,112 dwelling units (there are currently [2012] 48,671 dwelling units in the City). Assuming an

average household size of 3.1 persons per household, the estimated population of Hayward at buildout would be 208,047 (current [2012] population is 147,113). The Association of Bay Area Governments projects that the City will grow to a total of 60,584 dwelling units by 2040, which is significantly lower than the theoretical buildout of the City. Therefore, it is unlikely that the City will reach full buildout by 2040.

- Between 2000 and 2010, the City's population grew by nearly 3 percent, but its working age population grew by more than 6 percent. However, with the recession, jobs in the City declined by more than 9 percent. Between 2004 and 2010, Hayward lost nearly 7 percent of its businesses, compared to about 5 percent for Alameda County.

- Hayward does have a diverse job mix, with more than 65,700 jobs in 2010, compared to an employed labor force of about 61,700. More than 9,000 jobs are in manufacturing, which is a relatively high percent of the total.

16.1.2 Regulatory Setting

There is no regulatory setting related to population and housing distinct from the regulatory information presented elsewhere in this EIR. Please note that the Housing Element of the Hayward General Plan is being updated separately on its own State-mandated timetable and is subject to its own CEQA process and analysis.

16.2 ENVIRONMENTAL EFFECTS

This section describes potential impacts related to population and housing that could result from the General Plan, and discusses General Plan goals, policies, and implementation programs that would avoid or reduce those potential impacts. The section also recommends mitigation measures as needed to reduce significant impacts.

16.2.1 Significance Criteria

Based on the CEQA Guidelines,[1] implementation of the City of Hayward 2040 General Plan would have a significant impact related to population and housing if it would:

(a) Induce substantial population growth either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure); or

(b) Displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere.

16.2.2 Analysis Methodology

The methodology for evaluating potential environmental impacts related to population and housing followed this basic sequence:

[1] CEQA Guidelines, appendix G, items XIII (a) through (c).

(1) The General Plan Background Report was evaluated to identify existing environmental conditions and problems related to population and housing, including the regulatory framework that applies to these issues.

(2) The CEQA Statute and Guidelines (2013), including appendix G (Environmental Checklist Form), were consulted to identify environmental impact topics and issues that should be addressed in the program EIR. In part, this process resulted in the significance criteria listed in subsection 16.2.1 above.

(3) The General Plan Policy Document, including the associated development capacity assumptions (see EIR section 3.6), was analyzed to identify goals, policies, implementation programs ("policies" for short), and potential outcomes that address the significance criteria. This analysis resulted in two basic conclusions regarding policies and outcomes: (a) many policies would avoid or reduce potential environmental impacts, and (b) some policies or outcomes could result in new environmental impacts or increase the severity of existing environmental problems.

(4) For potential environmental impacts that would result from the 2040 General Plan, mitigations were designed to avoid or reduce each impact to a less-than-significant level. If implementation of all identified feasible mitigations cannot reduce the impact to a less-than-significant level, then the impact is considered significant and unavoidable.

16.2.3 Environmental Impacts

The following tables are aligned with the significance criteria identified above. There is one table for each significance criterion, in the following pattern: significance criterion (a) corresponds with table 16.1, criterion (b) corresponds with table 16.2, and so on. Column 1 (Objective) in each table lists each General Plan goal, policy, and implementation program ("policy" for short), organized by General Plan element, that addresses the potential impact identified in the name of the table. Column 2 is the text of the policy. Column 3 answers the question, "How does the policy avoid or reduce the potential impact?"

Whenever a particular criterion does not apply to the proposed General Plan, an explanation is included in the Significance Criteria text above, and there is no table for that criterion. To maintain consistency, each table's title contains language taken directly from its corresponding significance criterion.

The verbs in column 3 are intended to be applied consistently. The verb "ensures" means that the policy is sufficient to guarantee the result identified in the policy. The verb "helps" means that the policy contributes to avoiding or reducing the identified potential impact; in many cases, "helps" is used for a policy that can be applied to avoid or reduce a wide range of potential impacts. The verb "implements" is used for General Plan implementation programs to indicate that the program provides the details to put the associated policy into action.

In most cases, no one goal, policy, or implementation program ("policy" for short) in itself is expected to completely avoid or reduce an identified potential environmental impact. However, the collective, cumulative mitigating benefits of the policies listed in each table will result in a less-than-significant impact related to the identified significance criterion and the corresponding environmental topic listed in the table name. This conclusion is consistent with the purpose and use of a program EIR for a general plan (see EIR Introduction, chapter 1).

Based on the methodology described above, 2040 General Plan impacts related to population and housing would be ***less than significant*** (see criteria [a] and [b] in subsection 16.2.1, "Significance Criteria," above). No mitigation is required.

Table 16.1 Proposed Hayward General Plan Policies Related to Inducing Substantial Population Growth		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Land Use and Community Character Element		
Policy LU-1.2 Urban Limit Lines	The City shall maintain its established Urban Limit Lines to protect the Hayward shoreline and hillsides as natural open space and recreational resources.	Maintains growth within established urban boundaries, which limits the potential for substantial population growth.
Policy LU-1.3 Growth and Infill Development	The City shall direct local population and employment growth toward infill development sites within the City, especially the catalyst and opportunity sites identified in the Economic Development Strategic Plan.	Directs growth toward infill sites, which limits the potential for substantial population growth.
Policy LU-1.11 Annexations	The City shall consider the annexation of adjoining unincorporated properties if the annexation would improve the fiscal health of the City, provide a more efficient delivery of City services to the area, and/or create a more logical City boundary.	Considers annexations only under conditions that limit the potential for substantial population growth.
Policy LU-1.12 Regional Planning	The City shall coordinate with regional and local agencies to prepare updates to regional growth plans and strategies, including the Bay Area's Regional Transportation Plan, Sustainable Communities Strategy, and Regional Housing Needs Allocation (RHNA).	Helps ensure population growth within the limits of adopted regional sustainable growth plans and strategies.
Policy LU-1.13 Local Plan Consistency with Regional Plans	The City shall strive to develop and maintain local plans and strategies that are consistent with the Regional Transportation Plan and the Sustainable Communities Strategy to qualify for State transportation funding and project CEQA streamlining.	Helps ensure that Hayward local plans are consistent with the sustainable growth strategies of regional plans.
Policy LU-1.14 Joint Planning with Alameda County	The City shall coordinate with Alameda County in reviewing proposed developments and plans within the unincorporated areas of the City's Sphere of Influence to ensure that they align with Hayward's 2040 Vision.	Helps ensure that new development outside the City limits is consistent with the sustainable growth vision of the 2040 Hayward General Plan.
Goal LU-2	Revitalize and enhance Hayward's Priority Development Areas to accommodate and encourage growth within compact, mixed-use, and walkable neighborhoods and districts that are located near the City's job centers and regional transit facilities.	Helps ensure that growth is maintained within the established land use pattern, which limits the potential for substantial population growth.
Policy LU-2.18 Future Priority Development Areas	The City shall work with the Alameda County Transportation Commission and the Metropolitan Transportation Commission to consider establishing	Encourages new development consistent with sustainable growth vision of the 2040 General Plan.

Table 16.1 Proposed Hayward General Plan Policies Related to Inducing Substantial Population Growth		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	new Priority Development Areas during future updates to the Regional Transportation Plan and Sustainable Communities Strategy.	

Table 16.2 Proposed Hayward General Plan Policies to Avoid Displacing Substantial Numbers of People or Existing Housing		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Land Use and Community Character Element		
Policy LU-1.12 Regional Planning	The City shall coordinate with regional and local agencies to prepare updates to regional growth plans and strategies, including the Bay Area's Regional Transportation Plan, Sustainable Communities Strategy, and Regional Housing Needs Allocation (RHNA).	Aligns new housing with regional growth plans and sustainability strategies, which focus on controlled residential growth within established land use patterns and in compatible mixed-use developments. Avoids large-scale displacement of people and housing.
Policy LU-1.13 Local Plan Consistency with Regional Plans	The City shall strive to develop and maintain local plans and strategies that are consistent with the Regional Transportation Plan and the Sustainable Communities Strategy to qualify for State transportation funding and project CEQA streamlining.	Aligns new housing with sustainability strategies, which focus on controlled growth within established land use patterns and in compatible mixed-use developments. Avoids large-scale displacement of people and housing.
Policy LU-1.14 Joint Planning with Alameda County	The City shall coordinate with Alameda County in reviewing proposed developments and plans within the unincorporated areas of the City's Sphere of Influence to ensure that they align with Hayward's 2040 Vision.	Helps ensure that new housing development is consistent with the land use policies of the 2040 General Plan, which promote sustainability and avoid large-scale displacement of people and housing.
Goal LU-2	Revitalize and enhance Hayward's Priority Development Areas to accommodate and encourage growth within compact, mixed-use, and walkable neighborhoods and districts that are located near the City's job centers and regional transit facilities.	Encourages new housing within established land use patterns and in compatible mixed-use developments. Avoids large-scale displacement of people and housing.
Policy LU-2.18 Future Priority Development Areas	The City shall work with the Alameda County Transportation Commission and the Metropolitan Transportation Commission to consider establishing new Priority Development Areas during future updates	Encourages new housing consistent with the sustainability strategies of the 2040 General Plan.

Table 16.2 Proposed Hayward General Plan Policies to Avoid Displacing Substantial Numbers of People or Existing Housing		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	to the Regional Transportation Plan and Sustainable Communities Strategy.	
Policy LU-2.19 Unincorporated Priority Development Areas within the Hayward Planning Area	The City shall coordinate with Alameda County to pursue joint planning efforts and to review future plans for County Priority Development Areas that are located within the City's Sphere of Influence (i.e., Hesperian Boulevard Transit Neighborhood, the Meekland Avenue Mixed-Use Corridor, and the East 14th Street and Mission Boulevard Mixed-Use Corridor).	Encourages new housing consistent with the sustainability strategies of the 2040 General Plan.
Policy LU-3.10 Mobile Home Parks	The City shall encourage private-sector investments to maintain local mobile homes parks, and shall discourage the conversion of mobile home parks to alternative uses.	Encourages the maintenance of mobile home parks. Discourages displacement of people and housing.
Policy LU-6.1 Land Uses	The City shall encourage employee-intensive uses, such as professional office, corporate campuses, research and development, traditional and specialized manufacturing, throughout the Industrial Technology and Innovation Corridor.	Encourages more intensive use of the existing corridor. Avoids potential displacement of people and housing if new development were located elsewhere.
Implementation Program LU 11 Industrial Technology and Innovation Corridor Plan	The City shall develop a specific plan or master plan for the Industrial Technology and Innovation Corridor.	Implements Policy LU-6.1.
Policy LU-6.2 Industrial and Warehouse Conversions	The City shall encourage the conversion of obsolete industrial and warehouse distribution space to a productive use, such as advanced manufacturing, professional office centers, corporate campuses, research and development parks, and flex space.	Encourages reuse of existing, larger buildings instead of creation of new buildings. Avoids displacement of people and housing if new buildings were constructed elsewhere.

17. PUBLIC SERVICES

This EIR chapter describes existing conditions for fire protection and emergency medical service, police protection, public schools, parks, recreational facilities, libraries, and other public facilities in the Planning Area. The chapter includes the regulatory framework necessary to evaluate potential environmental impacts resulting from the 2040 General Plan, describes potential impacts that could result from the General Plan, and discusses General Plan goals, policies, and implementation programs that would avoid or reduce those potential impacts. The chapter recommends mitigation measures as needed to reduce significant impacts.

17.1 SETTING

The environmental and regulatory setting of the Hayward Planning Area with respect to public services (including parks and recreation) is described in detail in chapter 5 (Community Services and Safety) of the General Plan Background Report (City of Hayward, 2013). Pursuant to section 15150 of the State CEQA Guidelines, the Background Report is incorporated into the Draft Program EIR by reference. The Background Report is available at the City of Hayward 2040 General Plan website at:

http://www.hayward-ca.gov/GENERALPLAN/

Copies of the Background Report may be viewed during regular business hours--8:00 AM to 5:00 PM, Monday through Thursday, and 8:00 AM to noon on Friday--at the City of Hayward Development Services Department Permit Center, 777 B Street, Hayward, CA 94541.

17.1.1 Environmental Setting

The Community Services and Safety chapter of the Background Report presents an overview of public services provided by the City of Hayward and other agencies within the Planning Area. Issues addressed include fire protection and emergency medical services, police protection, schools, parks and recreation, and libraries and community facilities.

Relevant to this EIR Public Services chapter, the Environmental Setting is organized into the following sections:

- Fire Protection and Emergency Medical Services
- Police Protection
- Schools
- Parks and Recreation
- Libraries and Community Facilities

The major findings of the Background Report Community Services and Safety chapter relevant to public services are described below.

(a) Fire Protection and Emergency Medical Services. These major findings describe the existing (2012) fire protection systems in Hayward, as well as responsible agencies and fire prevention measures currently in place.

- The City of Hayward Fire Department (HFD) provides fire, paramedic advanced life support (ALS)/emergency medical (EMS), and emergency services to all areas within the City limits, and to the Fairview Fire Protection District (FFPD) on a contract basis.

- HFD includes two divisions under the Fire Chief: Operations and Special Operations. The Operations Division consists of two battalions with three shifts each, with a daily minimum staffing of 35. The Training Division falls under Operations. Special Operations encompasses the Fire Prevention Division which includes the Inspectors, Fire Technicians, Permit Center, Hazardous Materials Program (CUPA), Public Education/Public Information Officer, and the ALS/EMS Coordinator.

- HFD maintains nine operating stations: seven within the City and two within the Fairview area. The stations house 11 fire companies, including nine engine companies and two truck companies, as well as an aircraft firefighting apparatus and a California Emergency Management-owned (CAL EMA) firefighting apparatus.

- Each HFD fire company has at least one paramedic who provides ALS services. There are also 57 ambulances serving Hayward and other parts of Alameda County, operated by Paramedics Plus.

- HFD protects 147,000 residents within the City limits and an additional 13,000 residents in the FFPD with 118 sworn personnel. HFD currently maintains a 0.73 staffing ratio, which is less than its goal of 1.0 firefighters per 1,000 residents.

- In 2012 HFD provided emergency services to citizens of the Hayward and Fairview Fire Protection Districts, responding to over 20,962 alarms, including 15,163 calls for service. Due to increased training and the incorporation of new medical devices, HFD increased its Return of Spontaneous Circulation (from pulseless, non-breathing patients to patients with a pulse and breathing) survivability rate from 7 to almost 30 percent.

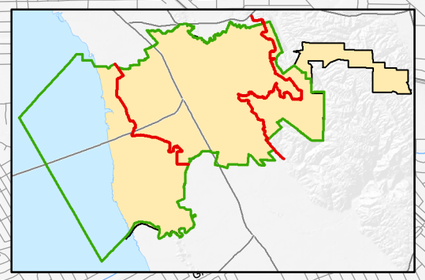
- For each emergency response (Code 3), HFD meets or exceeds the response goal of putting the first arriving fire company on scene in 5 minutes or less 90 percent of the time, with the balance of the first alarm structural response on scene in less than 8 minutes 90 percent of the time.

See Figure 17-1 (Fire Hazards as Identified by HFD) and Figure 17-2 (Fire Hazards as Identified by CAL FIRE).

- Older buildings constructed prior to requirements for fire-resistant construction materials, internal sprinklers, and other fire safety systems, and buildings with high occupancy rates, are more susceptible to structural fires.

...LOOKING FORWARD 2040 HAYWARD GENERAL PLAN

Figure 17-1
Fire Hazards as Identified by HFD



Ashland
Castro Valley
Cherryland
San Lorenzo
Hayward Acres
Fairview
Hayward
County
Union City

E 14th St
Castro Valley Blvd
Center St
I-238
I-580
Lewelling Blvd
Redwood Rd
Grove Way
Foothill Blvd
Mission Blvd
Western Bl
I-880
Hathaway Ave
Meekland Ave
Bockman Rd
Hesperian Blvd
W A St
Golf Course Rd
Grand St
Jackson St
Kelly St
Maud Ave
Five Canyons Pkwy
D St
East Ave
2nd St
Oakes Dr
Fairview Ave
Carlos Bee Blvd
Hayward Blvd
Bailey Ranch Rd
Skywest Dr
Longwood Av
Winton Ave
Sabre St
W Winton Av
Orchard Ave
Soto Rd
Whitman St
Harder Rd
Santa Clara St
Sakian Rd
Eden Ave
Cabot Blvd
Clawiter Rd
Hesperian Blvd
W Jackson St
Gading Rd
Huntwood Ave
Tennyson Rd
W Tennyson Rd
Enterprise Ave
Route 92
Investment Blvd
Industrial Blvd
Arf Ave
Arden Rd
Baumberg Ave
Folsom Ave
Russ Rd
Dixon St
Garin Ave
Industrial Pkwy
Industrial Pkwy W
Fairway St
San Clemente St
Revere Ave
Whipple Rd
Union City Blvd
Dyer St
92
880

0 0.25 0.5 1 Miles

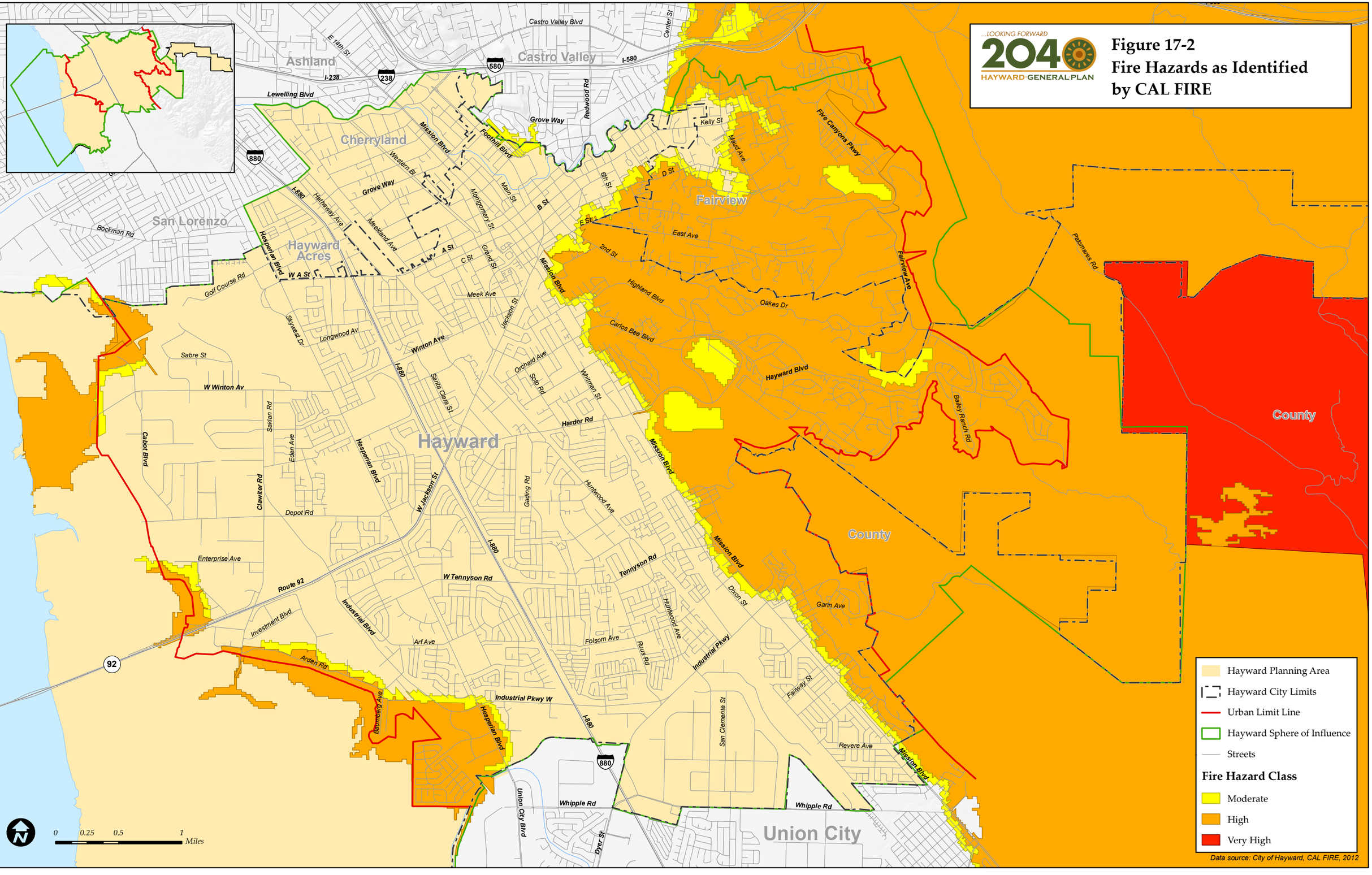
- Hayward Planning Area
- Hayward City Limits
- Urban Limit Line
- Hayward Sphere of Influence
- Streets
- Historic Buildings
- Wildland Urban Interface
- Extreme WIldfire Threat

Data source: City of Hayward, 2013

May, 2013

...LOOKING FORWARD 2040 HAYWARD GENERAL PLAN

Figure 17-2
Fire Hazards as Identified by CAL FIRE



January, 2013

- The historic downtown area is especially susceptible to structure fire hazards (see Figure 17-1). The downtown area contains historic structures that date back to the 1850s and were built according to older building standards and fire codes that have since become outdated and have been superseded by current codes.

- The latest Draft Fire Hazard Severity Map, created by CAL FIRE in July 2007 (see Figure 17-2), shows that there are several areas designated as High Fire Hazard Severity Zones in the Hayward Planning Area. These include the Garin Regional Park area; the wildland/urban interface area east of Mission Boulevard and south of D Street; the community of Fairview; and several fielded areas near Enterprise Avenue, along Arden Road, and near the City's western edge below the Hayward Regional Shoreline.

- HFD has also defined the areas east of Mission Boulevard from the south side of D Street to the City limits and south to Union City as a hazardous fire zone.

- Wildfire and wildland/urban interface fire threats affect 7,408 acres of land in Hayward, or less than 20 percent of the Planning Area. About 44,770 people, or 24 percent of the population in the Hayward Planning Area, live in the wildland fire hazard area.

(b) Police Protection. These major findings describe existing (2012) law enforcement facilities and services provided within the City of Hayward by the Hayward Police Department.

- The City of Hayward Police Department (HPD) provides police protection services in Hayward through four divisions: Office of the Chief, Field Operations, Investigations, and Support Services.

- HPD employs over 190 sworn officers in a staff of approximately 300.

- HPD currently maintains a ratio of 1.32 sworn officers per 1,000 residents, which is less than its goal of 1.5 sworn officers per 1,000 residents.

- In 2012 HPD eliminated ten sworn officer positions and six non-sworn employee positions. However, the number of Police Department employees (303) will not change during the 2013-2014 fiscal year.

- Portions of the Hayward Planning Area include unincorporated areas that are under the jurisdiction of the Alameda County Sheriff's Office.

- HPD promotes community safety through regular patrol operations, district operations, and traffic patrol operations. HPD also operates the Crime Stoppers and Neighborhood Policing programs.

- Overall crime rates Citywide, including the ratio of both violent and property crimes per 1,000 residents, have been declining over the past five years.

- HPD received 95,239 calls for service in 2012. HPD's average response time to Priority 1 calls (3.7 percent of calls for service) was 9 minutes and 2 seconds. HPD responded to Priority 2 calls (25.1 percent of calls for service) in 20 minutes and 58 seconds on average,

and responded to Priority 3 calls (68.3 percent of calls for service) in 45 minutes and 10 seconds on average.

- HPD's goal is to arrive at the scene of Priority 1 calls within 5 minutes of dispatch 90 percent of the time. In 2012 HPD arrived at the scene of Priority 1 calls within 5 minutes of dispatch 68.7 percent of the time.

- HPD provides crime prevention education presentations, conducts residential and commercial security surveys, and operates many crime prevention programs. HPD's crime prevention programs include: Hayward Neighborhood Alert/Watch, Community Academy, Business Watch/Academy, the Crime Free Multi-Housing Program, and the Synchronized Multi-Agency Safe Housing (SMASH) Program.

- The City of Hayward has taken several proactive steps to prevent and control graffiti from degrading neighborhoods, including establishing the City of Hayward Mural Art Program. Since 2009 the City has teamed up with local artists to create attractive murals on areas targeted by graffiti vandals. The program has helped reduce crime, build public-private partnerships, enhance community pride, and save taxpayers money. (Community Health and Quality of Life chapter of Background Report)

(c) Schools. These major findings describe the existing (2012) school and other educational facilities in Hayward.

- The Planning Area is served mainly by the Hayward Unified School District (HUSD), while the New Haven Unified School District and the San Lorenzo Unified School District provide education services to the northernmost and southernmost portions of the City. Chabot College and the California State University, East Bay provide college education services to the Planning Area.

- HUSD operates 22 elementary, five middle, and four high schools within the Hayward Planning Area, with a total enrollment of 20,496 in 2011-2012. HUSD schools are generally not overcrowded. However, Burbank Elementary School and Cherryland Elementary School are considered overcrowded by the HUSD.

- HUSD has experienced a substantial decline in its student population for the past ten academic years (2000-2001 to 2011-2012). After 2000-2001 district enrollment began to decline and continued to sharply decline from 2003-2004 until 2008-2009. After a small increase in 2008-2009, district enrollment has continued to decrease into 2011-2012.

- HUSD high school enrollment experienced the most significant decline. While elementary schools also experienced a sharp decline in enrollment, middle school enrollment held fairly constant.

- Although HUSD districtwide enrollment was 21,637 in 2011-2012, projections indicate that overall HUSD enrollment may drop to 21,108 students by 2017. Middle school enrollment is projected to increase during the same time period.

- From 2008 to 2012, HUSD completed renovations and installed power generation facilities at four schools: Martin Luther King, Jr. Middle School, Shafer Park Elementary School, East

Avenue Elementary School, and Fairview Elementary School. In addition, HUSD completed improvements at Tyrrell Elementary School.

- HUSD-proposed projects identified by the 2012 District-Wide Facilities Master Plan include renovations for Cherryland, Longwood, and Harder Elementary Schools, Winton Middle School, and the High School Sports Facility. HUSD is exploring the feasibility of a local school improvement measure to acquire funding for these improvements.

- The San Lorenzo Unified School District (SLUSD) operates two elementary schools and one high school serving the Planning Area. The New Haven Unified School District (NHUSD) operates two elementary, two middle, and two high schools serving the Planning Area. A total of 1,609 and 8,856 SLUSD and NHUSD students, respectively, were enrolled in schools serving the Planning Area.

- None of the NHUSD schools is *over* capacity, however, César Chávez Middle School is currently (2012) at capacity. SLUSD does not measure school facility capacity.

- Public charter schools in Hayward include one elementary and two high schools. A total of 1,043 students were enrolled in these schools in 2012.

- There are 12 private schools located within the City of Hayward: three elementary schools, five elementary/middle schools, two high schools, and two combination elementary/middle/ high schools. In 2012, 2,157 students were enrolled in these private schools.

(d) Parks and Recreation. These major findings describe the various parks facilities and recreational opportunities within the Planning Area. These findings also address current (2012) and future (2040) parkland needs.

- The Hayward Area Recreation and Park District (HARD) and the East Bay Regional Park District (EBRPD) provide parks and recreation services in the Planning Area.

- HARD currently owns, leases, maintains, or operates a system of 106 facilities in Hayward, Castro Valley, San Leandro, and San Lorenzo. HARD facilities encompass almost 2,000 acres.

- HARD operates 57 parks within the Hayward Planning Area and provides 159.85 acres of local parkland, 36.71 acres of school parks, 91.74 acres of community parkland, 271.29 acres of districtwide parkland, 1,627 acres of regional parkland, and 145.70 acres of open space, trails, and linear parkland.

- HARD offers recreational activities; age group activities; cultural programs; environmental, educational, and interpretive programs; day camps, and several seasonal events.

- Within the City of Hayward, there are currently (2012) 1.02 acres of local parkland per 1,000 residents, which is just above HARD's minimum standard for local parks (1.0 acres per 1,000 residents).

- Within the City of Hayward, there are currently (2012) 1.09 acres of school parkland per 1,000 residents, which is above HARD's minimum standard for school parks (1.0 acres per 1,000 residents).

- Within the City of Hayward, there are currently (2012) 2.06 acres of districtwide parkland per 1,000 residents, which is below HARD's minimum standard for districtwide parks (3.0 acres per 1,000 residents). The City needs an additional 138.03 acres of districtwide parkland to meet this standard (the equivalent of approximately 7 to 14 districtwide parks).

- Within the City of Hayward, there are currently (2012) 33.75 acres of regional parkland per 1,000 residents, which is far above HARD's desirable standard for regional parks (3.0 acres per 1,000 residents). In 2040 it is estimated that there will be 27.05 acres of regional parkland per 1,000 residents. Therefore, the City does not need additional regional parkland to meets HARD's minimum standard.

- Between 2012 and 2040, the City will need an additional 33.12 acres of local parkland (the equivalent of 4 to 12 local parks) to serve the projected population and to meet HARD's minimum standard for local parks (1.0 acres per 1,000 residents).

- Between 2012 and 2040, the City will need an additional 23.52 acres of school parkland (the equivalent of 3 to 8 school parks) to serve the projected population and to meet HARD's minimum standard for school parks (1.0 acres per 1,000 residents).

- Between 2012 and 2040, the City will need an additional 247.29 acres of districtwide parkland (the equivalent of 13 to 25 districtwide parks) to serve the projected population and to meet HARD's minimum standard for districtwide parks (3.0 acres per 1,000 residents).

- The City of Hayward's current (2013) parkland dedication requirement is 748 square feet per single family detached unit, 713 square feet per single family attached unit, and 604 square feet per multi-family unit. The current (2013) park dedication fee requirement is $11,953 per single family detached unit, $11,395 per single family attached unit, and $9,653 per multi-family unit.

- Most residents live close to parks and recreational facilities. Over 77 percent of residents within the Planning Area live within a ¼-mile radius of a neighborhood or regional park or recreational facility. However, poor connectivity in the street network (e.g., large arterials with limited crossings, cul-de-sacs, rail corridors, large blocks) creates barriers to accessing parks. There are also a few neighborhoods within the Planning Area that have poor physical proximity to parks. These include areas within: Hayward Acres, Cherryland, Burbank, and Longwood/Winton Grove. (Community Health and Quality of Life chapter of Background Report)

(e) Libraries and Community Facilities. These major findings describe the libraries and major community facilities within the Planning Area.

- The City of Hayward library system includes the Main Library at 835 C Street and Weekes Branch Library at 27300 Patrick Avenue. With a service area population of 145,839 in 2011, the library system provides 0.23 square feet of library space per resident, which is less than half the amount considered sufficient to provide a baseline level of public library service. By 2030, when Hayward is projected to have 171,500 residents, the level will be even lower at 0.20 square feet per person served.

- There are 169,697 collection items in the Hayward Library System. In 2010 Hayward had the eleventh lowest number of total library materials per capita at 1.12. By 2030 the Hayward Library will need about 366,550 collection materials to reach the State mean of library materials per capita.

- The 2008 Hayward Main Library Community Analysis established a long-range goal for overall library facility space in Hayward to reach 78,500 to 86,500 square feet, to provide 0.46 to 0.50 square feet per capita in the year 2030.

- The Library conducted 114 homework help sessions at the Homework Support Center during the 2011-2012 school year that gave participating students an average 30-point improvement in their English Language Arts scores and an average 20-point improvement in their Mathematics scores on the 2012 California Standards Test (CST).

- The Alameda County Library provides service to the participating cities of Albany, Dublin, Fremont, Newark, and Union City, as well as unincorporated areas of Alameda County that are served by branches in Castro Valley and San Lorenzo. In 2012, 10.3 percent of Castro Valley's library patrons and 11.1 percent of San Lorenzo's library patrons were Hayward residents.

- There are currently 11 community facilities in Hayward: Bidwell Community Center, Douglas Morrisson Theatre, Hayward Area Senior Center, HARD Building/PhotoCentral, Hayward Plunge Pool, Matt Jimenez Community Center, Ruus Community Center, Sorensdale Community Center, Southgate Community Center, Sunset Swim Center, and Weekes Community Center. Also, the Chabot Community College Reed L. Buffington Visual and Performing Arts Center provides indoor meeting space and group events available to Planning Area residents.

17.1.2 Regulatory Setting

The Background Report Community Services and Safety chapter discusses the following regulatory setting relevant to public services.

(a) Fire Protection and Emergency Medical Services.

California Emergency Management Agency (CAL EMA). CAL EMA serves as the lead State agency for emergency management in California. CAL EMA coordinates the State response to major emergencies in support of local government. It is also responsible for collecting, verifying, and evaluating information about the emergency, facilitating communication with local government, and providing affected jurisdictions with additional resources when necessary. CAL EMA may task State agencies to perform work outside their day-to-day and statutory responsibilities. Local jurisdictions first use their own resources and, as they are exhausted, obtain more from neighboring cities and special districts, the county in which they are located, and other counties throughout the state through the Statewide Mutual Aid System.

Federal Emergency Management Agency. In March 2003 the Federal Emergency Management Agency (FEMA) became part of the U.S. Department of Homeland Security. FEMA's continuing mission within the new department is to lead the effort to prepare the nation for all hazards and effectively manage Federal response and recovery efforts following any

national incident. FEMA also initiates proactive mitigation activities, trains first responders, and manages the National Flood Insurance Program and the U.S. Fire Administration.

Disaster Mitigation Act of 2000. This legislation reinforces the importance of pre-disaster infrastructure mitigation planning to reduce disaster losses nationwide. The act is aimed primarily at the control and streamlining of the administration of Federal disaster relief and programs to promote mitigation activities.

Uniform Fire Code. The Uniform Fire Code (UFC) contains Federal regulations relating to construction and maintenance of buildings and the use of premises, including specialized technical regulations related to fire and life safety. Topics addressed in the code include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and premises.

California Fire Code (Title 24, Part 9, California Code of Regulations). The California Fire Code incorporates the Uniform Fire Code with necessary California amendments. This code prescribes regulations consistent with nationally recognized good practices for the safeguarding, to a reasonable degree, of life and property from the hazards of fire explosion. It also addresses dangerous conditions arising from the storage, handling, and use of hazardous materials and devices; conditions hazardous to life or property in the use or occupancy of buildings or premises; and provisions to assist emergency response personnel.

California Public Resources Code 4291 (PRC 4291). PRC 4291 requires homeowners to address wildland fire hazards through creation of defensible space and other building construction mitigation measures.

California Building Code. The 2010 California Building Code (CBC) became effective January 1, 2011, including Part 9 of Title 24, the California Fire Code.

Section 701A.3.2 of the CBC requires that new buildings located in any Fire Hazard Severity Zone within State Responsibility Areas, any Local Agency Very-High Fire Hazard Severity Zone, or any Wildland-Urban Interface Fire Area designated by the enforcing agency for which an application for a building permit is submitted, comply with all sections of the chapter.

California Code of Regulations, Title 19. Title 19, chapters one through six of the California Code of Regulations (CCR), establishes regulations related to emergency response and preparedness under CAL EMA.

California Health and Safety Code (Sections 13000 et seq.). This code establishes State fire regulations, including regulations for building standards (also set forth in the California Building Code), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training.

Occupational Safety and Health Administration Regulations. The Occupational Safety and Health Administration (OSHA), under the United States Department of Labor, sets and enforces workplace standards and provides training, outreach, education, and assistance.

City of Hayward Municipal Code. The City of Hayward Municipal Code includes the following regulations related to fire protection:

- Chapter 3, Article 1 regulates the areas where bonfires, incinerators, and inflammable liquids may be used.

- Chapter 3, Article 3 prohibits the use of explosives, firearms, and fireworks within the City of Hayward.

- Chapter 4, Article 8 requires that alarm installation businesses notify the City of Hayward Fire Department each time the business sells, installs, operates, or maintains an alarm system within the City. It also establishes a fee charged to alarm users for false alarms requiring HFD response.

- Ordinance No. 10-14 adopts the 2010 California Fire Code. It establishes that the Fire Chief designate hazardous fire areas on a map maintained in the office of the Fire Chief. The hazardous fire area of Hayward has been defined generally as the areas east of Mission Boulevard from the south side of D Street to the City limits and all the way south to Union City (see Figures 17-1). It also defines the additional fire safety requirements for buildings.

Wildland/Urban Interface Guidelines. In 1993 the City adopted the Wildland/Urban Interface Guidelines for development in the hill area in order to address potential fire hazards. The Wildland/Urban Interface is defined as the hill area south of D Street and east of Mission Boulevard. The guidelines include standards for streets and sidewalks that allow for fire truck access, cluster home development to make efficient use of hillside space, architectural and site design that allow for fire setbacks, building construction requirements, and environmental disaster mitigation.

Weed Abatement Program. In 2011 HFD enhanced the weed abatement program to assist in the prevention of urban wildfires. The program identifies properties within the Fire Department's service area that may pose a risk for fire on adjacent properties. Residents have a year-round responsibility and obligation to maintain vegetation on their property in a condition that will not contribute to the spread of fire.

(b) Police Protection.

California Commission on Peace Officer Standards and Training. The California Commission on Peace Officer Standards and Training (POST) advocates for, exchanges information with, sets selection and training standards for, and works with law enforcement and other public and private entities.

City of Hayward Municipal Code, Section 2-2.32, State Aid in Training Law Enforcement Officers and Public Safety Dispatchers. Section 2-2.32 requires that the City of Hayward adhere to the standards for the recruitment and training of peace officers and public safety dispatchers established by POST, since the City of Hayward is Qualified to receive aid from the State of California pursuant to the California Penal Code.

238 Bypass Fiscal Impact Analysis (2008). The 238 Bypass Fiscal Impact Analysis established an optimum service ratio of 1.5 sworn police officers per 1,000 residents.

Federal Bureau of Investigation. The Federal Bureau of Investigation (FBI) is an intelligence-driven and threat-focused national security and law enforcement organization that protects and defends the United States against terrorist and foreign intelligence threats, upholds and enforces the criminal laws of the United States, and provides leadership and criminal justice services to Federal, State, municipal, and international agencies and partners. The FBI also gathers, shares, and analyzes intelligence to support its own investigations and those of its partners, and to better understand and combat the security threats facing the United States.

(c) Schools.

California Code of Regulations. The California Code of Regulations, Title 5, Education Code, governs all aspects of education within the state.

(d) Parks and Recreation.

State Public Park Preservation Act (California Public Resource Code Section 5400 – 5409). The State Public Park Preservation Act is the primary instrument for protecting and preserving parkland in California. Under the act cities and counties may not acquire any real property that is in use as a public park for any non-park use unless compensation or land, or both, are provided to replace the parkland acquired. This ensures a no net loss of parkland and facilities.

State Street and Highway Code. The State Street and Highway Code includes provisions for equestrian and hiking trails within the right-of-way of county roads, streets, and highways.

Quimby Act (1975). The Quimby Act allows cities and counties to adopt park dedication standards/ordinances requiring developers to set aside land, donate conservation easements, or pay fees towards parkland.

City of Hayward Municipal Code, Chapter 10, Article 16, Property Developers – Obligations for Parks and Recreation. Chapter 10, Article 16 of the City of Hayward Municipal Code sets parkland dedication and Quimby fees. The City of Hayward current (2013) parkland dedication requirement is 748 square feet per single family detached unit, 713 square feet per single family attached unit, and 604 square feet per multi-family unit. The current (2013) park dedication fee requirement is $11,953 per single family detached unit, $11,395 per single family attached unit, and $9,653 per multi-family unit.

Measure WW. In 2008, Alameda and Contra Costa County residents voted to approve Measure WW to extend the funding provided in Measure AA, previously passed by voters in 1988, without raising tax rates. Measure WW extends Measure AA with a $500 million bond extension, $375 million of which will fund regional park acquisition and capital, and $125 million of which will fund local parks in cities, counties, special park and recreation districts, and the Oakland Zoo.

(e) Libraries and Community Facilities. There are no Federal, State, or local mandatory regulations that pertain to libraries and community facilities.

17.2 ENVIRONMENTAL EFFECTS

This section describes potential impacts related to public services that could result from the General Plan, and discusses General Plan goals, policies, and implementation programs that would avoid or reduce those potential impacts. The section also recommends mitigation measures as needed to reduce significant impacts.

17.2.1 Significance Criteria

Based on the CEQA Guidelines, implementation of the City of Hayward 2040 General Plan would have a significant impact related to public services if it would:[1]

(a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:

- fire protection and emergency medical service,
- police protection,
- public schools,
- parks,
- libraries, or
- other public facilities;

(b) Result in an increased use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or

(c) Include recreational facilities, or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

17.2.2 Analysis Methodology

The methodology for evaluating potential environmental impacts related to public services followed this basic sequence:

(1) The General Plan Background Report was evaluated to identify existing environmental conditions and problems related to public services, including the regulatory framework that applies to these issues.

(2) The CEQA Statute and Guidelines (2013), including appendix G (Environmental Checklist Form), were consulted to identify environmental impact topics and issues that should be addressed in the program EIR. In part, this process resulted in the significance criteria listed in subsection 17.2.1 above.

[1] CEQA Guidelines, appendix G, items XIV (a) and XV (a) and (b).

(3) The General Plan Policy Document, including the associated development capacity assumptions (see EIR section 3.6), was analyzed to identify goals, policies, implementation programs ("policies" for short), and potential outcomes that address the significance criteria. This analysis resulted in two basic conclusions regarding policies and outcomes: (a) many policies would avoid or reduce potential environmental impacts, and (b) some policies or outcomes could result in new environmental impacts or increase the severity of existing environmental problems.

(4) For potential environmental impacts that would result from the 2040 General Plan, mitigations were designed to avoid or reduce each impact to a less-than-significant level. If implementation of all identified feasible mitigations cannot reduce the impact to a less-than-significant level, then the impact is considered significant and unavoidable.

17.2.3 Environmental Impacts

The following tables are aligned with the significance criteria identified above. There is one table for each significance criterion, in the following pattern: significance criterion (a) corresponds with table 17.1, criterion (b) corresponds with table 17.2, and so on. Column 1 (Objective) in each table lists each General Plan goal, policy, and implementation program ("policy" for short), organized by General Plan element, that addresses the potential impact identified in the name of the table. Column 2 is the text of the policy. Column 3 answers the question, "How does the policy avoid or reduce the potential impact?"

Whenever a particular criterion does not apply to the proposed General Plan, an explanation is included in the Significance Criteria text above, and there is no table for that criterion. To maintain consistency, each table's title contains language taken directly from its corresponding significance criterion.

The verbs in column 3 are intended to be applied consistently. The verb "ensures" means that the policy is sufficient to guarantee the result identified in the policy. The verb "helps" means that the policy contributes to avoiding or reducing the identified potential impact; in many cases, "helps" is used for a policy that can be applied to avoid or reduce a wide range of potential impacts. The verb "implements" is used for General Plan implementation programs to indicate that the program provides the details to put the associated policy into action.

Referring to column 3 in the following tables, a reference to "requires construction" means that implementation of the policy might result in construction-related impacts related to, for example, construction traffic, noise, or dust. These potential impacts are addressed below.

Construction Period Impacts. The construction of project-related public service facilities (criteria [a] and [c] and Table 17.1 and 17.3) would be temporary and would occur within either existing public rights-of-way, City property, a project development site, or private property subject to a municipal easement. Construction period traffic interruption, noise, and air emissions (dust) typically associated with such infrastructure construction would be mitigated through standard City of Hayward construction mitigation procedures (e.g., see chapters 7 [Air Quality], 15 [Noise], and 18 [Transportation and Circulation] of this EIR). No significant environmental impact is anticipated with this construction activity. The potential environmental impacts associated with construction of project-related public service facilities would therefore

be ***less than significant*** (see criteria [a] and [c] in subsection 17.2.1, "Significance Criteria," above). No mitigation is required.

In most cases, no one goal, policy, or implementation program ("policy" for short) in itself is expected to completely avoid or reduce an identified potential environmental impact. However, the collective, cumulative mitigating benefits of the policies listed in each table will result in a less-than-significant impact related to the identified significance criterion and the corresponding environmental topic listed in the table name. This conclusion is consistent with the purpose and use of a program EIR for a general plan (see EIR Introduction, chapter 1).

Based on the methodology described above, 2040 General Plan impacts related to public services would be ***less than significant*** (see criteria [a] through [c] in subsection 17.2.1, "Significance Criteria," above). No mitigation is required.

Table 17.1 Proposed Hayward General Plan Policies Addressing Construction of New or Expanded Public Service Facilities		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Land Use and Community Character Element		
Policy LU-1.3 Growth and Infill Development	The City shall direct local population and employment growth toward infill development sites within the City, especially the catalyst and opportunity sites identified in the Economic Development Strategic Plan.	Helps ensure that new development is located where public services are already available. Reduces the need to construct new facilities.
Policy LU-1.6 Mixed-Use Neighborhoods	The City shall encourage the integration of a variety of compatible land uses into new and established neighborhoods to provide residents with convenient access to goods, services, parks and recreation, and other community amenities.	Helps ensure that public services are provided in the neighborhoods where the services are needed. Results in more efficient location and use of public service resources.
Implementation Program LU 6 Complete Neighborhood Strategy	The City shall develop and implement a community outreach program to identify various types of complimentary and supporting uses that are needed and desired in each Hayward neighborhood. Based on the findings of the outreach program, the City shall develop an implementation program to facilitate desired changes within local neighborhoods.	Implements Policy LU-1.6.
Policy LU-1.11 Annexations	The City shall consider the annexation of adjoining unincorporated properties if the annexation would improve the fiscal health of the City, provide a more efficient delivery of City services to the area, and/or create a more logical City boundary.	Ensures that annexations will be considered only if City public services can be efficiently provided.
Goal LU-3	Create complete neighborhoods that provide a mix of housing options and convenient access to parks, schools, shopping, jobs, and other community amenities.	Helps ensure that new development is located where public services are already available; reduces the need to construct new facilities. Helps ensure that public services are provided in the neighborhoods where the services are needed; results in more efficient location and use of public service resources.
Policy LU-3.1 Complete Neighborhoods	The City shall promote efforts to make neighborhoods more complete by encouraging the development of a mix of complementary uses and amenities that meet the daily needs of residents. Such uses and amenities may include parks, community centers, religious institutions, daycare centers, libraries, schools, community gardens, and neighborhood commercial and mixed-use developments.	Helps ensure that public services are provided in the neighborhoods where the services are needed. Results in more efficient location and use of public service resources.

Table 17.1 Proposed Hayward General Plan Policies Addressing Construction of New or Expanded Public Service Facilities		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy LU-3.2 Centralized Amenities	The City shall encourage the development of neighborhood amenities and complementary uses in central locations of the neighborhood whenever feasible.	Helps ensure that public services are conveniently available. Results in more efficient location and use of public service resources.
Policy LU-7.6 Open Space Access	The City shall require new hillside developments to provide public trail access (as appropriate) to adjacent greenways, open space corridors, and regional parks.	Provides more public access to parkland.
Policy LU-7.7 De-Annexations	The City shall consider de-annexing properties outside of the City's Sphere of Influence (e.g., Pleasanton Ridgeline) if cooperative agreements with Alameda County, Pleasanton, and the East Bay Regional Park District are in place to permanently preserve the properties as open space or regional parkland.	Can result in more parkland.
Policy LU-9.1 Design of City Public Facilities	The City shall ensure that all City-owned facilities are designed to be compatible in scale, mass, and character with the neighborhood, district, or corridor in which they are located.	Reduces potential construction impacts of new City-owned public facilities by prohibiting incompatible, out-of-scale designs.
Policy LU-9.2 Design of Non-City Public Facilities	The City shall coordinate with school districts, park districts, utility providers, and other government agencies that are exempt from local land use controls to encourage facility designs that are compatible in scale, mass, and character with the neighborhood, district, or corridor in which they are located.	Reduces potential construction impacts of new non-City-owned public facilities by prohibiting incompatible, out-of-scale designs.
Policy LU-9.8 Co-location of Public and Quasi-Public Uses	The City shall encourage the co-location of public and quasi-public uses within commercial and mixed-use developments.	Encourages more efficient location and use of public resources.
Hazards Element		
Goal HAZ-5	Protect life and minimize potential property damage from urban wildfire hazards in hillside areas.	Protects people and property from wildfire hazards.
Policy HAZ-5.1 Wildland/Urban Interface Guidelines	The City shall maintain and implement Wildland/Urban Interface Guidelines for new development within fire hazard areas.	Protects new development from wildfire hazards. Reduces the need for new or expanded ("physically altered") fire protection/emergency medical service (EMS) facilities.
Implementation Program LU 3 Comprehensive Design Guidelines Update	The City shall prepare a comprehensive update of the Hayward Design Guidelines and the Hillside Design and Urban Wildland Interface Guidelines. The	Implements Policy LU-1.7 and many other land use policies in the 2040 General Plan.

Table 17.1 Proposed Hayward General Plan Policies Addressing Construction of New or Expanded Public Service Facilities		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	guidelines shall apply to commercial, residential, industrial, and mixed-use developments located outside of the City's Priority Development Areas.	
Policy HAZ-5.2 Fire Prevention Codes	The City shall enforce fire prevention codes that require property owners to reduce wildfire hazards on their property.	Reduces wildfire hazards. Reduces the need for new or expanded fire protection/EMS facilities.
Policy HAZ-5.3 Defensible Space and Fuel Reduction	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.	Reduces wildfire hazards. Reduces the need for new or expanded fire protection/EMS facilities.
Policy HAZ-5.4 Grant Funding	The City shall seek grant funding to mitigate potential wildfire threats to the community and to implement special training workshops and projects related to defensible space and fuel reduction practices.	Funds proactive mitigation for wildfire hazards. Reduces the need for new or expanded fire protection/EMS facilities.
Policy HAZ-5.5 Park District Coordination	The City shall coordinate with the East Bay Regional Park District and the Hayward Area Recreation and Park District to promote forestry and park management practices that reduce the potential for wildland fires.	Ensures coordinated multi-jurisdictional planning to reduce wildfire hazards. Reduces the need for new or expanded fire protection/EMS facilities.
Policy HAZ-5.6 Regional Coordination	The City shall coordinate with Alameda County, the cities of Pleasanton, Dublin, and San Ramon, and other fire protection agencies to reduce the potential for wildfire hazards in the East Bay hills.	Ensures coordinated multi-jurisdictional planning to reduce wildfire hazards. Reduces the need for new or expanded fire protection/EMS facilities.
Community Safety Element		
Policy CS-1.1 Community Partnerships	The City shall coordinate with residents, businesses, schools, park districts, and community and neighborhood organizations to develop and expand partnerships to prevent crime.	Prevents crime through coordinated planning with the community. Reduces the need for new or expanded police facilities.
Implementation Program CS 2 Police Department Strategic Plan Annual Report	The City shall submit an annual report to the City Council that evaluates the implementation of the Police Department Strategic Plan.	Implements Policy CS-1.1 and many other police service policies in this table.
Implementation Program CS 6 Comprehensive Safe School Plans	The City shall coordinate with local school districts on an ongoing basis to assist in the review and update of a Comprehensive Safe School Plan for each school in Hayward.	Implements Policies CS-1.1, CS-1.5, and CS-2.11 (see below).
Policy CS-1.2 Crime Prevention Programs	The City shall maintain and consider new Police Department programs that support residents and businesses in their efforts to prevent crime and	Prevents crime through coordinated planning with the community. Reduces the need for new or expanded police facilities.

Table 17.1 Proposed Hayward General Plan Policies Addressing Construction of New or Expanded Public Service Facilities		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	improve neighborhood safety, such as Hayward Neighborhood Alert, Neighborhood Watch, Business Watch, Crime Free Multi-Housing Program, and Synchronized Multi-Agency Safe Housing (SMASH).	
Implementation Program CS 1 Grant Funding	The City shall pursue grant funding on an on-going basis to increase Police and Fire Department staffing levels, improve police and fire facilities and equipment, and improve community safety services and programs.	Implements Policy CS-1.2 and many other police service and fire protection policies in this table.
Policy CS-1.3 Gang Intervention Programs	The City shall coordinate with school districts to maintain and further develop Police programs, services, and strategies that keep children and teens out of gangs and involved in positive activities.	Ensures coordination with the schools districts to prevent crime. Reduces the need for new or expanded police facilities.
Policy CS-1.4 Gang Enforcement Strategy	The City shall maintain a comprehensive gang enforcement strategy, including a gang-injunction program, to reduce gang activity throughout the City.	Prevents crime. Reduces the need for new or expanded police facilities.
Policy CS-1.5 Services for At-Risk Youth	The City shall coordinate with school districts to provide services that help at-risk youth escape the path of crime, such as on-site counseling, crisis intervention services, emergency hotlines, case management services, job and internship opportunities, and recreation programs.	Ensures coordination with the schools districts to prevent crime. Reduces the need for new or expanded police facilities.
Policy CS-1.6 Recreation and After-School Programs	The City shall coordinate with park districts, youth organizations, faith-based organizations, and community centers to provide recreation and after-school programs that deter children and young adults from crime and foster a greater sense of civic engagement.	Prevents crime through coordinated planning with the community. Reduces the need for new or expanded police facilities.
Policy CS-1.7 Crime Awareness Campaigns	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.	Educates the community in crime awareness, which can result in more efficient police services.
Policy CS-1.9 Crime Prevention Through Environmental Design	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.	Prevents crime through environmental design. Reduces the need for new or expanded police facilities.

Table 17.1 Proposed Hayward General Plan Policies Addressing Construction of New or Expanded Public Service Facilities		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Implementation Program CS 3 Crime Prevention Through Environmental Design Checklist	The City shall develop a Crime Prevention Through Environmental Design (CPTED) Checklist to encourage project applicants to incorporate CPTED principles into the design of their projects and to assist in the Police Department's review of development applications.	Implements Policy CS-1.9.
Policy CS-1.10 Lighting	The City shall encourage property owners to use appropriate levels of exterior lighting to discourage criminal activity, enhance natural surveillance opportunities, and reduce fear.	Encourages crime prevention. Reduces the need for new or expanded police facilities.
Policy CS-1.11 Technology	The City shall encourage and support 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.	Encourages crime prevention. Reduces the need for new or expanded police facilities.
Implementation Program CS 5 Park Security Program	The City shall coordinate with the Hayward Area Recreation and Park District and East Bay Regional Park District to prepare a strategy for integrating appropriate security and surveillance technology in Hayward parks.	Implements Policies CS-1.11 and CS-1.13 (see below).
Policy CS-1.12 On-Site Security	The City shall require 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 shall promote a healthy balance of public safety and nightlife vibrancy, and may include surveillance cameras, crowd management practices, and on-site security staff.	Prevents crime. Results in more efficient police services. Reduces the need for new or expanded police facilities.
Policy CS-1.13 Park Security and Safety	The City shall coordinate with the Hayward Area Recreation and Park District (HARD) and East Bay Regional Park District (EBRPD) to address crime and safety concerns within Hayward parks.	Ensures coordination with the park districts to prevent crime. Reduces the need for new or expanded police facilities.
Policy CS-1.14 Coordination of Homeless Services	The City shall coordinate with community organizations to develop and maintain a comprehensive system of services to alleviate homelessness, panhandling, and related public safety concerns.	Prevents crime through coordinated planning with the community. Results in more efficient police services. Reduces the need for new or expanded police facilities.

Table 17.1 Proposed Hayward General Plan Policies Addressing Construction of New or Expanded Public Service Facilities		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Implementation Program CS 4 Homeless Services Partnership	The City shall develop formal partnerships with community and faith-based organizations to develop and implement a coordinated strategy for managing food, shelter, and support services to the homeless in Hayward.	Implements Policy CS-1.14.
Policy CS-1.15 Blight, Litter, Graffiti, Illegal Dumping and Abandoned Vehicles	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, and abandoned vehicles.	Discourages crime through physical environmental improvements.
Policy CS-1.16 Immigrant Outreach Programs	The City shall develop outreach programs to help break down cultural barriers that discourage immigrants from contacting the police to report crimes and public safety concerns.	Promotes more efficient police services through community outreach.
Goal CS-2	Provide exceptional police protection services to promote a safe and secure community.	Ensures that the Planning Area's police protection needs will be met.
Policy CS-2.1 Community Policing Strategies	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.	Promotes crime prevention through coordinated planning with the community. Results in more efficient police services.
Policy CS-2.2 Police Strategic Plan	The City shall maintain and implement a Police Department Strategic Plan to: ▪ Set near-term goals for the Department in response to a dynamic and changing environment. ▪ Align police services with the community's desires and expectations. ▪ Accurately assess the operational needs of the Police Department to best serve the Hayward community.	Implements state-of-the-art strategies to ensure effective and efficient police services. May require new construction if new/expanded facilities are needed to implement the Strategic Plan.
Policy CS-2.3 Police Staffing	The City shall maintain optimum staffing levels for both sworn police officers and civilian support staff in order to provide quality police services to the community.	Helps ensure adequate police services through optimum staffing levels. May require new construction if new/expanded facilities are needed to accommodate new staff.
Policy CS-2.4 Response Time for Priority 1 Calls	The City shall strive to arrive at the scene of Priority 1 Police Calls within 5 minutes of dispatch, 90 percent of the time.	Strives to meet an optimum response time. May require new construction if new/expanded facilities are needed to meet the response time goal.

Table 17.1 Proposed Hayward General Plan Policies Addressing Construction of New or Expanded Public Service Facilities		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy CS-2.5 Police Equipment and Facilities	The City shall ensure that Police equipment and facilities are provided and maintained to meet modern standards of safety, dependability, and efficiency.	Ensures state-of-the-art police equipment and facilities. May require new construction if new/expanded facilities are needed to meet performance standards.
Policy CS-2.6 Police Facilities Master Plan	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.	Ensures effective and efficient police services through coordinated planning. May require new construction if new/expanded facilities are needed to implement the Master Plan.
Policy CS-2.7 Police Training	The City shall ensure that Police officers have access to state-of-the-art training programs and professional development opportunities.	Helps ensure state-of-the-art police training. May require new construction if new/expanded facilities are needed to accommodate training needs.
Policy CS-2.8 Cross Training	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.	Employs personnel efficiently. Reduces the need for new or expanded police facilities.
Policy CS-2.9 Cultural Competency Training	The City shall ensure that all officers receive comprehensive cultural competency training to better serve the needs of Hayward's diverse population.	Results in better communication between police officers and the public, which promotes more efficient police services. May require new construction if new/expanded facilities are needed to accommodate training needs.
Policy CS-2.10 Cooperative Delivery of Services	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.	Promotes coordinated, inter-jurisdictional planning for law enforcement. Results in more effective, efficient police services. Reduces the need for new or expanded police facilities.
Policy CS-2.11 School Security and Safety	The City shall collaborate with local school districts to study and implement measures that enhance the security of schools and the safety of students, teachers, and administrators.	Prevents crime through coordinated planning with the school districts. Reduces the need for new or expanded police facilities.
Policy CS-2.12 Prosecution Coordination	The City shall coordinate with the Alameda County District Attorney's office to improve collaboration and communication between prosecutors and the Hayward Police Department.	Improves coordinated planning for more effective, efficient police services.

Table 17.1 Proposed Hayward General Plan Policies Addressing Construction of New or Expanded Public Service Facilities		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy CS-2.13 Community Facilities Districts	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.	Helps mitigate potential impacts of new development on police services. May require new construction if new/expanded facilities are needed for mitigation (e.g., substations, additional personnel).
Policy CS-2.14 Development Fees	The City shall consider the establishment of development impact fees to help fund Police Department operations.	Helps fund mitigation for potential impacts on police services. May result in new construction if funding is used for new/expanded facilities.
Implementation Program CS 9 Police and Fire Impact Fees	The City shall prepare a Development Impact Fee Feasibility Study and Nexus Report to assess the potential for establishing development impact fees for police and fire services. Based on the findings of the Feasibility Study and Nexus Report and direction from the City Council, the City may prepare and adopt an impact fee ordinance for police and/or fire services.	Implements Policies CS-2.14 and 4.12 (see below).
Policy CS-2.15 Police Communications	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, television and radio alerts, and website postings.	Informs the public of police activity, which may result in more effective, efficient police services.
Goal CS-3	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.	Promotes proactive, community-wide fire prevention. Reduces the need for new or expanded fire protection/EMS facilities.
Policy CS-3.1 Fire Prevention Education	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.	Ensures community-wide fire prevention and safety education, which results in more efficient fire protection services. May require new construction if new/expanded facilities are needed to implement the Strategic Plan.
Implementation Program CS 7 Fire Department Strategic Plan	The City shall develop and adopt a Fire Department Strategic Plan. The City shall submit an annual report to the City Council that evaluates the implementation of the Fire Department Strategic Plan.	Implements Policy CS-3.1 and many other policies in this table. May require new construction if new/expanded facilities are needed to implement the Strategic Plan.

Table 17.1 Proposed Hayward General Plan Policies Addressing Construction of New or Expanded Public Service Facilities		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy CS-3.2 Fire and Building Codes	The City shall adopt and enforce fire and building codes.	Ensures adequate fire protection/EMS services through implementation of current codes.
Policy CS-3.3 Development Review	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.	Helps mitigate potential impacts of new development on fire protection/EMS. Ensures more efficient fire protection/EMS.
Policy CS-3.4 Adequate Water Supply for Fire Suppression	The City shall require new development projects to have adequate water supplies to meet the fire-suppression needs of the project without compromising existing fire suppression services to existing uses.	Ensures adequate fire flow while minimizing potential impacts on neighboring water service.
Policy CS-3.5 Water Supply Infrastructure	The City shall require development to construct and install fire suppression infrastructure and equipment needed to serve the project.	Ensures adequate infrastructure to meet fire protection needs.
Policy CS-3.6 Fire Safety Inspections	The City shall maintain its fire inspection program for commercial, industrial, and multi-family residential buildings in compliance with the requirements of State law.	Ensures up-to-date fire prevention in compliance with State requirements.
Policy CS-3.7 Removal of Fire Hazards	The City shall maintain code enforcement programs that require private and public property owners to minimize fire risks by: ▪ Maintaining buildings and properties to prevent blighted conditions, ▪ Removing excessive or overgrown vegetation (e.g., trees, shrubs, weeds), and ▪ Removing litter, rubbish, and illegally dumped items from properties.	Helps minimize fire risks through code enforcement. Results in more efficient fire protection/EMS.
Goal CS-4	Provide coordinated fire protection and emergency medical services to promote a safe and healthy community.	Promotes efficient fire protection/EMS.
Policy CS-4.1 Fire Strategic Plan	The City shall maintain and implement a Fire Department Strategic Plan to: ▪ Set near-term goals for the Department in response to a dynamic and changing environment. ▪ Align fire and emergency medical services with the community's desires and expectations.	Implements many fire protection/EMS policies in this table. May require new construction if new/expanded facilities are needed to implement the Strategic Plan.

Table 17.1 Proposed Hayward General Plan Policies Addressing Construction of New or Expanded Public Service Facilities		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	▪ Accurately assess the operational needs of the Fire Department to best serve the Hayward community.	
Policy CS-4.2 Fire Department Staffing	The City shall maintain optimum staffing levels for sworn, civilian, and support staff, in order to provide quality fire protection and emergency medical services to the community.	Helps ensure adequate fire protection/EMS through optimum staffing levels. May require new construction if new/expanded facilities are needed to accommodate new staff.
Policy CS-4.3 Fire Department Response Times	The City shall maintain the ability to respond to fire and emergency medical calls based on the following standards: ▪ The first unit shall arrive on scene within five minutes of dispatch, 90 percent of the time. ▪ All remaining units shall arrive on scene within 8 minutes of dispatch.	Strives to meet an optimum response times. May require new construction if new/expanded facilities are needed to meet the response time goal.
Policy CS-4.4 Timing of Services	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.	Ensures that fire protection/EMS capabilities are not compromised by General Plan growth. May require new construction if new/expanded facilities are needed to implement this policy.
Policy CS-4.5 Station Call Volumes and the Reallocation of Resources	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.	Helps ensure efficient use of fire protection/EMS resources. May require new construction if new/expanded facilities are needed to implement this policy.
Policy CS-4.6 New Fire Stations	The City shall ensure that new fire stations are strategically placed to provide optimum response times throughout the Hayward community.	Ensures optimum fire protection/EMS response times. Requires new construction when new fire stations are needed to meet performance standards.
Policy CS-4.7 Fire Facilities Master Plan	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.	Ensures effective and efficient fire protection/EMS through coordinated planning. May require new construction if new/expanded facilities are needed to implement the Master Plan.
Policy CS-4.8 Fire and Paramedic Training	The City shall ensure that firefighters and paramedics have access to state-of-the-art training and professional development opportunities.	Helps ensure state-of-the-art fire protection/EMS training. May require new construction if new/expanded facilities are needed to accommodate training needs.

Table 17.1 Proposed Hayward General Plan Policies Addressing Construction of New or Expanded Public Service Facilities		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy CS-4.9 Cooperative Delivery of Services	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.	Promotes coordinated, inter-jurisdictional planning for fire protection/EMS. Results in more effective, efficient services. Reduces the need for new or expanded facilities.
Policy CS-4.10 Investment in Technology	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.	Improves fire protection/EMS capabilities. Reduces the need for new or expanded facilities.
Policy CS-4.11 Community Facilities Districts	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.	Helps mitigate potential impacts of new development on fire protection/EMS. May require new construction if new/expanded facilities are needed for mitigation (e.g., new station, additional personnel).
Policy CS-4.12 Development Fees	The City shall consider the establishment of development impact fees to fund Fire Department operations.	Helps fund mitigation for potential impacts on fire protection/EMS. May result in new construction if funding is used for new/expanded facilities.
Policy CS-4.13 Ambulance Services	The City shall consider the enhancement of the Advanced Life Support Emergency Medical Service capabilities of the Hayward Fire Department by expanding ambulance services to include Basic Life Support Transport Services.	Helps ensure more effective EMS.
Policy CS-4.14 Emergency Medical Services	The City shall encourage the expansion of emergency medical services offered at local hospitals and urgent care clinics.	Encourages more effective EMS.
Policy CS-4.15 Center for Public Safety Excellence	The City shall seek recognition by the Center for Public Safety Excellence by improving the service of the Hayward Fire Department.	Provides incentive to improve fire protection/EMS.
Implementation Program CS 8 Center for Public Safety Excellence Program	The City shall initiate and complete the accreditation process for the Center of Public Safety Excellence to evaluate and enhance fire and emergency medical services within the City.	Implements Policy CS-4.15.
Community Health and Quality of Life Element		
Policy HQL-5.3 Eyes on the Street	The City shall promote urban design principles that support active use of public spaces in neighborhoods, commercial areas, and employment centers at all	Promotes improved safety through physical design. Results in more efficient police services. Can result in varying degrees of new

Table 17.1 Proposed Hayward General Plan Policies Addressing Construction of New or Expanded Public Service Facilities		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	times of day. Active use of public spaces provides "eyes-on-the-street" to enhance public safety in these areas.	construction when design principles are implemented.
Policy HQL-5.4 Safety Measures	The City shall improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible spaces within new development projects.	Improves safety through physical design. Results in more efficient police services. Can result in varying degrees of new construction when safety measures are implemented.
Goal HQL-10	Create and support a diverse public park system, connecting trails, and recreation facilities suited to the needs of Hayward residents and visitors.	Helps ensure adequate parks and recreational facilities.
Policy HQL-10.1 Parks and Recreation Master Plan	The City shall work with HARD to maintain and implement the Parks and Recreation Master Plan.	Ensures coordinated planning though the adopted Master Plan. May require new construction if new/expanded facilities are needed to implement the Master Plan.
Implementation Program HQL 7 Parks and Recreation Guidelines	The City shall work with Hayward Area Recreation and Park District to develop and adopt urban park guidelines that provide flexible solutions for developing urban parks in infill areas where traditional neighborhood and community parks are not feasible or appropriate.	Implements Policies HQL-10.1 through 10.4 (see below).
Policy HQL-10.2 Parks Standard	The City shall seek to increase the number of parks throughout the City by working with HARD to achieve and maintain the following park standards per 1,000 Hayward residents: ▪ Two acres of local parks, ▪ Two acres of school parks, ▪ Three acres of regional parks, ▪ One mile of trails and linear parks, and ▪ Five acres of parks district-wide.	Helps achieve park standards. Will require new construction when new/expanded facilities are needed to meet the standards.
Policy HQL-10.3 Miniparks and Tot Lots	The City shall encourage the creation and maintenance of neighborhood "miniparks" and tot lots through partnerships with private, non-profit, and business interests in areas where it is not possible to meet HARD standards related to park size.	Encourages new parks in partnership with private interests. Will require new construction when new/expanded facilities are needed to implement the policy.
Policy HQL-10.4 Urban Infill Parks	The City shall, for development in urban infill areas where traditional neighborhood and community parks are not feasible or appropriate, work with HARD and	Encourages innovative solutions between developers and the Hayward Area Recreation and Park District (HARD) to provide new

Table 17.1 Proposed Hayward General Plan Policies Addressing Construction of New or Expanded Public Service Facilities		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	developers to produce creative and flexible solutions for creating new urban parks, such as plazas and rooftop gardens.	parks. Will require new construction when new/expanded parks are needed.
Policy HQL-10.5 Neighborhood Focal Points	The City shall require that neighborhood parks be integrated into, and be focal points of new residential neighborhoods.	Requires that new residential development be accessible to neighborhood parks. Will require new construction when new/expanded neighborhood parks are needed.
Policy HQL-10.7 Parks Access	The City shall work with HARD to ensure that new parks are accessible to pedestrians and bicyclists, and are connected with transit, to the extent feasible.	Improves park access. Will require new construction when new/expanded access provisions are needed.
Policy HQL-10.9 Security and Maintenance	The City shall work with HARD to ensure parks are located, oriented, and designed in such a way as to facilitate security, policing, and maintenance.	Enhances park safety through physical design. Results in more efficient police services.
Policy HQL-10.10 Neighborhood-Based Park Surveillance	The City shall encourage citizens, neighborhood groups, businesses, schools, organizations, and public agencies to assist in the surveillance of publicly-owned park and recreational facilities.	Encourages public participation in park surveillance. Results in more efficient police services.
Implementation Program HQL 10 Park Surveillance Program	The City shall develop and implement a park surveillance program to train citizens and neighborhood groups in the proper methods of park surveillance and how to coordinate with the Police Department to report safety issues and address neighborhood concerns.	Implements Policy HQL-10.10.
Policy HQL-10.12 Maximum Park Dedications	The City shall maintain park dedication requirements and in lieu fees for new residential development at the maximum allowed under State law.	Maximizes new park dedications/fees as permitted under State law. Will require new construction when new/expanded park facilities are needed.
Implementation Program HQL 8 Park Dedication Requirements and In-Lieu Fees	The City shall work with the Hayward Area Recreation and Park District to review and amend its ordinances (as necessary) to require sufficient park dedications or in-lieu fees to meet the parkland standards outlined in the General Plan.	Implements Policies HQL-10.12 and HQL-10.13.
Implementation Program HQL 9 Park Dedication Incentives Program	The City shall develop an incentives program that encourages private development to dedicate parkland beyond the minimum requirements.	Implements Policies HQL-10.12 and HQL-10.13.
Policy HQL-10.13 Park Funding	The City shall support HARD efforts to restore the District's revenue base, and shall pursue all available funding for the acquisition of parkland, the	Helps fund new parks and maintain existing parks. Will require new construction when new/expanded park facilities are needed.

Table 17.1 Proposed Hayward General Plan Policies Addressing Construction of New or Expanded Public Service Facilities		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	development of park facilities, and the maintenance of existing parks.	
Policy HQL-10.14 Joint Use Facilities	The City shall continue to work with HARD and EBRPD, the school districts, faith-based communities, and the private sector to expand joint use facilities through cooperative agreements.	Ensures coordinated, multi-jurisdictional planning for joint use of recreational facilities. Reduces the need for new parks and recreational facilities.
Policy HQL-10.15 Multipurpose Facilities	The City shall coordinate with the HARD to increase the number and availability of multipurpose facilities in order to provide a variety of community services, recreational activities, and cultural amenities that are accessible to and benefit a cross-section of the community.	Increases recreational facilities. Will require new construction when new/expanded facilities are needed.
Policy HQL-11.1 Recreational Corridors	The City shall establish and maintain an integrated recreational corridor system that connects regional trails (e.g., Bay Trail, The San Francisco Bay Area Water Trail, San Lorenzo Creek Trail, Ridge Trail, the Juan Bautista DeAnza National Historic Trail), Baylands (i.e., Hayward Regional Shoreline), local creeks and open space corridors, hillside areas, and EBRPD and HARD parks.	Expands recreational opportunities in the Planning Area. Will require new construction when new/expanded corridors are created.
Policy HQL-11.2 Greenway Corridors	The City shall coordinate with HARD and the EBRPD to consider additional greenway linkages along fault line corridors and in other areas (e.g., rail line, creek, and utility corridors) to encourage walking and cycling and to provide improved access to activity centers.	Ensures coordinated planning with HARD and EBRPD to expand greenway connections. Will require new construction when new/expanded greenways are created.
Policy HQL-11.3 Creekside Paths and Trails	The City shall seek to accentuate, "daylight," and "green" creeks, culverts, and underground drainage infrastructure through infrastructure improvements and the development review process to establish or extend pathways and trails.	Expands recreational pathways and trails. Will require new construction when new/expanded pathways/trails are created.
Policy HQL-11.6 Regional Coordination	The City shall coordinate with HARD, regional agencies (e.g., MTC, ABAG, and EBRPD), and surrounding jurisdictions to ensure that recreational corridors within the City connect with existing and planned recreational facilities and trails outside the City.	Ensures coordinated, multi-jurisdictional planning to physically connect recreational facilities. Will require new construction (e.g., grading, site improvements) when new/ expanded pathways/trails are created.

Table 17.1 Proposed Hayward General Plan Policies Addressing Construction of New or Expanded Public Service Facilities		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Education and Lifelong Learning Element		
Policy EDL-3.1 School Facility Upgrades	The City shall encourage school districts to renovate and/or reconstruct aging school facilities.	Encourages school facility upgrades. Will require new construction when new/expanded facilities are needed.
Policy EDL-3.7 Closed Schools	The City of Hayward shall encourage closed school sites to be temporarily re-used as community centers, parks, and recreational facilities, which would allow the sites to transition back to schools if needed in the future.	Encourages re-use of closed schools for parks and recreational uses, which may result in new construction for renovations.
Policy EDL-3.8 New School Sites	The City shall coordinate with local school districts at the earliest possible opportunity to determine the need for new school sites and to identify potential locations.	Ensures coordinated planning between the City and school districts for new schools sites. Will require new construction as new schools are needed.
Policy EDL-3.11 School Impact Fees	The City shall coordinate with school districts to ensure that the impacts of new development are identified and mitigated through the payment of school impact fees in accordance with State law.	Ensures that school construction impacts are mitigated to the extent allowable under State law.
Policy EDL-6.1 Standard for Library Space	The City shall strive to expand library space within the community to meet and maintain a minimum standard of 0.75 square feet of space per 1,000 residents (excluding school and college libraries).	Strives to expand library space. Will require new construction as new library space is needed.
Implementation Program EDL 7 Library Facility Revenue Measure	The City shall develop and promote a local library facility revenue measure to be considered by Hayward voters.	Helps fund Policies EDL-6.1, EDL-6.2, EDL-6.3, EDL-6.5, and EDL-6.7 (see below).
Policy EDL-6.2 Main Library	The City shall continue to seek funding for the construction of a new and expanded Main Library in Downtown Hayward.	Promotes new library facilities. Will require new construction as new library facilities are needed.
Policy EDL-6.3 Weekes Branch Library	The City shall consider various facility renovations and expansions to the Weekes Branch Library to enhance library services and programs based on community needs.	Promotes library renovations and expansions. Will require new construction as library improvements are needed.
Policy EDL-6.5 Extending Library Services	The City shall consider a variety of innovative and creative solutions to extend the geographic reach of library services throughout Hayward neighborhoods, including a network of library kiosks, library book vending machines, digital library services, new branch libraries in underserved areas, and the provision of	Promotes new branch libraries. Will require new construction as new libraries are needed.

Table 17.1 Proposed Hayward General Plan Policies Addressing Construction of New or Expanded Public Service Facilities		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	library programs and services in off-site locations (such as community centers and schools).	
Policy EDL-6.7 Bond Initiatives	The City shall support State and local bond initiatives for library construction and renovation efforts.	Supports funding for library facilities. Will require new construction as library facilities are needed.
Policy EDL-6.8 Library Impact Fee	The City shall consider the establishment of a library impact fee for new residential construction.	Promotes funding for library facilities. May be used for new construction.
Implementation Program EDL 8 Library Fee Ordinance	The City shall prepare a Development Impact Fee Feasibility Study and Nexus Report to assess the potential for establishing development impact fees for library services. Based on the findings of the Feasibility Study and Nexus Report and direction from the City Council, the City may prepare and adopt an impact fee ordinance for library services.	Implements Policy EDL-6.8.

Table 17.2 Proposed Hayward General Plan Policies to Avoid or Reduce Physical Deterioration of Existing Parks and Recreational Facilities		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Land Use and Community Character Element		
Policy LU-2.10 The Cannery Transit Neighborhood	The City shall encourage redevelopment of the remaining industrial parcels in the former Hunt's Cannery Area to complete the urban neighborhood with a variety of residential uses, a network of parks, a school, and supporting commercial, office, and live-work uses.	Encourages development of new, conveniently located public parks. Reduces the potential for physical deterioration of existing parks.
Goal LU-3	Create complete neighborhoods that provide a mix of housing options and convenient access to parks, schools, shopping, jobs, and other community amenities.	Helps ensure that new development is located where adequate parks and recreational facilities are already available. Helps ensure that new parks and recreational facilities are provided in the neighborhoods where they are needed. Results in more efficient location and use of these public amenities; reduces the potential for physical deterioration of existing parks.

Table 17.2 Proposed Hayward General Plan Policies to Avoid or Reduce Physical Deterioration of Existing Parks and Recreational Facilities		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy LU-3.1 Complete Neighborhoods	The City shall promote efforts to make neighborhoods more complete by encouraging the development of a mix of complementary uses and amenities that meet the daily needs of residents. Such uses and amenities may include parks, community centers, religious institutions, daycare centers, libraries, schools, community gardens, and neighborhood commercial and mixed-use developments.	Helps ensure that new parks and recreational facilities are provided in the neighborhoods where they are needed. Results in more efficient location and use of these public amenities; reduces the potential for physical deterioration of existing parks.
Implementation Program LU 6 Complete Neighborhood Strategy	The City shall develop and implement a community outreach program to identify various types of complimentary and supporting uses that are needed and desired in each Hayward neighborhood. Based on the findings of the outreach program, the City shall develop an implementation program to facilitate desired changes within local neighborhoods.	Implements Policies LU-3.1 and LU-3.2.
Policy LU-3.2 Centralized Amenities	The City shall encourage the development of neighborhood amenities and complementary uses in central locations of the neighborhood whenever feasible.	Helps ensure that new parks and recreational facilities are conveniently located. Results in more efficient use of these public amenities; reduces the potential for physical deterioration of existing parks.
Policy LU-7.6 Open Space Access	The City shall require new hillside developments to provide public trail access (as appropriate) to adjacent greenways, open space corridors, and regional parks.	Provides more overall access to parkland, which reduces the potential for physical deterioration of any one existing, particular park.
Policy LU-7.7 De-Annexations	The City shall consider de-annexing properties outside of the City's Sphere of Influence (e.g., Pleasanton Ridgeline) if cooperative agreements with Alameda County, Pleasanton, and the East Bay Regional Park District are in place to permanently preserve the properties as open space or regional parkland.	Can result in more parkland, which reduces the potential for physical deterioration of existing parkland.
Public Services and Facilities Element		
Policy PFS-8.9 Joint Use	The City shall ensure that PG&E rights-of-way are considered for use as public or private open space, trails, parkland, community gardens, or other compatible passive recreational uses.	Increases the inventory of parkland and recreational facilities. Reduces the potential for physical deterioration of existing facilities.

Table 17.2 Proposed Hayward General Plan Policies to Avoid or Reduce Physical Deterioration of Existing Parks and Recreational Facilities		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Community Health and Quality of Life Element		
Policy HQL-10.1 Parks and Recreation Master Plan	The City shall work with HARD to maintain and implement the Parks and Recreation Master Plan.	Helps ensure that existing parks and recreational facilities are well-maintained. Helps ensure that new facilities are located where they are needed, which reduces the potential for physical deterioration of existing facilities.
Implementation Program HQL 7 Parks and Recreation Guidelines	The City shall work with Hayward Area Recreation and Park District to develop and adopt urban park guidelines that provide flexible solutions for developing urban parks in infill areas where traditional neighborhood and community parks are not feasible or appropriate.	Implements Policies HQL-10.1 and HQL-10.2.
Policy HQL-10.2 Parks Standard	The City shall seek to increase the number of parks throughout the City by working with HARD to achieve and maintain the following park standards per 1,000 Hayward residents: ▪ Two acres of local parks, ▪ Two acres of school parks, ▪ Three acres of regional parks, ▪ One mile of trails and linear parks, and ▪ Five acres of parks district-wide.	Promotes increasing parkland and recreational facilities, which reduces the potential for physical deterioration of existing facilities.
Policy HQL-10.12 Maximum Park Dedications	The City shall maintain park dedication requirements and in lieu fees for new residential development at the maximum allowed under State law.	Ensures new parkland and recreational facilities, which reduces the potential for physical deterioration of existing facilities.
Implementation Program HQL 8 Park Dedication Requirements and In-Lieu Fees	The City shall work with the Hayward Area Recreation and Park District to review and amend its ordinances (as necessary) to require sufficient park dedications or in-lieu fees to meet the parkland standards outlined in the General Plan.	Implements Policies 10.12 and 10.13.
Implementation Program HQL 9 Park Dedication Incentives Program	The City shall develop an incentives program that encourages private development to dedicate parkland beyond the minimum requirements.	Implements Policies 10.12 and 10.13.
Policy HQL-10.13 Park Funding	The City shall support HARD efforts to restore the District's revenue base, and shall pursue all available funding for the acquisition of parkland, the	Helps fund new parks and maintain existing parks. Reduces the potential for physical deterioration of existing parks.

Table 17.2 Proposed Hayward General Plan Policies to Avoid or Reduce Physical Deterioration of Existing Parks and Recreational Facilities		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	development of park facilities, and the maintenance of existing parks.	
Policy HQL-10.14 Joint Use Facilities	The City shall continue to work with HARD and EBRPD, the school districts, faith-based communities, and the private sector to expand joint use facilities through cooperative agreements.	Ensures coordinated multi-jurisdictional planning for joint use of recreational facilities. Reduces the potential for physical deterioration of existing facilities.
Policy HQL-10.17 Neighborhood Involvement	The City shall coordinate with the HARD to encourage neighborhood (i.e., residents and businesses) involvement in park maintenance and enhancement.	Encourages improved park maintenance through neighborhood involvement.
Policy HQL-12.7 School Joint Use	The City shall work with HUSD, HARD and EBRPD to establish cooperative agreements with school districts for the use of school facilities for City-, HARD-, and EBRPD-sponsored recreation programs.	Establishes new recreational opportunities on school sites, which reduces the potential for physical deterioration of existing parks and recreational facilities.
Policy HQL-12.9 Private Recreation Facilities	The City shall strive to attract and retain privately owned recreation and entertainment facilities that help meet the entertainment needs of Hayward youth, adults, and seniors.	Encourages private development of recreational facilities, which reduces the potential for physical deterioration of existing recreational facilities.
Education and Lifelong Learning Element		
Policy EDL-3.5 Recreation Facilities	The City shall encourage school districts to provide high-quality recreation facilities to create school pride, reinforce the importance of physical activity and health, and to provide the community opportunities for joint-use of facilities during after-school hours.	Encourages expanded public recreational opportunities at school facilities, which reduces the potential for physical deterioration of existing recreational facilities.
Policy EDL-3.7 Closed Schools	The City of Hayward shall encourage closed school sites to be temporarily re-used as community centers, parks, and recreational facilities, which would allow the sites to transition back to schools if needed in the future.	Encourages re-use of closed schools for parks and recreational facilities, which reduces the potential for physical deterioration of existing facilities.

Table 17.3 Proposed Hayward General Plan Policies to Avoid or Reduce Impacts from Recreational Facilities or from the Construction or Expansion of Recreational Facilities		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Land Use and Community Character Element		
Policy LU-9.1 Design of City Public Facilities	The City shall ensure that all City-owned facilities are designed to be compatible in scale, mass, and character with the neighborhood, district, or corridor in which they are located.	Helps minimize potential environmental impacts of new City-owned recreational facilities.
Policy LU-9.2 Design of Non-City Public Facilities	The City shall coordinate with school districts, park districts, utility providers, and other government agencies that are exempt from local land use controls to encourage facility designs that are compatible in scale, mass, and character with the neighborhood, district, or corridor in which they are located.	Helps minimize potential environmental impacts of new non-City-owned recreational facilities.
Public Facilities and Services Element		
Policy PFS-8.9 Joint Use	The City shall ensure that PG&E rights-of-way are considered for use as public or private open space, trails, parkland, community gardens, or other compatible passive recreational uses.	Ensures compatible passive recreational uses for PG&E rights-of-way.
Community Health and Quality of Life Element		
Policy HQL-10.1 Parks and Recreation Master Plan	The City shall work with HARD to maintain and implement the Parks and Recreation Master Plan.	Ensures coordinated planning through the adopted Master Plan. May require new construction if new/expanded facilities are needed to implement the Master Plan.
Implementation Program HQL 7 Parks and Recreation Guidelines	The City shall work with Hayward Area Recreation and Park District to develop and adopt urban park guidelines that provide flexible solutions for developing urban parks in infill areas where traditional neighborhood and community parks are not feasible or appropriate.	Implements Policies HQL-10.1 through 10.4 (see below).
Policy HQL-10.2 Parks Standard	The City shall seek to increase the number of parks throughout the City by working with HARD to achieve and maintain the following park standards per 1,000 Hayward residents: ▪ Two acres of local parks, ▪ Two acres of school parks, ▪ Three acres of regional parks, ▪ One mile of trails and linear parks, and ▪ Five acres of parks district-wide.	Helps achieve park standards. Will require new construction when new/expanded facilities are needed to meet the standards.

Table 17.3 Proposed Hayward General Plan Policies to Avoid or Reduce Impacts from Recreational Facilities or from the Construction or Expansion of Recreational Facilities		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy HQL-10.3 Miniparks and Tot Lots	The City shall encourage the creation and maintenance of neighborhood "miniparks" and tot lots through partnerships with private, non-profit, and business interests in areas where it is not possible to meet HARD standards related to park size.	Encourages new parks in partnership with private interests. Will require new construction when new/expanded facilities are needed to implement the policy.
Policy HQL-10.4 Urban Infill Parks	The City shall, for development in urban infill areas where traditional neighborhood and community parks are not feasible or appropriate, work with HARD and developers to produce creative and flexible solutions for creating new urban parks, such as plazas and rooftop gardens.	Encourages innovative solutions between developers and the Hayward Area Recreation and Park District (HARD) to provide new parks. Will require new construction when new/expanded parks are needed.
Policy HQL-10.5 Neighborhood Focal Points	The City shall require that neighborhood parks be integrated into, and be focal points of new residential neighborhoods.	Requires that new residential development be accessible to neighborhood parks. Will require new construction when new/expanded neighborhood parks are needed.
Policy HQL-10.6 Parks as Buffers	The City shall consider the use of parks and recreational corridors as buffers between incompatible land uses.	Provides opportunities for parks to mitigate impacts between incompatible land uses.
Policy HQL-10.7 Parks Access	The City shall work with HARD to ensure that new parks are accessible to pedestrians and bicyclists, and are connected with transit, to the extent feasible.	Improves park access. Will require new construction when new/expanded access provisions are needed.
Policy HQL-10.9 Security and Maintenance	The City shall work with HARD to ensure parks are located, oriented, and designed in such a way as to facilitate security, policing, and maintenance.	Enhances park safety through physical design. Reduces potential impacts on police services.
Policy HQL-10.10 Neighborhood-Based Park Surveillance	The City shall encourage citizens, neighborhood groups, businesses, schools, organizations, and public agencies to assist in the surveillance of publicly-owned park and recreational facilities.	Encourages public participation in park surveillance. Results in more efficient police services.
Implementation Program HQL 10 Park Surveillance Program	The City shall develop and implement a park surveillance program to train citizens and neighborhood groups in the proper methods of park surveillance and how to coordinate with the Police Department to report safety issues and address neighborhood concerns.	Implements Policy HQL-10.10.

Table 17.3 Proposed Hayward General Plan Policies to Avoid or Reduce Impacts from Recreational Facilities or from the Construction or Expansion of Recreational Facilities		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy HQL-10.12 Maximum Park Dedications	The City shall maintain park dedication requirements and in lieu fees for new residential development at the maximum allowed under State law.	Maximizes new park dedications/fees as permitted under State law. Will require new construction when new/expanded park facilities are needed.
Implementation Program HQL 8 Park Dedication Requirements and In-Lieu Fees	The City shall work with the Hayward Area Recreation and Park District to review and amend its ordinances (as necessary) to require sufficient park dedications or in-lieu fees to meet the parkland standards outlined in the General Plan.	Implements Policies HQL-10.12 and HQL-10.13.
Implementation Program HQL 9 Park Dedication Incentives Program	The City shall develop an incentives program that encourages private development to dedicate parkland beyond the minimum requirements.	Implements Policies HQL-10.12 and HQL-10.13.
Policy HQL-10.13 Park Funding	The City shall support HARD efforts to restore the District's revenue base, and shall pursue all available funding for the acquisition of parkland, the development of park facilities, and the maintenance of existing parks.	Helps fund new parks and maintain existing parks. Will require new construction when new/expanded park facilities are needed.
Policy HQL-10.14 Joint Use Facilities	The City shall continue to work with HARD and EBRPD, the school districts, faith-based communities, and the private sector to expand joint use facilities through cooperative agreements.	Ensures coordinated multi-jurisdictional planning for joint use of recreational facilities. Reduces the need for new parks and recreational facilities.
Policy HQL-10.15 Multipurpose Facilities	The City shall coordinate with the HARD to increase the number and availability of multipurpose facilities in order to provide a variety of community services, recreational activities, and cultural amenities that are accessible to and benefit a cross-section of the community.	Increases recreational facilities. Will require new construction when new/expanded facilities are needed.
Policy HQL-11.1 Recreational Corridors	The City shall establish and maintain an integrated recreational corridor system that connects regional trails (e.g., Bay Trail, The San Francisco Bay Area Water Trail, San Lorenzo Creek Trail, Ridge Trail, the Juan Bautista DeAnza National Historic Trail), Baylands (i.e., Hayward Regional Shoreline), local creeks and open space corridors, hillside areas, and EBRPD and HARD parks.	Expands recreational opportunities in the Planning Area. Will require new construction when new/expanded corridors are created.
Policy HQL-11.2 Greenway Corridors	The City shall coordinate with HARD and the EBRPD to consider additional greenway linkages along fault	Ensures coordinated planning with HARD and EBRPD to expand greenway connections. Will

Table 17.3 Proposed Hayward General Plan Policies to Avoid or Reduce Impacts from Recreational Facilities or from the Construction or Expansion of Recreational Facilities		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	line corridors and in other areas (e.g., rail line, creek, and utility corridors) to encourage walking and cycling and to provide improved access to activity centers.	require new construction when new/expanded greenways are created.
Policy HQL-11.3 Creekside Paths and Trails	The City shall seek to accentuate, "daylight," and "green" creeks, culverts, and underground drainage infrastructure through infrastructure improvements and the development review process to establish or extend pathways and trails.	Expands recreational pathways and trails. Will require new construction when new/expanded pathways/trails are created.
Policy HQL-11.6 Regional Coordination	The City shall coordinate with HARD, regional agencies (e.g., MTC, ABAG, and EBRPD), and surrounding jurisdictions to ensure that recreational corridors within the City connect with existing and planned recreational facilities and trails outside the City.	Ensures coordinated multi-jurisdictional planning to physically connect recreational facilities. Will require new construction (e.g., grading, site improvements) when new/expanded pathways/trails are created.
Policy HQL-12.6 Public Spaces	The City shall encourage incorporation of design features in new construction that can provide accessible venues and public spaces for community programs and activities.	Encourages community space as part of new development.
Policy HQL-12.7 School Joint Use	The City shall work with HUSD, HARD and EBRPD to establish cooperative agreements with school districts for the use of school facilities for City-, HARD-, and EBRPD-sponsored recreation programs.	Ensures coordinated multi-jurisdictional planning to expand public recreational programs at school facilities. This policy does not recommend constructing new facilities, but encourages expanded use of existing facilities.
Policy HQL-12.9 Private Recreation Facilities	The City shall strive to attract and retain privately owned recreation and entertainment facilities that help meet the entertainment needs of Hayward youth, adults, and seniors.	Encourages private development of recreational facilities. Will require new construction when new recreational facilities are needed.
Education and Lifelong Learning Element		
Policy EDL-3.5 Recreation Facilities	The City shall encourage school districts to provide high-quality recreation facilities to create school pride, reinforce the importance of physical activity and health, and to provide the community opportunities for joint-use of facilities during after-school hours.	Encourages expanded public recreational opportunities at school facilities. This policy assumes the possibility of new construction when new recreational facilities are needed.
Policy EDL-3.7 Closed Schools	The City of Hayward shall encourage closed school sites to be temporarily re-used as community centers, parks, and recreational facilities, which would allow	Encourages re-use of closed schools for parks and recreational uses, which may result in new construction for renovations.

Table 17.3 Proposed Hayward General Plan Policies to Avoid or Reduce Impacts from Recreational Facilities or from the Construction or Expansion of Recreational Facilities		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	the sites to transition back to schools if needed in the future.	

18. TRANSPORTATION AND CIRCULATION

This chapter describes existing and projected transportation conditions and provides an evaluation of the potential effects of the 2040 General Plan on the transportation and circulation system. The assessment includes potential impacts of the proposed General Plan as well as improvements to the transportation system, including streets and highways, transit systems, and bicycle and pedestrian routes.

18.1 SETTING

The environmental and regulatory setting of the Hayward Planning Area with respect to transportation and circulation is described in detail in chapter 2 (Mobility) of the General Plan Background Report (City of Hayward, 2013). Pursuant to section 15150 of the State CEQA Guidelines, the Background Report is incorporated into the Draft EIR by reference. The Background Report is available at the 2040 Hayward General Plan website at:

http://www.hayward-ca.gov/GENERALPLAN/

Copies of the Background Report may be viewed during regular business hours--8:00 AM to 5:00 PM, Monday through Thursday, and 8:00 AM to noon on Friday--at the City of Hayward Development Services Department Permit Center, 777 B Street, Hayward, CA 94541.

Additional technical data related to transportation is included in the EIR appendices, also available at the General Plan website and at the Permit Center.

18.1.1 Environmental Setting

The Background Report for mobility describes the transportation and circulation systems moving people and goods through and around the City. Centrally located in Alameda County, the transportation system in Hayward serves both regional and local travel needs. The Background Report focuses on vehicular travel, but also presents mobility in a multimodal perspective including the following areas:

- Travel and Commute Patterns
- Streets and Highways
- Bicycle Facilities
- Pedestrian Facilities
- Transit including AC Transit bus service, BART trains, and Amtrak intercity trains
- Travel Demand Management
- Public Parking
- Aviation Facilities
- Goods Movement

The major findings of the Background Report with respect to mobility are set forth below.

- Caltrans is responsible for the state highway system that influences regional travel patterns. Three interstate highways and three major state highways affect travel patterns within and around the City.

- The Measure B program administered by the Alameda County Transportation Commission is an important source of funding for regional and local roadway improvements and has contributed to significant improvements in and around the City that have influenced travel patterns in the City.

- The Local Alternative Transportation Improvement Program (LATIP)approved by the California Transportation Commission formally rescinded the Route 238 (Hayward) Bypass Project and replaced this with several alternative projects including the recently completed Route 238 Corridor Improvement Project.[1] This project has resulted in a change to travel patterns within the City.

- Significant regional through traffic uses City streets and highways, estimated at 25 percent to 30 percent of peak hour traffic on some key major arterials in 2001.

- Since 2001, significant investment has been made to the regional and local transportation system that has contributed to improved traffic congestion within Hayward, including the completion of the I-880/SR 92 interchange reconstruction project and the I-238 widening project.

- The journey to work mode choice from the 2007 American Commuter Survey found that approximately 70.9% of Hayward residents drive alone, 15.7% car-pool, 7.4% use public transportation and 1.6 percent of commuters walk to work.

- Between 2001 and 2011, the daily vehicle miles of travel (DVMT) on the City-maintained roadway network increased from 1,225,060 miles to 1,291,910 miles, an increase of 5.5 percent. For comparison, VMT increased by 4% for Alameda County, 2.4% for all Bay Area Counties, and 6.8% Statewide.

- City streets are classified into the traditional functional classification of arterial, collector, and local streets.

- The average daily traffic volumes on City streets varies from 3,200 to 39,300 vehicles per day indicating the range of functions from low volume streets providing local access to high volume regional through routes.

- Thirty-eight of 42 existing study intersections are currently operating acceptably. The exceptions are at:

    - Mission Boulevard/A Street, which is operating unacceptably at level of service (LOS) E during the morning peak hour and at LOS F during the evening peak hour,
    - Industrial Boulevard /Westbound SR Ramp/Cryer Street, which is operating unacceptably at LOS E during the morning peak hour,

[1]The Route 238 Corridor Improvement Project commenced in August 2010 and was substantially completed in June 2013.

- Santa Clara Street/Jackson Street, which is operating unacceptably at LOS E during the morning peak hour, and
- Watkins Street/Jackson Street, which is operating unacceptably at LOS E during the evening peak hour.

- The Route 238 Corridor Improvement project on Mission Boulevard and Foothill Boulevard, which is the culmination of many years of study as the alternative to the Route 238 Bypass is designed to relieve traffic congestion and improve traffic flow in this key corridor serving the City and to improve congestion at Mission/Foothill/Jackson, Mission Boulevard/A Street and Watkins Street/Jackson Street.

- The Hayward Bicycle Master Plan sets the goals and objectives for providing the opportunity to travel by bicycle as an alternative mode of transportation and recreation for physical, environmental and social benefits.

- The existing bikeways network totals about 61 miles, including almost 7 miles of Class I Bike Paths, 22 miles of Class II Bike Lanes, and 32 miles of Class III Bike Routes. An additional 6.87 miles of bikeways are proposed.

- 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.

- Bicycle trips account for less than one-half percent of all commute trips in Hayward, which is lower than Alameda County and the Bay Area overall.

- While the City has goals and policies to support walking in the current Circulation Element, the City does not have a separate Pedestrian Master Plan, but will prepare a plan in Fiscal Year 2015.

- The type and location of sidewalks, marked crosswalks, and curb ramps vary throughout the City.

- Hayward is served by five transit services providing transit options to residents and visitors through a network of bus and rail systems.

- Hayward is served directly by two BART lines via the Hayward Station and the South Hayward Station connecting Hayward to four Bay Area counties (Alameda, Contra Costa, San Francisco, San Mateo).

- The Alameda-Contra Costa Transit District (AC Transit) operates 20 bus routes in Hayward connecting the City north to San Pablo and south to Fremont through direct and connection services, and to the Peninsula via Transbay routes.

- Some paratransit service is provided by AC Transit within Alameda County.

- The City's Hayward Paratransit Program, funded by the Alameda County Transportation Commission Measure B transportation tax, offers paratransit service within Hayward and

nearby jurisdictions for seniors and persons with disabilities. Service is provided via MV Transportation and Central County Taxi Service.

- Hayward's Amtrak station west of downtown provides access to intercity train service via the Capitol Corridor route, which runs between Sacramento and San Jose and provides connection to the national Amtrak network.

- The California State University, East Bay has a Transportation Demand Management (TDM) program that includes shuttle services for students, faculty, and staff, and offers to assist students and staff with finding carpool partners.

- The City owns and maintains twelve parking lots and two parking structures with a total 1,600 parking spaces in the downtown area.

- Parking in City-owned lots and garages is free to the public.

- On-street parking is free (except where provided through the Residential Permit Parking Program). Certain on-street parking in the downtown area has time limits and may be prohibited during peak commuter periods along some roadways.

- The City has established residential permit parking zones in the vicinity of major users where spillover parking into residential areas has been shown to be a problem.

- Hayward Executive Airport is a general aviation airport owned and operated by the City of Hayward.

- Classified by the Federal Aviation Administration (FAA) as a reliever airport for Oakland International Airport, San Francisco International Airport, and San Jose International Airport, the Hayward airport serves corporate jets and other aircraft, with FAA-reported 83,275 aircraft takeoffs and landings in 2012.

- The City has designated truck routes, which include freeways, state routes, and other major roadways.

- I-880 and State Route 92 are two STAA (Surface Transportation Assistance Act) truck routes within Hayward.

- The relinquished portions of Foothill Boulevard (SR 238), Mission Boulevard (SR 185) and Jackson Street (SR 92) remain as designated truck routes within Hayward.

- In addition to the trucking network, rail and air freight also provide goods movement service in Hayward.

18.1.2 Regulatory Setting

The Background Report cites the following agencies and sources for the regulatory setting:

- California Public Utilities Commission
- California Department of Transportation (Caltrans)
- Metropolitan Transportation Commission (MTC)

- Alameda County Transportation Commission (ACTC)
- Moving Ahead for Progress in the 21st Century Act (MAP-21)
- Americans with Disabilities Act (ADA)
- California Complete Streets Act of 2008 (Assembly Bill 1358)
- Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375)
- Hayward Bicycle Master Plan
- Hayward Traffic Impact Study Guidelines
- City Complete Streets Policy
- Existing Hayward General Plan

18.2 ENVIRONMENTAL EFFECTS

This section describes the impact analysis of the project on transportation and circulation. The significance criteria follow the checklist as set forth in appendix G to the State CEQA Guidelines, section XVI (Transportation/Traffic). The methodologies used to determine the project impacts are described. Impacts on the transportation system are determined based upon the thresholds of significance, and mitigation measures are identified for those impacts considered to be significant.

18.2.1 Significance Criteria

The following criteria from the CEQA checklist are used in this analysis to quantify the level of significance of an adverse impact:

(a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;

(b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;

(c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;

(d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);

(e) Result in inadequate emergency access; or

(f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

The checklist impact criteria are further defined using the thresholds of significance discussed below for impacts to local intersections and regional roadways and freeways, as well as regional transit facilities.

(a) Intersections. The threshold used to determine whether project-related impacts at signalized intersections would be considered significant is if the additional traffic associated with the project would:

- Degrade the AM or PM peak hour from an acceptable LOS D (average control delay of 55 seconds/vehicle) or better under the Existing or No Project condition to an unacceptable LOS E or worse under the Project condition except when LOS E is determined by the City of Hayward as acceptable due to costs of mitigation or when there would be other unacceptable impacts; or

- Degrade the AM or PM peak hour operating at LOS E or F under the Existing or No Project condition by increasing the average control delay per vehicle by five (5) seconds or more.

Since the proposed General Plan is a long range plan, the intersection impacts were determined comparing the future (2035) cumulative with project condition to the baseline (existing) condition. Then, to determine whether the proposed General Plan results in a "considerable" contribution to that future cumulative condition, the future with project condition was compared to the future no project condition.

(b) Congestion Management Program Roadways and Transit. For CEQA purposes, a roadway segment is considered to operate at an acceptable level if the segment operates at the level of service standard identified for that segment by the county congestion management agency. According to the Alameda County Transportation Commission (ACTC) 2011 Congestion Management Program (CMP), the ACTC has not adopted any policy for determining the threshold of significance for LOS for the Land Use Analysis Program of the CMP; therefore, for purposes of this EIR, the LOS standard for Metropolitan Transportation System (MTS) roadways, which include the CMP roadway network, has been set as any impact that:

- Results in any roadway segment currently meeting its CMP LOS E standard to degrade to an LOS F, or

- Result in more than a 5% increase in the volume to capacity (V/C) ratio for any roadway segment already exceeding its CMP LOS standard, or if already LOS F, under cumulative no project conditions.

For the MTS transit services, the LOS standard has been set as any increase in transit ridership that:

- Results in a change to the 15 to 30 minute headway standard for AC Transit bus service, or
- Results in a change to the 3.75 to 15 minute headway standard for BART.
- The Alameda CTC has not established a standard for Amtrak; therefore, for the purposes of this EIR, the LOS standard is proposed as a change to the existing 60 minute headway standard for Amtrak Capital Corridor.

18.2.2 Analysis Methodology

The potential impacts to the transportation system were evaluated according to the standards and practices of the City of Hayward and ACTC using the *2000 Highway Capacity Manual* methodologies for intersections, freeways, and local roadways as well as transit headway

standard for AC Transit and BART. The impacts to the intersections and roadways were evaluated using projected peak hour traffic volumes from the Alameda CTC Countywide Model.

(a) Model Forecasts. The Alameda CTC Countywide Model was used forecast the peak hour directional roadway volumes as well as the AM and PM peak hour intersection turning movement volumes. The following steps were taken in the analysis:

(1) Roadway Networks. The latest available Alameda CTC Countywide Model with Association of Bay Area Governments (ABAG) Projections 2009 was reviewed to ensure that future regional roadway improvements are included as part of the future 2035 condition. The proposed General Plan does not assume any new transportation improvements, but the model was adjusted to include the following network modifications as part of the 2035 baseline conditions that were not previously included in the Alameda CTC countywide model assumptions:

- Tennyson Road Extension
- Route 238 Corridor Improvements including the downtown loop (completed)
- New northbound off-ramp at I-880 at Industrial Boulevard
- New interchange at S.R. 92 at Whitesell Road/Clawiter Road
- Whitesell Street Extension
- Removal of the West A Street Extension

(2) Land Use Data. The model includes future development throughout the region. The 2035 forecasts are consistent with regional totals for growth projected by the Association of Bay Area Governments (ABAG) in their Projections 2009 report. Therefore, the traffic forecasts reflect traffic from growth in Hayward as well as traffic from future developments in the region that may use the local roadways.

The land use data for the proposed 2040 General Plan were developed. The land use data was categorized into total households, single-family dwelling units, multi-family dwelling units, total employment, and employment by sector (retail, service, manufacturing, wholesale, and other) by traffic analysis zone (TAZ) for input to the model.

While the project is the 2040 General Plan, the countywide model and the ABAG projections only extend out to 2035; therefore, for the purposes of the traffic analysis, development capacity for the 2035 horizon year is assumed to be consistent with the traffic model and ABAG. A dwelling unit and employment discussion comparing the cumulative no project (2035 No Project) to the cumulative plus proposed General Plan (2035 Project) is included in chapter 20 (Alternatives to the Proposed Project).

(3) Model Forecasts. The model was used to produce traffic volume forecasts for 2035 No Project conditions and 2035 Project conditions. Both base year and future year forecasts were extracted and used to estimate the growth, which was applied to the existing counts at the study intersections.

(b) Scope of the Analysis. The impact analysis included AM and PM peak hour traffic conditions at 42 key intersections, 13 freeways segments, and 32 roadway segments. The following scenarios were analyzed for the intersection analysis:

- **Existing Conditions:** represents peak hour traffic volumes on the existing (2013) roadway network. The existing counts conducted between 2005 and 2013 were adjusted to reflect the reconfiguration for the downtown couplet, and intersection geometries reflect the completed Route 238 Corridor Improvements.

- **2035 No Project Conditions:** represents cumulative (Planning Area-wide, 2035) analysis that includes anticipated future cumulative growth under the current General Plan as well as future planned local and regional transportation improvements.

- **2035 Project Conditions:** represents a cumulative (Planning Area-wide, 2035) analysis that includes anticipated future cumulative growth under the proposed General Plan as well as future planned local and regional transportation improvements.

The traffic impact analysis assumes the total cumulative effect of traffic over existing conditions and does not account for any reduction of traffic due to interregional trips. This methodology is consistent with the conservative framework of CEQA.

In addition, for the purposes of the CMP requirements, an interim year (2020) analysis was conducted using the forecasts from the Alameda CTC countywide model for the 2020 No Project condition.

(c) Intersection Analysis. Traffic conditions at key study intersections were analyzed for the AM and PM peak hours using the TRAFFIX software. Intersections, rather than roadway segments between intersections, are the capacity controlling locations for an urban circulation system. Intersections are almost always the critical capacity-controlling locations for vehicular travel on urban and suburban roadway networks. Forty-two (42) "study intersections" were selected by the City and the EIR transportation consultant as those most likely to be affected by the project and warranting study. The 42 study intersections are mapped on Figure 18-1.

The *2000 Highway Capacity Manual* methodologies were used to analyze signalized and unsignalized intersections.[1]

“Level of service” describes the operating conditions experienced by motorists. Level of service is a qualitative measure of the effect of a number of factors, including speed and travel time, traffic interruptions, freedom to maneuver, driving comfort and convenience. Levels of service are designated "A" through "F" from best to worst, which cover the entire range of traffic operations that might occur. Level of Service (LOS) "A" through "E" generally represent traffic volumes at less than intersection capacity with minimal delays, while LOS "F" represents volumes greater than capacity and/or significant delays for motorists.

Signalized Intersection Methodology. The analysis for the 41 signalized study intersections has been conducted using the LOS methodology set forth in chapter 16 of the Transportation Research Board's *2000 Highway Capacity Manual*. This methodology correlates LOS to

[1]The City of Hayward’s traffic impact study requirements require the use of the 1994 Highway Capacity Manual methodology analysis. However, while the 2010 Highway Capacity Manual is available, it continues to demonstrate issues with software application. For this General Plan update, the City selected the *2000 Highway Capacity Manual* methodology as the preferred method for intersection LOS analysis.

...LOOKING FORWARD 2040 HAYWARD GENERAL PLAN

Figure 18-1
Study Intersection Locations

No	North - South Cross Street	East - West Cross Street
1	Center Street	Kelly Street
2	Mission Boulevard	A Street
3	Foothill Boulevard	A Street
4	Mission/Foothill Boulevard	Jackson Street
5	NB I-880 Ramps	A Street
6	SB I-880 Ramps	A Street
7	Hesperian Boulevard	A Street
8	Mission Boulevard	Carlos Bee Boulevard
9	Mission Boulevard	Harder Road
10	Mission Boulevard	Tennyson Road
11	Mission Boulevard	Industrial Parkway
12	Industrial Parkway SW	Industrial Parkway
13	NB I-880 Ramps	Whipple Rd/ Industrial Pkwy SW
14	SB I-880 Ramps	Industrial Parkway
15	Hesperian Boulevard	EB SR 92 Ramps
16	Hesperian Boulevard	WB SR 92 Ramps
17	Industrial Boulevard	EB SR 92 Ramps/ Sleepy Hollow Avenue
18	Industrial Boulevard	WB SR 92 Ramps/Cryer St
19	Clawiter Road	EB SR 92 Ramps/ Eden Landing Rd
20	Clawiter Road	WB SR 92 Ramps/ Breakwater Ct
21	Hesperian Boulevard	Industrial Parkway
22	Santa Clara Street	Jackson Street
23	Santa Clara Street	Winton Avenue
24	Hesperian Boulevard	W Winton Avenue
25	Santa Clara Street/ Hathaway Avenue	W A Street
26	Mission Boulevard	Sunset Boulevard
27	Mission Boulevard	B Street
28	Mission Boulevard	C Street
29	Mission Boulevard	D Street
30	Mission Boulevard	Fletcher Lane
31	Foothill Boulevard	Mattox Road
32	Foothill Boulevard	Grove Way
33	Foothill Boulevard	City Center Drive
34	Foothill Boulevard	B Street
35	Foothill Boulevard	C Street
36	Foothill Boulevard	D Street
37	Watkins Street	Jackson Street
38	Mission Boulevard	Jefferson St/Calhoun St
39	Second Street	B Street
40	Hesperian Boulevard	Tennyson Road
41	Mission Boulevard	Fairway Street
42	Huntwood Avenue	Industrial Parkway

Hayward Planning Area
Hayward City Limits
Urban Limit Line
Streets

0 ¼ ½ 1 Miles

average delay at each intersection, calculated in seconds per vehicle. Table 18.1 summarizes the relationship between LOS and average delay for signalized intersections.

Unsignalized Intersection Methodology. The analysis for the one unsignalized study intersection was conducted using the methodology set forth in chapter 17 of the *2000 Highway Capacity Manual*. At all-way stop controlled intersections, LOS is based on the average delay experienced on all approaches. At two-way stop intersections, LOS is calculated for each controlled movement. For approaches comprised of a single lane, the delay is computed as an average of all movements in that lane. Table 18.2 summarizes the relationship between LOS and average delay for unsignalized intersections.

(d) Congestion Management Program Analysis. For the CMP analysis, traffic estimates were calculated for the proposed General Plan for 2035 using the Alameda CTC Countywide model and then compared to the 2035 No Project volumes. For the interim (2020) year impacts, the increment between the 2035 No Project and 2035 Project volumes was proportioned to estimate the growth that would likely occur by 2020 and added to 2020 No Project volumes to estimate the 2020 Project conditions at the selected roadway segments.

Highway impacts were summarized at the designated roadway segments per the Metropolitan Transportation System (MTS) roadways listed in the ACTC's comments on the Notice of Preparation. The roadway segments include I-880, I-580, I-238, Foothill Boulevard, Mission Boulevard, Harder Road, Tennyson Road, Industrial Parkway, Jackson Street, B Street, D Street, and A Street. Transit impacts were addressed for AC Transit (systemwide) and BART at the Hayward and South Hayward stations.

The LOS for the MTS roadways were analyzed using the Florida Department of Transportation *Quality/Level of Service Handbook*.[1] As a planning-level analysis based on the *2000 Highway Capacity Manual*, (HCM 2000) the LOS is based on traffic volume forecasts and assumptions of travel lanes, capacity, and signalization to determine facility type (freeway, expressway, and arterial classification). The HCM 2000 LOS and capacity assumptions from the FDOT handbook are provided in the EIR appendices.

For the MTS transit corridors, the Alameda CTC Countywide model was used to forecast 2035 daily transit ridership. Year 2020 ridership was estimated similar to the highway volumes based on proportioning growth likely to occur by 2020. The model forecasts daily transit trips for various trips purposes, including home-based-work, home-based shop, home based social/recreation, non-home based, college and school trips. These daily trips are not further split into peak hour transit ridership by the model. So for this analysis, peak hour transit trips were conservatively set at 20% of all daily transit trips for the AM or PM peak hour. A review of the MTC household survey peaking factors indicates that this is a conservative assumption.

18.2.3 Environmental Impacts

This section discusses the potential impacts upon implementation of the proposed General Plan based upon the CEQA significance criteria previously discussed. Where significant project impacts on traffic conditions are identified, measures are recommended to mitigate those

[1]Florida Department of Transportation. *Quality/Level of Service Handbook*, 2013.

Table 18.1
SIGNALIZED INTERSECTION LEVEL OF SERVICE (LOS) DEFINITIONS

Level of Service	Description of Operations	Average Control Delay (seconds/vehicle)
A	Insignificant Delays: No approach phase is fully used and no vehicle waits longer than one red indication.	≤ 10
B	Minimal Delays: An occasional approach phase is fully used. Drivers begin to feel restricted.	> 10 to 20
C	Acceptable Delays: Major approach phase may become fully used. Most drivers feel somewhat restricted.	> 20 to 35
D	Tolerable Delays: Drivers may wait through no more than one red indication. Queues may develop but dissipate rapidly without excessive delays.	> 35 to 55
E	Significant Delays: Volumes approaching capacity. Vehicles may wait through several signal cycles and long vehicle queues from upstream.	> 55 to 80
F	Excessive Delays: Represents conditions at capacity, with extremely long delays. Queues may block upstream intersections.	> 80

SOURCE: *Highway Capacity Manual*, Transportation Research Board, 2000.

Table 18.2
UNSIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS

Level of Service	Description of Operations	Average Control Delay (seconds/vehicle)
A	No delay for stop-controlled approaches.	0 to 10
B	Operations with minor delays.	> 10 to 15
C	Operations with moderate delays.	> 15 to 25
D	Operations with some delays.	> 25 to 35
E	Operations with high delays and long queues.	> 35 to 50
F	Operation with extreme congestion, with very high delays and long queues unacceptable to most drivers.	> 50

SOURCE: *Highway Capacity Manual*, Transportation Research Board, 2000.

impacts. The mitigations described focus on physical changes to the intersections and roadways to increase vehicular capacity. However, the proposed General Plan includes policies and programs that may reduce impacts and also encourages strategies to enhance travel modes other than the single occupant auto.

(a) Intersection Operations. As a result of growth made possible by the proposed General Plan, the traffic volumes on local streets would increase and affect intersection operations in the future. The level of service for these intersections is summarized in Table 18.3. The analysis indicates that 30 intersections would no longer meet the significance thresholds under the 2035 Project condition when compared to the existing condition. Each of these intersections would be adversely affected by projected regional growth with the addition of vehicle trips generated by the proposed General Plan.

When compared to the 2035 No Project condition, the implementation of the General Plan would result in an increase in delay that exceeds the 5 seconds according to the threshold of significance at the following nine (9) intersections:

1. Intersection 13: NB I-880 Ramps/Whipple Road-Industrial Parkway SW - PM
2. Intersection 18: Industrial Boulevard/WB 92 ramps - AM
3. Intersection 21: Hesperian Boulevard/Industrial Parkway - PM
4. Intersection 22: Santa Clara Street/Jackson Street - AM and PM
5. Intersection 23: Santa Clara Street/Winton Avenue - PM
6. Intersection 25: Santa Clara Street - Hathaway Avenue/West A Street - PM
7. Intersection 31: Foothill Boulevard/Mattox Road - AM and PM
8. Intersection 37: Watkins Street/Jackson Street - PM
9. Intersection 42: Huntwood Avenue/Industrial Parkway - AM

Table 18.3
INTERSECTION LEVEL OF SERVICE

INTERSECTION LEVEL OF SERVICE					Existing Conditions		2035 No Project		2035 Project	
No.	**North-South Cross Street**	**East-West Cross Street**	**Traffic Control**	**Peak-Hour**	**LOS**	**Delay (seconds)**	**LOS**	**Delay (seconds)**	**LOS**	**Delay (seconds)**
1	Center Street	Kelly Street	Signal	AM	C	32.2	C	32.8	C	32.8
				PM	C	29.5	C	30.8	C	31
2	Mission Boulevard	A Street	Signal	AM	F	83.6	F	165.2	**F**	**162**
				PM	F	127.3	F	289.4	**F**	**289.7**
3	Foothill Boulevard	A Street	Signal	AM	D	54.9	D	42.2	D	46.7
				PM	C	27.1	C	25.5	C	26.5
4	Mission/Foothill Boulevard	Jackson Street	Signal	AM	C	32.8	D	38.6	D	37.9
				PM	E	55.3	E	67.6	**E**	**64**
5	NB I-880 Ramps	A Street	Signal	AM	C	22.1	D	40.8	D	43.5
				PM	C	20.7	D	49.1	D	51.3
6	SB I-880 Ramps	A Street	Signal	AM	D	39.4	F	86.8	**F**	**87.3**
				PM	D	35.3	F	80.3	**F**	**80.2**
7	Hesperian Boulevard	A Street	Signal	AM	D	40.7	E	72.6	**E**	**73.7**
				PM	D	40.3	E	68.9	**E**	**71.6**
8	Mission Boulevard	Carlos Bee Boulevard	Signal	AM	D	49.7	F	80.2	**F**	**81.6**
				PM	D	47.4	E	76.3	**E**	**74.3**
9	Mission Boulevard	Harder Road	Signal	AM	D	39.4	E	55.6	**E**	**56.7**
				PM	D	37.8	E	71.2	**E**	**72.8**

INTERSECTION LEVEL OF SERVICE					Existing Conditions		2035 No Project		2035 Project	
No.	**North-South Cross Street**	**East-West Cross Street**	**Traffic Control**	**Peak-Hour**	**LOS**	**Delay (seconds)**	**LOS**	**Delay (seconds)**	**LOS**	**Delay (seconds)**
10	Mission Boulevard	Tennyson Road	Signal	AM	C	32.5	D	50.4	D	53.8
				PM	C	33.8	D	45	D	47.4
11	Mission Boulevard	Industrial Parkway	Signal	AM	D	42.9	F	125.1	**F**	**128.1**
				PM	D	46.6	F	85.8	**F**	**84**
12	Industrial Parkway SW	Industrial Parkway	Signal	AM	D	47.1	F	375.8	**F**	**375.2**
				PM	D	40.3	F	316.3	**F**	**319.3**
13	NB I-880 Ramps	Whipple Road-Industrial Parkway SW	Signal	AM	D	39.7	F	105.7	**F**	**106.8**
				PM	D	44	F	159.3	**F**	**180.9**
14	SB I-880 Ramps	Industrial Parkway	Signal	AM	C	27.8	F	126	**F**	**121.1**
				PM	C	27.3	F	108.7	**F**	**106**
15	Hesperian Boulevard	EB SR 92 Ramps	Signal	AM	B	14.4	D	37.7	D	39.3
				PM	B	19	F	198.3	**F**	**197**
16	Hesperian Boulevard	WB SR 92 Ramps	Signal	AM	D	44.1	F	273.2	**F**	**270.5**
				PM	C	23.9	D	47.4	D	54.1
17	Industrial Boulevard	EB SR 92 Ramps/Sleepy Hollow Avenue	Signal	AM	B	18	C	23.3	C	24.3
				PM	D	48.8	F	207.5	**F**	**211.4**
18	Industrial Boulevard	WB SR 92 Ramps/Cryer Street	Signal	AM	E	72.2	F	92.1	**F**	**102.2**
				PM	C	27.1	D	44.7	D	46.7
19	Clawiter Road	EB SR 92 Ramps/Eden Landing Road	All-way Stop/ Signalized in Future	AM	B	13.6	C	25.8	C	26.2
				PM	C	15.4	C	30.3	C	30.6

INTERSECTION LEVEL OF SERVICE					Existing Conditions		2035 No Project		2035 Project	
No.	**North-South Cross Street**	**East-West Cross Street**	**Traffic Control**	**Peak-Hour**	**LOS**	**Delay (seconds)**	**LOS**	**Delay (seconds)**	**LOS**	**Delay (seconds)**
20	Clawiter Road	WB SR 92 Ramps/Breakwater Ct	Signal	AM	D	42.3	D	53.1	D	51.7
				PM	D	39.8	E	61.8	**E**	**63.8**
21	Hesperian Boulevard	Industrial Parkway	Signal	AM	D	54.7	F	147.8	**F**	**151**
				PM	D	52.9	F	140.6	**F**	**146.0**
22	Santa Clara Street	Jackson Street	Signal	AM	E	62.5	F	214.6	**F**	**223.3**
				PM	D	45.9	F	111.1	**F**	**122.4**
23	Santa Clara Street	Winton Avenue	Signal	AM	D	39	F	150.6	**F**	**147.6**
				PM	D	46.4	F	151.1	**F**	**158**
24	Hesperian Boulevard	W Winton Avenue	Signal	AM	D	46.5	E	63.8	**E**	**61.1**
				PM	D	53.6	F	93.3	**F**	**94.4**
25	Santa Clara Street/ Hathaway Avenue	W A Street	Signal	AM	D	39.2	F	178.7	**F**	**178.4**
				PM	D	42.4	F	141.2	**F**	**146.9**
26	Mission Boulevard	Sunset Boulevard	Signal	AM	C	21.3	F	164.5	**F**	**161.5**
				PM	C	30	F	339.2	**F**	**298**
27	Mission Boulevard	B Street	Signal	AM	C	34.4	D	46.3	D	48.7
				PM	D	35.7	D	38.8	D	39.6
28	Mission Boulevard	C Street	Signal	AM	A	6.5	C	25.3	C	28.2
				PM	B	16.8	C	30.8	C	32.7
29	Mission Boulevard	D Street	Signal	AM	D	40.1	F	81.3	**F**	**80.8**
				PM	D	41.6	F	111.8	**F**	**115.1**

INTERSECTION LEVEL OF SERVICE					Existing Conditions		2035 No Project		2035 Project	
No.	**North-South Cross Street**	**East-West Cross Street**	**Traffic Control**	**Peak-Hour**	**LOS**	**Delay (seconds)**	**LOS**	**Delay (seconds)**	**LOS**	**Delay (seconds)**
30	Mission Boulevard	Fletcher Lane	Signal	AM	C	26.4	E	60.9	**E**	**64.4**
				PM	C	34.8	E	64.3	**E**	**59**
31	Foothill Boulevard	Mattox Road	Signal	AM	D	50.3	F	143.9	**F**	**151.6**
				PM	D	54	F	89.7	**F**	**100.2**
32	Foothill Boulevard	Grove Way	Signal	AM	D	41.1	F	97.3	**F**	**101.8**
				PM	D	44.2	F	83.8	**F**	**87.9**
33	Foothill Boulevard	City Center Drive	Signal	AM	D	44.9	E	75.7	**E**	**76.8**
				PM	E	57.8	E	77.2	**E**	**78.8**
34	Foothill Boulevard	B Street	Signal	AM	D	38.8	D	47.5	D	46.3
				PM	C	33.7	D	43.4	D	44.4
35	Foothill Boulevard	C Street	Signal	AM	C	23.7	C	24	C	25.3
				PM	C	33.3	D	38.1	D	38.3
36	Foothill Boulevard	D Street	Signal	AM	D	43.2	D	54.9	D	54.4
				PM	D	38.4	D	42.8	D	43.4
37	Watkins Street	Jackson Street	Signal	AM	C	24.5	C	33	D	35.5
				PM	D	54.3	E	73.8	**E**	**79.5**
38	Mission Boulevard	Jefferson Street/Calhoun Street	Signal	AM	C	27.2	C	25.5	C	25.4
				PM	A	9.3	C	20.4	C	21.9
39	Second Street	B Street	Signal	AM	C	26.7	D	53.9	D	54.2
				PM	C	24.4	D	41.2	D	42.6

INTERSECTION LEVEL OF SERVICE					Existing Conditions		2035 No Project		2035 Project	
No.	**North-South Cross Street**	**East-West Cross Street**	**Traffic Control**	**Peak-Hour**	**LOS**	**Delay (seconds)**	**LOS**	**Delay (seconds)**	**LOS**	**Delay (seconds)**
40	Hesperian Boulevard	Tennyson Road	Signal	AM	C	30.5	E	56.1	D	54.7
				PM	D	35.1	F	101.2	**F**	**105.9**
41	Mission Boulevard	Fairway Street	Signal	AM	C	33.8	D	53.2	D	54.7
				PM	B	19.5	C	29.1	C	31.4
42	Huntwood Avenue	Industrial Parkway	Signal	AM	D	40.7	D	53.8	**E**	**55.1**
				PM	D	41.6	E	70.2	**E**	**73.1**

SOURCE: Kittelson & Associates, Inc. using TRAFFIX 8.0

[1]**LOS =** Level of Service; **Delay** = Weighted average delay for vehicles in seconds
Bold = Significant Cumulative Impact; Shaded = Significant Project Impact
Signalized intersections were analyzed using the 2000 Highway Capacity Manual (HCM).

While each of these intersections would be adversely affected by projected regional growth with or without the addition of trips generated by the proposed General Plan, the additional traffic from the proposed General Plan would result in a 'considerable' contribution to the significant impact.

In some cases, when compared to the 2035 No Project condition, the implementation of the General Plan would result in a decrease in delay at some intersections. This decrease in delay is associated with local and regional trips distributing to new opportunities as result of the General Plan land use changes. As a result, the intersections experiencing a decrease in delay are not considered impacted.

While the increased traffic associated with the proposed General Plan at these study locations may be considerable, the proposed General Plan includes policies and implementation programs to reduce the LOS impact by updating the LOS standard to consider other modes, and encourages strategies to enhance travel modes other than the single occupant auto. Table 18.4 identifies these policies and programs.

With the adoption of the proposed General Plan Policy M-4.3, the impacts at the following locations would no longer be considered significant:

- Intersection 4: Mission/Foothill Boulevard/A Street (LOS E in Existing PM, 2035 No Project PM and 2035 Project PM)
- Intersection 7: Hesperian Boulevard/A Street (LOS E in 2035 No Project AM and PM and 2035 Project AM and PM)
- Intersection 8: Mission Blvd/Carlos Bee Blvd. (LOS E in 2035 No Project PM and 2035 Project PM)
- Intersection 9: Mission Blvd/Harder Rd. (LOS E in 2035 No Project AM and PM and 2035 Project AM and PM)
- Intersection 20: Clawiter Road/WB SR 92 Ramps – Breakwater Court (LOS E in 2035 No Project PM and 2035 Project PM)
- Intersection 24: Hesperian Boulevard/W. Winton Avenue (LOS E in 2035 No Project AM and 2035 Project AM)
- Intersection 30: Mission Boulevard/Fletcher Lane (LOS E in 2035 No Project AM and PM and 2035 Project AM and PM)
- Intersection 33: Foothill Boulevard/City Center Drive (LOS E in 2035 No Project AM and PM and 2035 Project AM and PM)
- Intersection 37: Watkins St/Jackson St. (LOS E in 2035 No Project PM and 2035 Project PM)
- Intersection 42: Huntwood Ave/Industrial Parkway (LOS E in 2035 No Project AM and PM and 2035 Project AM and PM)

Table 18.4 Proposed Hayward General Plan Policies to Avoid or Reduce Impacts on Intersection Level of Service (LOS)		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Mobility Element		
Policy M-1.2 Multimodal Choices	The City shall promote development of an integrated, multi-modal transportation system that offers desirable choices among modes including pedestrian ways, public transportation, roadways, bikeways, rail, and aviation.	Increases the likelihood that individuals will travel by a mode other than a single occupant vehicle.
Policy M-1.3 Multimodal Connections	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.	Increases the likelihood that individuals will travel by a mode other than a single occupant vehicle.
Policy M-1.4 Multimodal System Extensions	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.	Increases the likelihood that individuals will travel by a mode other than a single occupant vehicle.
Policy M-1.5 Flexible LOS Standard	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.	Allows for more flexible thresholds for auto LOS to support alternative modes.
Policy M-4.3 Level of Service	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.	Reduces the significance threshold to LOS E from LOS D where mitigation costs are infeasible or where secondary impacts (e.g., on pedestrians) are unacceptable.
Implementation Program M 1 Multimodal LOS and Design Standards	The City shall adopt multi-modal Level of Service (LOS) and design standards and a methodology that defines the process for determining which non-vehicular transportation and transit improvements will be implemented. The multimodal LOS program, design standards, and methodology should be	Implements standards to enable the City to evaluate its transportation system. A methodology for determining which non-vehicular transportation and transit improvements will be implemented (where automobile LOS standard is not

Table 18.4 Proposed Hayward General Plan Policies to Avoid or Reduce Impacts on Intersection Level of Service (LOS)		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	consistent with those adopted by the Alameda County Transportation Commission.	accomplished) will enable the City to meet needs of alternative modes.
Implementation Program M 2 Multimodal LOS Guidelines	The City shall update its Traffic Study Preparation Guidelines to reflect the multi-modal Level of Service (LOS) policies, standards, and methodologies and to provide additional flexibility in implementing multimodal transportation improvements.	Ensures that future development is evaluated for its impacts on all transportation modes.
Implementation Program M 3 Survey Transportation and Transit Gaps and Barriers	The City shall prepare a study to identify existing gaps and barriers in the transportation and transit network. Based on the findings from the study, the City shall prepare and submit recommendations to the City Council on a set of priority investments for inclusion in the Capital Improvement Program and/or the Countywide Transportation Plan to address the gaps and barriers.	Enhances access for all transportation modes.

For the remaining intersections that would operate below the LOS standard and meet the 5 second threshold, mitigation measures were considered to reduce the impact. Per City practice, an intersection can be mitigated to a less-than-significant level if an infrastructure improvement or traffic volume reduction results in the intersection operating at its minimum threshold or better. If an intersection is currently operating at substandard LOS, the improvement must, at a minimum, return the intersection to its No Project operating conditions to achieve a less-than-significant finding.

Impact 18-1: Project Intersection Impacts. Under the 2035 Project condition, implementation of the proposed General Plan would result in traffic volumes that exceed the City standard for intersection performance. According to City guidelines, this change due to the proposed General Plan would potentially constitute a ***'considerable' project contribution to the significant cumulative impact*** (see criteria for "Intersections " in subsection 18.2.1, "Significance Criteria," above).

Mitigation 18-1. Make the following intersection improvements:

(a) Intersection 13: NB I-880 Ramps / Whipple Road-Industrial Parkway SW. Widen to convert northbound shared through-right lane to separate northbound right turn lane and a northbound through lane. Implementation of this mitigation would reduce conditions to LOS E with 64.5 seconds of delay during the PM peak hour and reduce the impact to a ***less-than-significant level*** with the new General Plan Policy of allowing LOS E.

(b) Intersection 18: Industrial Boulevard / WB SR 92 ramps – Cryer St.

(1) Widen to add second northbound left turn lane (which could be done with striping if 10 foot lanes allowed);

(2) Add second receiving lane on on-ramp (ramp would need reconfiguring).

Implementation of this mitigation would reduce conditions to LOS E with 57.2 seconds of delay during the AM peak hour and reduce the impact to a less-than-significant level with the new General Plan Policy of allowing LOS E. These improvements to the on-ramp would be subject to the review and approval of other jurisdictions and not solely under the jurisdiction of the City of Hayward; therefore, the mitigation is considered to be infeasible, and the impact is considered to be ***significant and unavoidable***.

(c) Intersection 21: Hesperian Boulevard / Industrial Parkway.

(1) Widen to convert the northbound through-right lane to a third northbound through (NBT) lane and one northbound right (NBR) lane;

(2) Widen to convert eastbound through-right lane (EBTR) to second eastbound thru (EBT) lane and one eastbound right (EBR) lane;

(continued)

Mitigation 18-1 (continued):

(3) Widen to convert southbound through-right (SBTR) to one southbound through (SBT) lane and one southbound right (SBR) lane;
(4) Add overlap phasing at NBR, EBR, SBR, and WBR movements.

Implementation of this mitigation would reduce conditions to LOS E with 75.7 seconds of delay during the PM peak hour and reduce the impact to a ***less-than-significant level*** with the new General Plan Policy of allowing LOS E.

(d) Intersection 22: Santa Clara Street / Jackson Street. There is no feasible mitigation for this impact. Significant improvements would be required to maintain LOS E conditions or return the operations to the No Project condition. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. As a result this impact is considered to be ***significant and unavoidable.***

(e) Intersection 23: Santa Clara Street / Winton Avenue.
(1) Widen to reconfigure northbound approach to 2 northbound left (NBL), 1 northbound through (NBT),and 1 northbound shared through-right (NBTR);
(2) Widen to reconfigure southbound approach to 1 southbound left (SBL), 2 southbound through (SBT), and 1 southbound right (SBR);
(3) Widen to reconfigure westbound approach to 1 westbound left (WBL), 2 westbound through (WBT), 1 westbound shared through-right (WBTR);
(4) Add overlap on all signal phases except for the northbound-right (NBR) phase.

Implementation of this mitigation would reduce conditions to LOS E with 75.2 seconds of delay during the PM peak hour and reduce the impact to ***less-than-significant*** with the new General Plan Policy of allowing LOS E.

(f) Intersection 25: Santa Clara St / West A St.
(1) Widen to add exclusive northbound right (NBR) at least as far back as Amador Way and widen to have dual left, convert northbound shared through-right (NBTR) to northbound through (NBT) resulting in 2 northbound left (NBL) lanes, 2 northbound through (NBT) lanes, and one northbound right (NBR);
(2) Add second eastbound left (EBL) lane;
(3) Add another southbound through (SBT) lane;
(4) Add overlap for right turns on all signal phases).

(continued)

Mitigation 18-1 (continued):

Implementation of this mitigation would reduce conditions to LOS D with 50.4 seconds of delay during the PM peak hour and reduce the impact to a ***less-than-significant level*** with the new General Plan Policy of allowing LOS E.

(g) Intersection 31: Foothill Blvd / Mattox Rd.

(1) Reconfigure the southbound (SB) off-ramp lanes to 2 southbound left (SBL) lanes, 3 southbound through (SBT) lanes, and 1 southbound right (SBR);
(2) Add overlaps for SBR and northbound right (NBR).

Implementation of this mitigation would reduce conditions to LOS F with 90.7 seconds of delay during the AM peak hour and to LOS E with 76.9 seconds of delay during the PM peak hour, which returns the operations to better than the No Project condition. However, additional improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. These improvements to the intersection would be subject to coordination with and approval of Alameda County, and this intersection is not solely under the jurisdiction of the City of Hayward; therefore, the mitigation is considered to be infeasible, and the impact is considered to be ***significant and unavoidable***.

Impact 18-2: Cumulative Intersection Impacts. Future growth in Hayward and the region would result in substandard intersection LOS under 2035 conditions with or without the project. According to the significance thresholds, these changes constitute a ***significant cumulative impact*** (see criteria for "Intersections " in subsection 18.2.1, "Significance Criteria," above).

Mitigation 18-2. Make the following intersection improvements:

(a) Intersection 2: Mission Boulevard / A Street. There is no feasible mitigation for this impact. Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. As a result this impact is considered to be ***significant and unavoidable****.*

(b) Intersection 6: SB I-880 Ramps / A Street. Reconfigure eastbound approach to 1 eastbound through (EBT) lane, 1 eastbound through-right (EBTR) lane and 1 right (EBR) lane and optimize signal timings. Implementation of this mitigation would reduce conditions to LOS E with 79.7 seconds of delay during the AM peak hour and LOS E with 77.8 seconds of delay during the PM peak hour, and would reduce the impact to a less-than-significant level with the new General Plan Policy of allowing LOS E. These improvements to A Street would be subject to the review and approval of other jurisdictions and not solely under the jurisdiction of the City of Hayward; therefore, the mitigation is considered to be infeasible, and the impact is considered to be ***significant and unavoidable****.*

(c) Intersection 8: Mission Boulevard / Carlos Bee Boulevard. Optimize signal cycle length to 115 seconds. Implementation of this mitigation would reduce conditions to LOS E with 73.8 seconds of delay during the PM peak hour and reduce the impact to a ***less-than-significant level*** with the new General Plan Policy of allowing LOS E.

(d) Intersection 11: Mission Boulevard / Industrial Parkway. There is no feasible mitigation for this impact. The signal cycle length could be optimized to 115 seconds; this mitigation would reduce conditions to LOS E with 74.8 seconds of delay during the PM peak hour, but the AM peak hour would remain at LOS F with 128.1 seconds of delay. Significant improvements would be required to maintain LOS E conditions during the AM peak hour. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. As a result this impact is considered to be ***significant and unavoidable*****.**

(continued)

Mitigation 18-2 (continued):

(e) Intersection 12: Industrial Parkway SW / Industrial Parkway. There is no feasible mitigation for this impact. Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. As a result this impact is considered to be ***significant and unavoidable*.**

(f) Intersection 14: SB I-880 / Industrial Parkway. There is no feasible mitigation for this impact. Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. As a result this impact is considered to be ***significant and unavoidable*.**

(g) Intersection 15: Hesperian Boulevard / EB SR 92 Ramps. There is no feasible mitigation for this impact. Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. As a result this impact is considered to be ***significant and unavoidable*.**

(h) Intersection 16: Hesperian Boulevard / WB SR 92 Ramps. There is no feasible mitigation for this impact. Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. As a result this impact is considered to be ***significant and unavoidable*.**

(i) Intersection 17: Industrial Parkway / EB SR 92 Ramps & Sleepy Hollow Avenue. There is no feasible mitigation for this impact. Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. As a result this impact is considered to be ***significant and unavoidable*.**

(continued)

Mitigation 18-2 (continued):

(j) Intersection 24: Hesperian Boulevard / West Winton Avenue. There is no feasible mitigation for this impact. Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. As a result this impact is considered to be ***significant and unavoidable*.**

(k) Intersection 26: Mission Boulevard / Sunset Boulevard. There is no feasible mitigation for this impact. Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. As a result this impact is considered to be ***significant and unavoidable*.**

(l) Intersection 29: Mission Boulevard / D Street. There is no feasible mitigation for this impact. Significant improvements would be required to maintain LOS E conditions. Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. As a result this impact is considered to be ***significant and unavoidable***.

(m) Intersection 40: Hesperian Boulevard / Tennyson Road. Widen to reconfigure to 1 northbound left (NBL) lane, 3 northbound through (NBT) lanes, and 1 northbound right (NBR) lane. Implementation of this mitigation would reduce conditions to LOS E with 78.0 seconds of delay during the PM peak hour. However, this mitigation is considered to be infeasible because widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes. As a result this impact is considered to be ***significant and unavoidable***.

(b) CMP Impacts.

(1) Roadways. The Alameda County Transportation Commission (ACTC) requires an analysis of the potential impacts of the Project on the MTS since the Project has the potential to generate more than one-hundred (100) peak hour trips. Potential Project-related impacts on the regional transportation system were assessed using the Alameda CTC Countywide Model for Cumulative year 2020 and 2035 conditions. Roadway segments analyzed include all MTS roadways and CMP-designated roadways in the City, plus several local MTS roadways in the vicinity of the project area.

The traffic baseline forecasts for Cumulative 2020 and 2035 were extracted for the AM and PM peak hour at the required CMP and MTS highway segments from the Alameda CTC Countywide Travel Model. The peak hour volumes and the LOS for Baseline and Plus Project conditions represent both directions of flow.

Cumulative 2020 Conditions. As a result of growth made possible by policies in the proposed General Plan, the traffic volumes on local streets would increase by 2020 and affect roadway segments. While the model predicts increased traffic on many streets, other streets will experience decreases in traffic volumes that are likely associated with local and regional trips distributing to new opportunities associated with the General Plan land use changes. As a result, the roadway segments experiencing a decrease in volume are not considered impacted. The level of service for these roadway segments is summarized in Tables 18.5 and 18.6 for AM and PM peak hours, respectively. The analysis indicates that 11 roadway segments during the AM Peak hour and 11 roadway segments during the PM Peak hour would degrade to unacceptable levels (LOS F) by 2020 under the 2020 No Project condition.

With the implementation of the General Plan, no roadway segments already at LOS F under the 2020 No Project condition would result in a change in volume-to-capacity ratio (V/C) that exceeds the 5 percent threshold of significance.

Cumulative 2035 Conditions. As a result of growth made possible by policies in the proposed General Plan, the traffic volumes on local streets would increase by 2035 and affect roadway segments. While the model predicts increased traffic on many streets, other streets will experience decreases in traffic volumes that are likely associated with local and regional trips distributing to new opportunities associated with the General Plan land use changes. As a result, the roadway segments experiencing a decrease in volume are not considered impacted. The level of service for these roadway segments is summarized in Tables 18.7 and 18.8 for AM and PM peak hours, respectively. The analysis indicates that 14 roadway segments during the AM Peak hour and 15 roadway segments during the PM Peak hour would degrade to unacceptable levels (LOS F) by 2035 under the 2035 No Project condition.

With the implementation of the General Plan, no roadway segments already at LOS F under the 2035 No Project condition would result in a change in v/c that exceeds the 5 percent threshold of significance.

In addition, the proposed General Plan includes policies and programs to reduce vehicle trips on the local roadways and encourage the use of alternative modes.

Table 18.5
ROADWAY MTS AND CMP SEGMENT ANALYSIS – COMPARISON OF CUMULATIVE 2020 NO-PROJECT AND 2020 PLUS GENERAL PLAN PROJECT AM PEAK HOUR VOLUMES, LOS AND IMPACTS

Link Location	Northbound/Eastbound						Southbound/Westbound					
	No-Project	Projec	No-Project	Project	Change in V/C > 5%	Change in LO	No-Project	Projec	No-Project	Project	Change in V/C > 5%	Change in LO
	2020 AM Vol	2020 AM Vol	2020 AM	2020 AM LOS			2020 AM	2020 AM Vol	2020 AM LOS	2020 AM		
Interstate Highways												
I-880 - south of A Street	7,007	7,009	C	C	n	no change	8,151	8,160	D	D	n	no
I-880 - south of Industrial Blvd	6,835	6,835	C	C	n	no change	6,222	6,217	D	D	n	no change
I-880 - south of W Tennyson Rd	7,308	7,303	C	C	n	no change	6,379	6,379	C	C	n	no change
I-880 - south of SR 92	7,064	7,062	C	C	n	no change	6,267	6,284	C	C	n	no change
I-880 - south of W Winton Ave	6,984	6,984	C	C	n	no change	8,049	8,082	C	C	n	no change
I-580 - east of Crow Canyon Blvd	5,670	5,672	C	C	n	no change	10,188	10,193	E	E	n	no change
I-580 - east of Redwood Rd	5,481	5,470	B	B	n	no change	9,850	9,854	E	E	n	no change
I-580 - west of I-238	7,381	7,386	C	C	n	no change	6,373	6,376	C	C	n	no change
I-238 - east of Hesperian Blvd	2,355	2,357	A	A	n	no change	5,700	5,707	C	C	n	no change
SR-92 - west of I-880	1,305	1,320	A	A	n	no change	6,765	6,770	C	C	n	no change
SR-92 - west of Hesperian Blvd	2,228	2,231	A	A	n	no change	4,897	4,903	C	C	n	no change
SR-92 - west of Industrial Blvd	2,307	2,311	A	A	n	no change	4,550	4,555	B	B	n	no change
SR-92 - east of San Mateo Bridge	2,519	2,520	A	A	n	no change	3,603	3,601	B	B	n	no change
Arterials												
Foothill Blvd - north of Grove Way	3,514	3,517	D	D	n	no change	3,867	3,879	F	F	n	no change
Foothill Blvd - north of A Street	2,370	2,382	B	B	n	no change	3,450	3,461	C	C	n	no
Foothill Blvd - north of D Street	4,633	4,634	F	F	n	no change	#N/	#N/	#N/	#N/	#N/	#N/
East 14th - north of I-238	96	95	D	D	n	no change	72	72	D	D	n	no change
Mission Blvd - north of A Street	22	21	C	C	n	no change	71	65	C	C	n	no change
Mission Blvd - north of D Street	#N/	#N/	#N/	#N/	#N/	#N/	4,986	5,067	F	F	n	no change
Mission Blvd - north of Carlos Bee St	2,169	2,167	D	D	n	no change	3,015	3,015	F	F	n	no change
Mission Blvd - north of Industrial Blvd	2,165	2,171	F	F	n	no change	2,169	2,172	F	F	n	no change
Jackson St - west of Mission Blvd	2,859	2,865	F	F	n	no change	2,104	2,098	F	F	n	no change
Jackson St - east of Santa Clara St	2,640	2,639	E	E	n	no change	3,040	3,035	F	F	n	no change
Hesperian Blvd - south of Lewelling Blvd	3,693	3,690	F	F	n	no change	2,020	2,027	C	C	n	no change
Hesperian Blvd - south of W Winton Ave	1,043	1,029	C	C	n	no change	2,052	2,036	C	C	n	no change
Hesperian Blvd - south of W Tennyson	1,930	1,935	B	B	n	no change	2,200	2,192	B	B	n	no change
Hesperian Blvd - north of Whipple Rd	2,235	2,238	F	F	n	no change	2,013	2,015	F	F	n	no change
Lewelling Blvd - west of Meekland Ave	30	31	C	C	n	no change	95	96	C	C	n	no change
A Street - east of Foothill Blvd	1,618	1,619	D	D	n	no change	1,056	1,060	C	C	n	no change
A Street - east of Mission Blvd	#N/	#N/	#N/	#N/	#N/	#N/	3,950	3,955	E	E	n	no
A Street - east of Hesperian Bvd	89	91	C	C	n	no change	41	41	C	C	n	no change
B Street - east of Foothill Blvd	65	65	D	D	n	no change	1,861	1,843	F	F	n	no change
B Street - east of Mission Blvd	#N/	#N/	#N/	#N/	#N/	#N/	1,998	1,972	F	F	n	no change
B Street - east of Meekland Ave	16	16	B	B	n	no change	24	24	C	C	n	no change
D Street - east of Foothill Blvd	1	1	C	C	n	no change	57	58	C	C	n	no change
D Street - east of Mission Blvd	20	20	D	D	n	no change	1,087	1,095	D	D	n	no change
D Street - east of Grand Ave	10	11	D	D	n	no change	58	61	D	D	n	no change
Winton Ave - west of Jackson St	32	32	C	C	n	no change	57	57	C	C	n	no change
Winton Ave - east of Hesperian Blvd	1,339	1,346	C	C	n	no change	48	51	C	C	n	no change
Tennyson Rd - west of Mission Blvd	37	37	C	C	n	no change	52	52	C	C	n	no change
Industrial Parkway - west of Mission Blvd	42	44	C	C	n	no change	1,188	1,206	C	C	n	no change
Industrial Parkway - east of Industrial Parkway SW	57	57	B	B	n	no change	1,515	1,516	B	B	n	no change
Industrial Parkway - west of Hesperian Blvd	41	40	B	B	n	no change	1,619	1,610	C	C	n	no change
Whipple Road - west of Mission Blvd	21	21	B	B	n	no change	45	44	C	C	n	no change
Whipple Road - east of Hesperian Blvd	31	32	C	C	n	no change	29	29	C	C	n	no change

Source: Alameda CTC Countywide Model with ABAG Projections 2009
Kittleson Associates, Inc., 2013

Table 18.6
ROADWAY MTS AND CMP SEGMENT ANALYSIS – COMPARISON OF CUMULATIVE 2020 NO-PROJECT AND 2020 PLUS GENERAL PLAN PROJECT PM PEAK HOUR VOLUMES, LOS AND IMPACTS

Link Location	Northbound/Eastbound						Southbound/Westbound					
	No-Project 2020 PM Vol	Project 2020 PM Vol	No-Project 2020 PM LOS	Project 2020 PM LOS	Change in V/C > 5%	Change in LOS	No-Project 2020 PM Vol	Project 2020 PM Vol	No-Project 2020 PM LOS	Project 2020 PM LOS	Change in V/C > 5%	Change in LOS
Interstate Highways												
I-880 - south of A Street	7,718	7,742	C	C	no	no change	7,842	7,847	D	D	no	no change
I-880 - south of Industrial Blvd	7,371	7,389	C	C	no	no change	6,972	6,976	D	D	no	no change
I-880 - south of W Tennyson Rd	7,929	7,946	D	D	no	no change	6,748	6,750	C	C	no	no change
I-880 - south of SR 92	7,363	7,409	C	C	no	no change	6,736	6,743	C	C	no	no change
I-880 - south of W Winton Ave	7,769	7,806	C	C	no	no change	7,778	7,789	C	C	no	no change
I-580 - east of Crow Canyon Blvd	9,300	9,302	D	D	no	no change	7,901	7,902	D	D	no	no change
I-580 - east of Redwood Rd	8,996	8,994	C	C	no	no change	7,510	7,495	C	C	no	no change
I-580 - west of I-238	6,916	6,906	C	C	no	no change	7,335	7,330	C	C	no	no change
I-238 - east of Hesperian Blvd	4,516	4,508	C	C	no	no change	3,649	3,626	B	B	no	no change
SR-92 - west of I-880	3,171	3,174	B	B	no	no change	4,199	4,209	B	B	no	no change
SR-92 - west of Hesperian Blvd	6,204	6,198	C	C	no	no change	3,056	3,071	B	B	no	no change
SR-92 - west of Industrial Blvd	5,978	5,989	C	C	no	no change	2,765	2,766	A	A	no	no change
SR-92 - east of San Mateo Bridge	5,445	5,444	C	C	no	no change	2,624	2,625	A	A	no	no change
Arterials												
Foothill Blvd - north of Grove Way	3,941	3,925	F	F	no	no change	3,482	3,483	D	D	no	no change
Foothill Blvd - north of A Street	3,327	3,297	B	B	no	no change	2,325	2,348	B	B	no	no change
Foothill Blvd - north of D Street	5,310	5,286	F	F	no	no change	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
East 14th - north of I-238	1,387	1,385	D	D	no	no change	753	748	D	D	no	no change
Mission Blvd - north of A Street	1,376	1,375	D	D	no	no change	568	532	C	C	no	no change
Mission Blvd - north of D Street	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	4,621	4,598	F	F	no	no change
Mission Blvd - north of Carlos Bee St	2,912	2,911	F	F	no	no change	2,685	2,702	E	E	no	no change
Mission Blvd - north of Industrial Blvd	2,162	2,151	F	F	no	no change	2,163	2,167	F	F	no	no change
Jackson St - west of Mission Blvd	2,986	2,984	F	F	no	no change	2,025	2,024	F	F	no	no change
Jackson St - east of Santa Clara St	3,131	3,123	F	F	no	no change	2,282	2,276	D	D	no	no change
Hesperian Blvd - south of Lewelling Blvd	4,391	4,396	F	F	no	no change	2,050	2,050	C	C	no	no change
Hesperian Blvd - south of W Winton Ave	2,547	2,516	D	D	no	no change	992	993	C	C	no	no change
Hesperian Blvd - south of W Tennyson	2,604	2,599	C	C	no	no change	1,971	1,965	B	B	no	no change
Hesperian Blvd - north of Whipple Rd	2,185	2,177	F	F	no	no change	2,192	2,192	F	F	no	no change
Lewelling Blvd - west of Meekland Ave	782	789	C	C	no	no change	677	709	C	C	no	no change
A Street - east of Foothill Blvd	1,621	1,623	D	D	no	no change	865	865	C	C	no	no change
A Street - east of Mission Blvd	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	3,609	3,640	C	C	no	no change
A Street - east of Hesperian Bvd	439	375	C	C	no	no change	1,269	1,200	C	C	no	no change
B Street - east of Foothill Blvd	888	876	F	F	no	no change	1,882	1,944	F	F	no	no change
B Street - east of Mission Blvd	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	1,992	2,029	F	F	no	no change
B Street - east of Meekland Ave	228	235	C	C	no	no change	211	210	B	B	no	no change
D Street - east of Foothill Blvd	164	156	C	C	no	no change	295	286	C	C	no	no change
D Street - east of Mission Blvd	1,132	1,096	D	D	no	no change	566	557	D	D	no	no change
D Street - east of Grand Ave	1,085	1,069	D	D	no	no change	156	156	D	D	no	no change
Winton Ave - west of Jackson St	1,180	1,163	C	C	no	no change	243	241	C	C	no	no change
Winton Ave - east of Hesperian Blvd	659	664	C	C	no	no change	1,427	1,418	D	D	no	no change
Tennyson Rd - west of Mission Blvd	517	508	C	C	no	no change	373	336	C	C	no	no change
Industrial Parkway - west of Mission Blvd	1,009	997	C	C	no	no change	664	662	C	C	no	no change
Industrial Parkway - east of Industrial Parkway S	1,127	1,115	B	B	no	no change	744	738	B	B	no	no change
Industrial Parkway - west of Hesperian Blvd	1,731	1,730	C	C	no	no change	715	706	B	B	no	no change
Whipple Road - west of Mission Blvd	564	565	C	C	no	no change	339	342	C	C	no	no change
Whipple Road - east of Hesperian Blvd	299	318	C	C	no	no change	280	281	C	C	no	no change

Source: Alameda CTC Countywide Model with ABAG Projections 2009
Kittleson Associates, Inc., 2013

Table 18.7
ROADWAY MTS AND CMP SEGMENT ANALYSIS – COMPARISON OF CUMULATIVE 2035 NO-PROJECT AND 2035 PLUS GENERAL PLAN PROJECT AM PEAK HOUR VOLUMES, LOS AND IMPACTS

Link Location	Northbound/Eastbound						Southbound/Westbound					
	No-Project 2035 AM Vol	Project 2035 AM Vol	No-Project 2035 AM LOS	Project 2035 AM LOS	Change in V/C > 5%	Change in LOS	No-Project 2035 AM Vol	Project 2035 AM Vol	No-Project 2035 AM LOS	Project 2035 AM LOS	Change in V/C > 5%	Change in LOS
Interstate Highways												
I-880 - south of A Street	6,811	6,818	C	C	no	no change	9,483	9,511	E	E	no	no change
I-880 - south of Industrial Blvd	7,331	7,332	C	C	no	no change	7,739	7,722	E	E	no	no change
I-880 - south of W Tennyson Rd	6,991	6,976	C	C	no	no change	7,796	7,797	D	D	no	no change
I-880 - south of SR 92	6,763	6,754	C	C	no	no change	7,423	7,474	C	C	no	no change
I-880 - south of W Winton Ave	6,655	6,655	B	B	no	no change	9,445	9,547	D	D	no	no change
I-580 - east of Crow Canyon Blvd	7,351	7,358	C	C	no	no change	9,319	9,336	D	D	no	no change
I-580 - east of Redwood Rd	6,995	6,960	C	C	no	no change	9,135	9,148	D	D	no	no change
I-580 - west of I-238	7,143	7,159	C	C	no	no change	7,299	7,308	C	C	no	no change
I-238 - east of Hesperian Blvd	2,859	2,865	B	B	no	no change	5,880	5,903	C	C	no	no change
SR-92 - west of I-880	1,733	1,782	A	A	no	no change	7,547	7,561	C	C	no	no change
SR-92 - west of Hesperian Blvd	3,054	3,064	A	A	no	no change	5,369	5,388	C	C	no	no change
SR-92 - west of Industrial Blvd	3,201	3,213	A	A	no	no change	5,171	5,184	B	B	no	no change
SR-92 - east of San Mateo Bridge	3,393	3,396	B	B	no	no change	4,284	4,276	B	B	no	no change
Arterials												
Foothill Blvd - north of Grove Way	3,773	3,781	F	F	no	no change	2,953	2,992	F	F	no	no change
Foothill Blvd - north of A Street	2,497	2,537	C	C	no	no change	2,800	2,834	F	F	no	no change
Foothill Blvd - north of D Street	4,798	4,802	F	F	no	no change	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
East 14th - north of I-238	981	953	D	D	no	no change	1,261	1,261	D	D	no	no change
Mission Blvd - north of A Street	435	408	C	C	no	no change	1,574	1,370	D	D	no	no change
Mission Blvd - north of D Street	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	4,368	4,624	F	F	yes	no change
Mission Blvd - north of Carlos Bee St	2,197	2,190	D	D	no	no change	2,987	2,989	F	F	no	no change
Mission Blvd - north of Industrial Blvd	1,950	1,970	F	F	no	no change	2,123	2,131	F	F	no	no change
Jackson St - west of Mission Blvd	2,681	2,700	E	E	no	no change	2,086	2,067	F	F	no	no change
Jackson St - east of Santa Clara St	2,682	2,679	E	E	no	no change	2,992	2,975	F	F	no	no change
Hesperian Blvd - south of Lewelling Blvd	4,035	4,024	F	F	no	no change	2,444	2,468	C	C	no	no change
Hesperian Blvd - south of W Winton Ave	1,418	1,375	C	C	no	no change	2,822	2,772	F	F	no	no change
Hesperian Blvd - south of W Tennyson	2,397	2,410	C	C	no	no change	2,671	2,647	C	C	no	no change
Hesperian Blvd - north of Whipple Rd	2,190	2,198	F	F	no	no change	2,201	2,207	F	F	no	no change
Lewelling Blvd - west of Meekland Ave	473	523	C	C	no	no change	998	1,053	C	C	no	no change
A Street - east of Foothill Blvd	1,691	1,695	D	D	no	no change	1,787	1,799	E	E	no	no change
A Street - east of Mission Blvd	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	4,315	4,330	F	F	no	no change
A Street - east of Hesperian Bvd	1,139	1,186	C	C	no	no change	411	411	C	C	no	no change
B Street - east of Foothill Blvd	586	596	C	D	no	change	1,265	1,207	C	C	no	no change
B Street - east of Mission Blvd	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	912	832	D	D	no	no change
B Street - east of Meekland Ave	323	313	C	C	no	no change	275	276	C	C	no	no change
D Street - east of Foothill Blvd	236	233	C	C	no	no change	453	467	C	C	no	no change
D Street - east of Mission Blvd	503	499	D	D	no	no change	1,384	1,409	D	D	no	no change
D Street - east of Grand Ave	334	385	D	D	no	no change	593	702	D	D	yes	no change
Winton Ave - west of Jackson St	274	269	C	C	no	no change	673	651	C	C	no	no change
Winton Ave - east of Hesperian Blvd	1,638	1,661	D	D	no	no change	548	644	C	C	yes	no change
Tennyson Rd - west of Mission Blvd	591	607	C	C	no	no change	640	657	C	C	no	no change
Industrial Parkway - west of Mission Blvd	879	950	C	C	no	no change	1,421	1,479	D	D	no	no change
Industrial Parkway - east of Industrial Parkway S	850	853	B	B	no	no change	1,894	1,894	F	F	no	no change
Industrial Parkway - west of Hesperian Blvd	681	662	B	B	no	no change	1,915	1,888	F	F	no	no change
Whipple Road - west of Mission Blvd	309	303	C	C	no	no change	471	468	C	C	no	no change
Whipple Road - east of Hesperian Blvd	316	346	C	C	no	no change	388	400	C	C	no	no change

Source: Alameda CTC Countywide Model with ABAG Projections 2009
Kittleson Associates, Inc., 2013

Table 18.8
ROADWAY MTS AND CMP SEGMENT ANALYSIS – COMPARISON OF CUMULATIVE 2035 NO-PROJECT AND 2035 PLUS GENERAL PLAN PROJECT PM PEAK HOUR VOLUMES, LOS AND IMPACTS

Link Location	Northbound/Eastbound						Southbound/Westbound					
	No-Project 2035 PM Vol	Project 2035 PM Vol	No-Project 2035 PM LOS	Project 2035 PM LOS	Change in V/C > 5%	Change in LOS	No-Project 2035 PM Vol	Project 2035 PM Vol	No-Project 2035 PM LOS	Project 2035 PM LOS	Change in V/C > 5%	Change in LOS
Interstate Highways												
I-880 - south of A Street	9,334	9,412	D	D	no	no change	7,811	7,827	D	D	no	no change
I-880 - south of Industrial Blvd	9,529	9,587	E	E	no	no change	6,874	6,886	D	D	no	no change
I-880 - south of W Tennyson Rd	8,901	8,954	D	D	no	no change	6,749	6,754	C	C	no	no change
I-880 - south of SR 92	8,440	8,585	D	D	no	no change	6,441	6,464	C	C	no	no change
I-880 - south of W Winton Ave	9,511	9,629	D	D	no	no change	7,469	7,503	C	C	no	no change
I-580 - east of Crow Canyon Blvd	8,480	8,486	D	D	no	no change	9,291	9,294	D	D	no	no change
I-580 - east of Redwood Rd	8,543	8,539	C	C	no	no change	9,096	9,049	D	D	no	no change
I-580 - west of I-238	8,177	8,147	D	D	no	no change	7,379	7,365	C	C	no	no change
I-238 - east of Hesperian Blvd	4,974	4,951	C	C	no	no change	4,259	4,190	B	B	no	no change
SR-92 - west of I-880	3,532	3,541	C	C	no	no change	4,856	4,890	B	B	no	no change
SR-92 - west of Hesperian Blvd	7,381	7,361	C	C	no	no change	3,571	3,617	B	B	no	no change
SR-92 - west of Industrial Blvd	7,007	7,039	C	C	no	no change	3,406	3,409	B	B	no	no change
SR-92 - east of San Mateo Bridge	6,188	6,185	D	D	no	no change	3,294	3,299	B	B	no	no change
Arterials												
Foothill Blvd - north of Grove Way	4,063	4,011	F	F	no	no change	2,895	2,899	F	F	no	no change
Foothill Blvd - north of A Street	3,309	3,215	D	D	no	no change	2,035	2,107	C	C	no	no change
Foothill Blvd - north of D Street	4,855	4,779	F	F	no	no change	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
East 14th - north of I-238	2,081	2,074	F	F	no	no change	1,035	1,016	D	D	no	no change
Mission Blvd - north of A Street	1,907	1,906	F	F	no	no change	1,406	1,294	D	C	no	change
Mission Blvd - north of D Street	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	3,989	3,917	F	E	no	change
Mission Blvd - north of Carlos Bee St	3,074	3,074	F	F	no	no change	2,652	2,704	E	E	no	no change
Mission Blvd - north of Industrial Blvd	2,228	2,193	F	F	no	no change	1,948	1,959	F	F	no	no change
Jackson St - west of Mission Blvd	2,897	2,888	F	F	no	no change	2,004	2,001	F	F	no	no change
Jackson St - east of Santa Clara St	3,165	3,139	F	F	no	no change	2,282	2,262	D	D	no	no change
Hesperian Blvd - south of Lewelling Blvd	4,533	4,549	F	F	no	no change	2,153	2,154	C	C	no	no change
Hesperian Blvd - south of W Winton Ave	3,015	2,916	F	F	no	no change	1,305	1,310	C	C	no	no change
Hesperian Blvd - south of W Tennyson	3,077	3,060	F	F	no	no change	2,038	2,021	B	B	no	no change
Hesperian Blvd - north of Whipple Rd	2,453	2,430	F	F	no	no change	2,160	2,160	F	F	no	no change
Lewelling Blvd - west of Meekland Ave	1,103	1,124	C	C	no	no change	1,142	1,241	C	C	yes	no change
A Street - east of Foothill Blvd	1,238	1,245	C	C	no	no change	1,709	1,709	D	D	no	no change
A Street - east of Mission Blvd	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	4,171	4,269	F	F	no	no change
A Street - east of Hesperian Bvd	665	466	C	C	no	no change	1,471	1,255	D	C	no	change
B Street - east of Foothill Blvd	434	396	C	C	no	no change	1,089	1,285	C	C	yes	no change
B Street - east of Mission Blvd	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	632	749	D	D	yes	no change
B Street - east of Meekland Ave	306	329	C	C	no	no change	647	645	C	C	no	no change
D Street - east of Foothill Blvd	567	542	C	C	no	no change	556	528	C	C	no	no change
D Street - east of Mission Blvd	1,147	1,035	D	D	no	no change	1,322	1,294	D	D	no	no change
D Street - east of Grand Ave	1,047	996	D	D	no	no change	217	218	D	D	no	no change
Winton Ave - west of Jackson St	1,354	1,299	C	C	no	no change	371	365	C	C	no	no change
Winton Ave - east of Hesperian Blvd	849	864	C	C	no	no change	1,635	1,607	D	D	no	no change
Tennyson Rd - west of Mission Blvd	754	725	C	C	no	no change	891	772	C	C	no	no change
Industrial Parkway - west of Mission Blvd	1,540	1,499	D	D	no	no change	1,252	1,247	C	C	no	no change
Industrial Parkway - east of Industrial Parkway S	1,935	1,898	F	F	no	no change	1,232	1,215	B	B	no	no change
Industrial Parkway - west of Hesperian Blvd	1,878	1,874	E	E	no	no change	1,507	1,478	B	B	no	no change
Whipple Road - west of Mission Blvd	591	594	C	C	no	no change	309	320	C	C	no	no change
Whipple Road - east of Hesperian Blvd	283	343	C	C	no	no change	425	427	C	C	no	no change

Source: Alameda CTC Countywide Model with ABAG Projections 2009
Kittleson Associates, Inc., 2013

2020 Impacts on MTS and CMP Roadways. New development under the proposed General Plan would add new vehicle trips on the MTS and CMP roadway segments, including during peak commute hours. However, increased numbers of vehicle trips resulting from implementation of the proposed General Plan can be accommodated by existing or projected capacity. These changes to future traffic would represent a ***less-than-significant impact*** (see criteria for "Roadway Impacts" in subsection 18.2.1b, "Significance Criteria," above).

Mitigation. None required.

2035 Impacts on MTS and CMP Roadways. New development under the proposed General Plan would add new vehicle trips on the MTS and CMP roadway segments, including during peak commute hours. However, increased numbers of vehicle trips resulting from implementation of the proposed General Plan can be accommodated by existing or projected capacity. These changes to future traffic would represent a ***less-than-significant impact*** (see criteria for "Roadway Impacts" in subsection 18.2.1b, "Significance Criteria," above).

Mitigation. None required.

In addition, Table 18.9 identifies proposed General Plan policies and implementation programs that would avoid or reduce impacts on roadways.

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(2) Transit. Some commuters are expected to use the transit system to travel to work, particularly the AC Transit buses, BART trains to and from the Hayward and South Hayward stations, and Amtrak Capital Corridor.

The transit baseline forecasts for Cumulative 2020 and Cumulative 2035 were extracted for all AC Transit bus routes, BART, and Amtrak trains serving Hayward from the Alameda CTC Countywide Model. The daily ridership was factored into peak hour ridership for Baseline and Plus Project conditions.

Cumulative 2020 Conditions. The proposed General Plan has the potential to generate increases in systemwide ridership for AC Transit, BART, and Amtrak Capital Corridor (see Table 18.10).

- When compared to 2020 No Project, the ridership on AC Transit is expected to increase with the proposed General Plan. The transit ridership on all AC Transit routes serving Hayward increases by 2.29% overall and varies by individual route. The ridership on one AC Transit bus (Route 86) increases by 24.3% as a result of the proposed General Plan. However, given the available capacity on Route 86 within Hayward, this is not considered an impact. For the other AC Transit routes, the change in future AC Transit ridership is not expected to cause a significant impact to the peak hour bus service that would result in a change beyond the 15 to 30 minute headways standard (significance threshold).

- When compared to 2020 No Project, the ridership on BART is expected to increase with the proposed General Plan. The ridership on any BART line or station does not increase by more than 0.13 % as a result of the proposed General Plan. Therefore, given the future

Table 18.9 Proposed Hayward General Plan Policies to Avoid or Reduce Impacts on Roadways		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Mobility Element		
Policy M-1.7 Eliminate Gaps	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.	Avoids impacts by adding connections to the transportation network and increasing optional paths of travel in the Planning Area. Provides relief for burdened segments or intersections in the network.
Policy M-2.5 Regional Traffic Impacts	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.	Ensures that the City will be proactive in addressing potential increases in demand on its transportation system by regional and through traffic.
Policy M-3.2 Non-Auto Needs	The City shall consider the needs of transit riders, pedestrians, people in wheelchairs, cyclists, and others in long-range planning and street design.	Focuses on alternative modes as viable alternatives to single occupant vehicles for transport throughout the Planning Area.
Policy M-3.3 Balancing Needs	The City shall balance the needs of all travel modes when planning transportation improvements and managing transportation use in the public right-of-way.	Minimizes making transportation network changes to the detriment of alternative modes, which otherwise could increase the number of single occupant vehicles.
Policy M-3.8 Connections with New Development	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.	Ensures that future development will provide access to alternative routes, enabling individuals to choose a mode other than a single occupant vehicle.
Policy M-3.10 Motorists, Bicyclists, and Pedestrian Conflicts	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.	Encourages consistent use of alternative modes by planning for safe travel conditions.
Policy M-3.12 Americans with Disabilities Act Compliance	The City shall continue to implement the Americans with Disabilities Act when designing, constructing, or improving transportation facilities.	Ensures that changes to roadways are consistent with Federal standards.
Implementation Program M 4 Regional Connection Improvements	The City shall work with the Alameda County Transportation Commission, AC Transit, and adjacent communities to identify better connections between City roadways, pedestrian ways, bicycle facilities, and transit corridors and neighboring and regional	Ensures that the City will be proactive in addressing potential increases in demand on its transportation system by regional and through traffic.

Table 18.9 Proposed Hayward General Plan Policies to Avoid or Reduce Impacts on Roadways		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	transportation networks. Based on findings from the study, the City shall prepare and submit recommendations to the City Council on priority improvements for better regional transportation connections that should be included in the Capital Improvement Program or Countywide Transportation Plan.	

Table 18.10
TRANSIT CMP ANALYSIS--COMPARISON OF CUMULATIVE 2020 NO-PROJECT AND 2020 PLUS GENERAL PLAN PROJECT PM PEAK HOUR TRANSIT RIDERSHIP

Operator/Route	2020 Ridership - PM Peak Hour				Significant	Requires
	No Project	With Project	Difference	Percent Diff	Impact	Frequency Change
BART						
Hayward Lines						
Berryessa - Richmond	8,550	8,554	3	0.04%	no	no
Daly City - Dublin/Pleasanton	14,257	14,258	1	0.00%	no	no
Daly City - S. Hayward	1,042	1,043	1	0.05%	no	no
Daly City - San Jose	12,317	12,320	3	0.02%	no	no
Sum	**36,167**	**36,174**	**7**	**0.02%**		
Hayward Stations						
Hayward	1,556	1,558	2	0.13%	no	no
South Hayward	2,000	2,001	1	0.06%	no	no
Bay Fair	2,198	2,200	2	0.09%	no	no
Castro Valley	3,220	3,220	0	0.01%	no	no
Sum	**8,974**	**8,979**	**5**	**0.06%**		
Amtrak - Capital Corridor	**743**	**748**	**5**	**0.71%**	no	no
AC Transit Routes						
22	-	-	-	0.00%	no	no
32	-	-	-	0.00%	no	no
37	-	-	-	0.00%	no	no
48	143	143	0	0.04%	no	no
60	-	-	-	0.00%	no	no
68	-	-	-	0.00%	no	no
83	214	215	0	0.12%	no	no
85	1,234	1,235	0	0.04%	no	no
86	207	258	50	24.30%	no	no
93	663	663	0	0.02%	no	no
94	109	109	-	0.00%	no	no
95	272	272	(0)	-0.16%	no	no
97	1,688	1,694	7	0.39%	no	no
99	889	888	(1)	-0.16%	no	no
386	61	61	-	0.00%	no	no
M	653	654	0	0.05%	no	no
S	87	88	0	0.51%	no	no
Sum	**6,223**	**6,280**	**57**	**0.91%**		
Total	**52,107**	**52,182**	**75**	**0.14%**		

capacity of the four BART lines that serve the City, the change in future BART ridership is not expected to cause a significant impact to the peak hour BART service that would result in a change beyond the 3.75-15 minute headways standard.

- When compared to 2020 No Project, the ridership on Amtrak Capital Corridor is expected to increase with the proposed General Plan. The ridership on the route or at the Hayward Station does not increase by more than 0.71% as a result of the proposed General Plan. Therefore, given the future capacity of the Amtrak Capital Corridor that serves the City, the change in future Capital Corridor ridership is not expected to cause a significant impact to the peak hour Capital Corridor service that would result in a change beyond the current frequency of service.

Cumulative 2035 Conditions. The proposed General Plan has the potential to generate increases in systemwide ridership for AC Transit, BART, and Amtrak Capital Corridor (see Table 18.11).

- When compared to 2035 No Project, the ridership on AC Transit is expected to increase with the proposed General Plan. The transit ridership on all AC Transit routes serving Hayward increases by 0.91% overall and varies by individual route. The ridership on one AC Transit bus (Route 86) increases by over 50% as a result of the proposed General Plan. However, given the available capacity on Route 86 within Hayward, this is not considered an impact. For the other AC Transit routes, the change in future AC Transit ridership is not expected to cause a significant impact to the peak hour bus service that would result in a change beyond the 15 to 30 minute headways standard.

- When compared to 2035 No Project, the ridership on BART is expected to increase with the proposed General Plan. The ridership on any BART line or station does not increase by more than 0.17 % as a result of the proposed General Plan. Therefore, given the future capacity of the 4 BART lines that serve the City, the change in future BART ridership is not expected to cause a significant impact to the peak hour BART service that would result in a change beyond the 3.75-15 minute headways standard.

- When compared to 2035 No Project, the ridership on Amtrak Capital Corridor is expected to increase with the proposed General Plan. The ridership on the route or at the Hayward Station does not increase by more than 1.7% as a result of the proposed General Plan. Therefore, given the future capacity of the Amtrak Capital Corridor that serve the City, the change in future Capital Corridor ridership is not expected to cause a significant impact to the peak hour Capital Corridor service that would result in a change beyond the current frequency of service.

The proposed General Plan includes policies and programs to support transit (see Table 18.12).
2020 Impact on MTS Transit. New development under the proposed General Plan by 2020 would add new transit trips on the existing bus and rail network, including during peak commute hours. However, increased numbers of transit riders resulting from implementation of the proposed General Plan can be accommodated by existing or projected capacity in 2020. These changes to transit ridership would represent a ***less-than-significant impact*** (see criteria for "Transit Impacts" in subsection 18.2.1b, "Significance Criteria," above.)

Mitigation. None required.

Table 18.11
TRANSIT CMP ANALYSIS--COMPARISON OF CUMULATIVE 2035 NO-PROJECT AND 2035 PLUS GENERAL PLAN PROJECT PM PEAK HOUR TRANSIT RIDERSHIP

Operator/Route	2035 Ridership - PM Peak Hour				Significant	Requires
	No Project	With Project	Difference	Percent Diff	Impact	Frequency Change
BART						
Hayward Lines						
Berryessa - Richmond	21,737	21,748	11	0.05%	no	no
Daly City - Dublin/Pleasanton	20,809	20,811	2	0.01%	no	no
Daly City - S. Hayward	1,002	1,003	2	0.16%	no	no
Daly City - San Jose	23,561	23,569	8	0.03%	no	no
Sum	**67,109**	**67,132**	**22**	**0.03%**		
Hayward Stations						
Hayward	3,322	3,329	6	0.19%	no	no
South Hayward	3,603	3,607	4	0.11%	no	no
Bay Fair	3,759	3,765	6	0.17%	no	no
Castro Valley	5,732	5,733	1	0.01%	no	no
Sum	**16,416**	**16,434**	**17**	**0.10%**		
Amtrak - Capital Corridor	**976**	**992**	**17**	**1.70%**	no	no
AC Transit Routes						
22	-	-	-	0.00%	no	no
32	-	-	-	0.00%	no	no
37	-	-	-	0.00%	no	no
48	188	188	0	0.11%	no	no
60	-	-	-	0.00%	no	no
68	-	-	-	0.00%	no	no
83	329	330	1	0.24%	no	no
85	1,571	1,572	1	0.09%	no	no
86	284	442	158	55.85%	no	no
93	782	783	0	0.05%	no	no
94	127	127	-	0.00%	no	no
95	318	316	(1)	-0.44%	no	no
97	1,970	1,991	21	1.05%	no	no
99	1,031	1,026	(5)	-0.45%	no	no
386	92	92	-	0.00%	no	no
M	1,001	1,002	1	0.10%	no	no
S	92	93	1	1.53%	no	no
Sum	**7,784**	**7,962**	**178**	**2.29%**		
Total	**92,285**	**92,520**	**234**	**0.25%**		

2035 Impact on MTS Transit. New development under the proposed General Plan by 2035 would add new transit trips on the existing bus and rail network, including during peak commute hours. However, increased numbers of transit riders resulting from implementation of the proposed General Plan can be accommodated by existing or projected capacity by 2035. These changes to transit ridership would represent a ***less-than-significant impact*** (see criteria for "Transit Impacts" in subsection 18.2.1b, "Significance Criteria," above.)

Mitigation. None required.

(c) Air Traffic Patterns. The proposed General Plan would not directly result in a change to air traffic patterns. Two new policies are proposed to further accommodate air traffic originating and ending at the Hayward Executive Airport (see Table 18.13). The impact would be ***less than significant***, and no mitigation is required.

(d) Design Feature Hazard. Implementation of the proposed General Plan could result in an increase in traffic hazards due to a design feature or incompatible uses. However, the General Plan is a policy document and includes policies and program to avoid or reduce future hazards (see Table 18.14). At the point of detailed designs, projects would be required to meet the design standards at time of project approval. Any potentially adverse or hazardous impact to the transportation network would be identified and addressed during project design review. The impact would be ***less than significant***, and no mitigation is required.

(e) Emergency Access. Adopted City standards require adequate roadway accommodation for emergency vehicles, and the impacts on emergency access by a given project are evaluated through the City's design review process. The proposed General Plan has a policy addressing emergency access (see Table 18.15); emergency access is also handled on a project-by-project basis. The proposed General Plan would not result in inadequate emergency access. The impact would be ***less than significant***, and no mitigation is required.

(f) Alternative Modes. New development under the proposed General Plan would increase bicycle and pedestrian trips on the existing streets, trails, paths, and sidewalks, including during peak commute hours. Because the proposed General Plan policies and programs encourage and support alternative modes and the development of facilities to accommodate alternative modes, this impact would be ***less than significant*** (see Table 18.16).

Table 18.12 Proposed Hayward General Plan Policies to Avoid or Reduce Impacts on Transit		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Mobility Element		
Policy M-2.4 Regional Transit Options	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.	Ensures that the City will work proactively to address local impacts due to regional development and activity.
Policy M-7.1 Transit System	The City shall support a connected transit system by improving connections between transit stops/stations and roadways, bikeways, and pedestrian facilities.	Enhances transit as a viable alternative to travel in a personal vehicle.
Policy M-7.2 Agency Coordination	The City shall coordinate with AC Transit, BART, Amtrak and other transit providers to meet the travel needs of Hayward residents, students, visitors, and businesses.	Ensures that regional travel by transit is made feasible for more residents.
Policy M-7.9 Development Impacts on Transit	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.	Ensures that the potential impacts of new development on transit are addressed and mitigated.
Implementation Program M 12 Shuttle Service Study	The City shall conduct a study to evaluate the feasibility of establishing shuttle services to address any unmet transit needs, to fill in gaps in service that are not being met by other transit providers, and to improve transit connections between major transit stations and employment centers. Based on findings from the study, the City shall prepare and submit recommendations to the City Council relative to the options for establishing such services in the City.	Helps ensure that unmet transit needs are addressed.
Implementation Program M 3 Survey Transportation and Transit Gaps and Barriers	The City shall prepare a study to identify existing gaps and barriers in the transportation and transit network, and to identify natural and man-made barriers that could be removed to improve accessibility and connectivity within the City. Based on the findings from the study, the City shall prepare and submit recommendations to the City Council on a set of priority investments for inclusion in the Capital Improvement Program and/or the Countywide Transportation Plan to address the gaps and barriers.	Helps ensure that unmet transit needs are addressed.

Table 18.13 Proposed Hayward General Plan Policies to Avoid or Reduce Impacts on Air Traffic Patterns		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Mobility Element		
Policy M-10.1 Airport Master Plan	The City shall maintain and implement the Airport Master Plan and the Airport Layout Plan.	Ensures that air travel will be respected for the critical, long-time travel gateway that it is.
Policy M-10.2 Airport Land Use Compatibility	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.	Ensures that air travel is prioritized and accommodated in the presence of new development.

Table 18.14 Proposed Hayward General Plan Policies to Avoid or Reduce Traffic Safety Impacts Related to Design Features		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Mobility Element		
Policy M-1.1 Transportation System	The City shall provide a safe and efficient transportation system for the movement of people, goods, and services through and within Hayward.	Ensures that transportation will be safe and efficient.
Policy M-1.2 Multimodal Choices	The City shall promote development of an integrated, multi-modal transportation system that offers desirable choices among modes including pedestrian ways, public transportation, roadways, bikeways, rail, and aviation.	Ensures that residents, tourists, businesses, and students have multiple options for traveling within the Planning Area.
Policy M-3.1 Serving All Users	The City shall provide safe, comfortable, and convenient travel along and across streets to serve all users, including pedestrians, the disabled, bicyclists, and motorists, movers of commercial goods, and users and operators of public transportation.	Ensures safe travel using any mode.
Policy M-3.2 Non-Auto Needs	The City shall consider the needs of transit riders, pedestrians, people in wheelchairs, cyclists, and others in long-range planning and street design.	Ensures that the needs of individuals not driving personal vehicles are met.

Table 18.14 Proposed Hayward General Plan Policies to Avoid or Reduce Traffic Safety Impacts Related to Design Features		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy M-3.10 Motorists, Bicyclists, and Pedestrian Conflicts	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.	Ensures that planning and system changes incorporate safety features to address all modes.
Policy M-3.12 Americans with Disabilities Act Compliance	The City shall continue to implement the Americans with Disabilities Act when designing, constructing, or improving transportation facilities.	Ensures that changes to roadways are consistent with Federal standards
Policy M-5.7 Safe Sidewalks	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.	Ensures that safety is considered when designing the transportation network.
Policy M-7.6 Safe System	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.	Ensures that transit ridership is more appealing.
Policy M-11.1 Goods Movement	The City shall provide an 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.	Ensures that safety, mobility, and goods and services movement are addressed in concert.
Policy M-11.4 Rail Crossings	The City shall coordinate with the California Public Utilities Commission to address safety concerns and conflicts at at-grade rail crossings.	Ensures that the City is proactive in addressing risks near at-grade rail crossings.
Implementation Program M 1 Multimodal LOS and Design Standards	The City shall develop and adopt multi-modal Level of Service (LOS) and design standards for all modes of transportation, and a methodology that defines the process for determining which non-vehicular transportation and transit improvements will be implemented where automobile LOS standard is not accomplished. The multimodal LOS program, design standards, and methodology should be consistent with those adopted by the Alameda County Transportation Commission.	Ensures that mobility using all modes is evaluated and accommodated in a concerted effort.
Implementation Program M 6 Complete Streets Assessment	The City shall conduct a study of the existing street network to identify streets that can be more complete. Based on findings from the study, the City shall prepare and submit recommendations to the City	Helps ensures that changes are made to existing streets to more fully accommodate alternative modes.

Table 18.14 Proposed Hayward General Plan Policies to Avoid or Reduce Traffic Safety Impacts Related to Design Features		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	Council on a priority list of complete streets improvements.	

Table 18.15 Proposed Hayward General Plan Policies to Avoid or Reduce Traffic Safety Impacts Related to Emergency Access		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Mobility Element		
Policy M-4.5 Emergency Access	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.	Ensures that the City considers alternative routes for emergency access.

Table 18.16 Proposed Hayward General Plan Policies to Avoid or Reduce Impacts Related to Alternative Modes		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Mobility Element		
Policy M-1.2 Multimodal Choices	The City shall promote development of an integrated, multi-modal transportation system that offers desirable choices among modes including pedestrian ways, public transportation, roadways, bikeways, rail, and aviation.	Ensures that the City prioritizes alternative modes along with traditional transportation modes.
Policy M-1.3 Multimodal Connections	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.	Ensures that all modes will be viable options for transportation to desirable destinations within the Planning Area.
Policy M-1.4 Multimodal System Extensions	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.	Ensures that all modes will be viable options for transportation to desirable destinations within the Planning Area.

Table 18.16 Proposed Hayward General Plan Policies to Avoid or Reduce Impacts Related to Alternative Modes		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy M-1.6 Bicycling, Walking, and Transit Amenities	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.	Helps ensure that, in addition to paths, sidewalks, and other travel facilities, the City will incorporate into the circulation network amenities that support pedestrian and bicycle travel.
Policy M-1.7 Eliminate Gaps	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.	Helps ensure that all modes are viable options for transportation to desirable destinations within the Planning Area.
Policy M-5.1 Pedestrian Needs	The City shall consider pedestrian needs, including appropriate improvements to crosswalks, signal timing, signage, and curb ramps, in long-range planning and street design.	Ensures that the City will consider pedestrian needs as part of future planning and design.
Policy M-6.1 Bikeway System	The City shall maintain and implement the Hayward Bicycle Master Plan.	Ensures that the City plans for future bicycle facilities through the Bicycle Master Plan.
Implementation Program M 11 Pedestrian Master Plan	The City shall develop, adopt, and implement a Pedestrian Master Plan that includes a planned sidewalk system, pedestrian design standards, and implementation program. As part of the preparation of the Pedestrian Master Plan, the City shall review and incorporate (as appropriate) planned improvements and programs identified in the Alameda Countywide Pedestrian Plan that connect Hayward's existing and planned pedestrian facilities to regional walking and bicycle facilities. The Pedestrian Master Plan shall include a Safe Routes to Schools Plan, an ADA Transition Plan, and strategies to improve pedestrian connections to parks, transit and neighborhood commercial and service uses.	Ensures that the City plans for future pedestrian facilities through the Pedestrian Master Plan.

19. UTILITIES AND SERVICE SYSTEMS

This EIR chapter describes existing conditions for wastewater, wastewater facilities, wastewater treatment, water supplies, landfill, and solid waste in the Planning Area. The chapter includes the regulatory framework necessary to evaluate potential environmental impacts resulting from the 2040 General Plan, describes potential impacts that could result from the General Plan, and discusses General Plan goals, policies, and implementation programs that would avoid or reduce those potential impacts. The chapter recommends mitigation measures as needed to reduce significant impacts.

19.1 SETTING

The environmental and regulatory setting of the Hayward Planning Area with respect to utilities and service systems is described in chapter 8 (Utilities) of the General Plan Background Report (City of Hayward, 2013). Pursuant to section 15150 of the State CEQA Guidelines, the Background Report is incorporated into the Draft Program EIR by reference. The Background Report is available at the City of Hayward 2040 General Plan website at:

http://www.hayward-ca.gov/GENERALPLAN/

Copies of the Background Report may be viewed during regular business hours--8:00 AM to 5:00 PM, Monday through Thursday, and 8:00 AM to noon on Friday--at the City of Hayward Development Services Department Permit Center, 777 B Street, Hayward, CA 94541.

19.1.1 Environmental Setting

The Utilities chapter of the Background Report presents an overview of the public utilities provided by the City of Hayward and other agencies within the Planning Area. Issues addressed relevant to this EIR chapter include water supply and delivery, wastewater collection and treatment, and solid waste disposal, recycling, and composting. The major findings of the Background Report Utilities chapter relevant to these issues are described below.

(a) Water Supply and Delivery. These major findings describe the existing (2012) water supply and delivery systems in the Planning Area.

- The City of Hayward provides water for residential, commercial, industrial, governmental, and fire suppression uses. The City owns and operates its own water distribution system and purchases all of its water from the San Francisco Public Utilities Commission (SFPUC).

- Emergency water supplies are available through connections with the Alameda County Water District (ACWD) and the East Bay Municipal Utility District (EBMUD) in case of disruption of delivery from SFPUC.

- The Hayward water system serves about 147,000 residents in all areas within the City limits and a select number of properties outside the City limits through special approvals or utility service agreements.

- A very small portion of north Hayward, containing less than 3 percent of the City, is served by EBMUD, which also serves the community of Fairview in the Planning Area.

- The water supplied to Hayward is predominantly from the Sierra Nevada, delivered through the Hetch-Hetchy aqueducts, but also includes treated water produced by the SFPUC from its local watershed and facilities in Alameda County.

- All of Hayward's water demand, which was 19,537 acre-feet per year (AFY) in Fiscal Year (FY) 2009-2010, is supplied by SFPUC. By 2015 Hayward expects that about 3,475 AFY of recycled water will be used by an energy producer, Russell City Energy Center, which represents 12 percent of total estimated demand in that year. By 2035 water demand is expected to increase to 37,390 AFY.

- The City receives water through two aqueducts along Mission Boulevard and Hesperian Boulevard that have a total capacity of 32 million gallons per day (mgd). The aqueducts deliver potable water through a pressurized distribution system with over 360 miles of pipelines, 14 water storage reservoirs, seven pump stations, transmission system pressure regulating valves, numerous zonal pressure reducing valves, and two booster pump stations.

- Five water wells, certified by the California Department of Health Services for short duration emergency use only, are located within the City limits and can provide up to 13.6 mgd.

- Major water system projects in the near term focus on replacing and renovating existing water storage reservoirs to increase storage capacity and improve structural reliability. The City has also made extensive efforts to improve the seismic safety of the water system, including seismic retrofits of several reservoirs and improvements to pipes at fault line crossings.

- Between 2008 and 2010, water use throughout the Association of Bay Area Governments (ABAG) region has decreased by more than 10 percent. Hayward's 2010 per capita water use was among the lowest of all 26 wholesale customers of SFPUC.

- Average per capita water use from FY 2003-04 to FY 2007-08 was 128 gallons per capita per day (gpcd) in Hayward. Hayward set its water use targets at 126 gpcd in 2015 and 122 gpcd in 2020. Reaching a target use of 122 gpcd would require a 4 percent reduction in recent average per capita use.

- Current (2010) water demand Citywide is at 17.5 mgd. Single-family customers require the greatest quantity of water (6.7 mgd or 38 percent), while multi-family, commercial, and industrial customers each require about the same quantity of water (approximately 3.0 mgd, or 17 percent). Overall, water use in Hayward has decreased 6 percent since 2005. The most significant decrease has occurred within the past two years, with a decline of nearly 11 percent.

- The 2010 City of Hayward Urban Water Management Plan estimates the potential maximum day demand for Citywide buildout to be 33.9 mgd in 2035. Single-family customers are still anticipated to require the greatest quantity of water (12.2 mgd, or 36 percent); however, industrial water demands are anticipated to significantly increase (7.4 mgd of potable water and 3.4 mgd of recycled water, or 32 percent). Multi-family and commercial water demand is projected to increase slightly (4.6 mgd, or 13 percent, and 3.4 mgd, or 10 percent, respectively).

- The present Hayward water system has enough supply to meet projected demand during a normal precipitation year, but not enough supply to meet projected demand during dry years. During a dry year, Hayward is expected to meet 97 percent of demand in 2015 and 66 percent of demand in 2035.

(b) Wastewater Collection and Treatment. These major findings summarize existing (2012) information related to wastewater collection and treatment facilities in the Planning Area.

- The City of Hayward owns and operates the wastewater collection and treatment system that serves almost all of the residential, commercial, and industrial users within the incorporated City limits, and limited portions of the adjacent unincorporated areas of Alameda County by contract. The East Bay Dischargers Authority disposes of the treated wastewater.

- The Hayward collection system includes about 320 miles of sewer mains, nine sewage lift stations, and 4.2 miles of force mains. The City has separate sewage and stormwater collection systems.

- In 2010 the City of Hayward Water Pollution Control Facility (WPCF) treated 12.1 mgd of wastewater. The WCPF is permitted to provide primary to advanced secondary treatment for up to 18.5 mgd.

- The City of Hayward 2010 Urban Water Management Plan estimates that Hayward will collect and treat 13.5 mgd of wastewater by 2015. By 2035 the amount is expected to increase to 18.5 mgd.

- All wastewater is currently treated to secondary level.

- The Oro Loma Sanitary District (OLSD) provides services to a small area in the northern portion of the City, as well as the community of Fairview, which is part of the Hayward Planning Area.

(c) Solid Waste Disposal, Recycling, and Composting. These major findings describe the existing (2012) solid waste disposal, recycling, and composting services within the Planning Area.

- The City of Hayward Department of Public Works, Utilities and Environmental Services Division, provides weekly garbage collection and disposal services through a Franchise Agreement with Waste Management, Inc. (WMI), a private company. WMI subcontracts with a local non-profit, Tri-CED Community Recycling, for residential collection of recyclables.

- Altamont Landfill is the designated disposal site in the City's Franchise Agreement with Waste Management, Inc. (WMI). The Agreement will expire on June 1, 2014, and may be extended for three additional years.

- In 2001 Altamont Landfill received County approval to increase capacity, adding 25 years to the life of the landfill and extending the expected closure date to the year 2040.

- Hayward has exceeded the State population and employee per capita diversion targets established by Senate Bill (SB) 1016. Additionally, the City has recorded diversion rates of 67 to 71 percent for each of the past four years in an effort to achieve the countywide goal of diverting 75 percent of all generated waste from landfills.

19.1.2 Regulatory Setting

The Background Report Utilities chapter discusses the following regulatory setting relevant to utilities and service systems.

(a) Water Supply and Delivery.

U.S. Environmental Protection Agency. The U.S. Environmental Protection Agency (EPA) is responsible for developing and enforcing regulations that implement environmental laws enacted by Congress. EPA is responsible for researching and setting national standards for a variety of environmental programs, and delegates to states and tribes the responsibility for issuing permits, monitoring, and enforcing compliance.

California Safe Drinking Water Act. The Safe Drinking Water Act (SDWA), administered by EPA in coordination with the California Department of Public Health (CDPH), is the main Federal law that ensures the quality of drinking water. Under SDWA, EPA sets standards for drinking water quality and oversees the states, localities, and water suppliers who implement those standards.

California Water Code. The California Water Code, a section of the California Code of Regulations, is the governing law for all aspects of water management in California.

Cortese-Knox-Hertzberg Governmental Reorganization Act of 2000. The Cortese-Knox-Hertzberg Governmental Reorganization Act of 2000 requires each California Local Agency Formation Commission (LAFCO) to conduct municipal service reviews for specified public agencies under their jurisdiction. One aspect of municipal service review is to evaluate an agency's ability to provide public services within its ultimate service area. A municipal service review is required before an agency can update its sphere of influence.

Urban Water Management Planning Act. In 1983 the California Legislature enacted the Urban Water Management Planning Act (Water Code Section 10610–10656). The Act states that every urban water supplier that provides water to 3,000 or more customers, or that provides over 3,000 acre-feet (AF) annually, should make every effort to ensure the appropriate level of reliability in its water service sufficient to meet the needs of its various categories of customers during normal, dry, and multiple dry years. The Act requires that urban water suppliers adopt an urban water management plan at least once every five years and submit it to the Department of Water Resources. Noncompliant urban water suppliers are ineligible to receive funding pursuant to Division 24 or Division 26 of the California Water Code, or receive drought

assistance from the State, until the urban water management plan (UWMP) is submitted and deemed complete pursuant to the Urban Water Management Planning Act.

Senate Bills 610 and 221, Water Supply Assessment and Verification. Senate Bills (SB) 610 and 221 amended State law to improve the link between the information on water supply availability and certain land use decisions made by cities and counties. Both statutes require detailed information regarding water availability (water supply assessment or WSA) to be provided to city and county decision-makers prior to approval of specified large (greater than 500 dwelling units) development projects. Both statutes require this detailed information to be included in the administrative record. Under SB 610 WSAs must be furnished to local governments for inclusion in any environmental document for certain projects as defined in Water Code 10912 subject to the California Environmental Quality Act (CEQA). Under SB 221 approval by a city or county of certain residential subdivisions requires an affirmative written verification of sufficient water supply. General plans, such as the City of Hayward General Plan, do not require their own WSAs, but individual future projects under the General Plan and subject to SB 610 and SB 221 will require WSAs.

Senate Bill 7x7 Statewide Water Conservation. In November 2009 the California State legislature passed, and the Governor approved, a comprehensive package of water legislation, including Senate Bill (SB) 7x7 addressing water conservation. In general SB 7x7 requires a 20 percent reduction in per capita urban water use by 2020, with an interim 10 percent target in 2015. The legislation requires urban water users to develop consistent water use targets and to use those targets in their UWMPs. SB 7x7 also requires certain agricultural water supplies to implement a variety of water conservation and management practices and to submit Agricultural Water Management Plans.

California Department of Public Health. A major component of the California Department of Public Health, Division of Drinking Water and Environmental Management, is the Drinking Water Program (DWP), which regulates public water systems. Regulatory responsibilities include enforcement of the Federal and State Safe Drinking Water acts, regulatory oversight of approximately 8,700 public water systems, oversight of water recycling projects, issuance of water treatment permits, and certification of drinking water treatment and distribution operators.

California Department of Water Resources. The California Department of Water Resources is responsible for preparing and updating the California Water Plan, which is a policy document that guides the development and management of California's water resources.

Bay Area Water Supply and Conservation Agency. The Bay Area Water Supply and Conservation Agency (BAWSCA), of which Hayward is a member agency, was created in 2003 to represent the interests of the 26 cities, water districts, a water company, and a university that purchase water on a wholesale basis from SFPUC. The BAWSCA water management objective is to ensure that a reliable, high-quality supply of water is available where and when people within the BAWSCA service area need it. BAWSCA is developing the Long-Term Reliable Water Supply Strategy to meet the projected water needs of its member agencies and their customers through 2035 and to increase their water supply reliability under normal and drought conditions.

San Francisco Public Utilities Commission Water Supply Agreement. In 2009 Hayward renewed the Water Supply Agreement with the SFPUC. The Water Supply Agreement, which terminates in 2034, includes SFPUC and 26 Bay Area water suppliers. The City owns and

operates its own water distribution system and purchases water from SFPUC; however, the Water Supply Agreement addresses the rate-making methodology used by the City in setting wholesale water rates.

San Francisco Public Utilities Commission and Wholesale Customer 2009 Water Shortage Allocation Plan. The Water Shortage Allocation Plan includes a two-tier plan for water conservation. System-wide shortages of 20 percent or less trigger Tier One reductions, which allow for voluntary transfers of shortage allocations between the SFPUC and any wholesale customer, and between wholesale customers themselves. System-wide shortages above 20 percent trigger Tier Two reductions based on a formula set by SFPUC factoring individual supply guarantee, seasonal use of the water supply, and residential per capita use.

City of Hayward Municipal Code. The City of Hayward Municipal Code includes these regulations related to water supply:

- Chapter 10, Article 12, the Bay-Friendly Water Efficient Landscape Ordinance, establishes a structure for planning, designing, installing, maintaining, and managing water- efficient landscapes in new construction and rehabilitated projects.

- Chapter 10, Article 20, the Bay-Friendly Landscaping Ordinance, requires all new development with landscapes to meet the most recent minimum Bay-Friendly Landscape Scorecard points as recommended by StopWaste.org.

- Chapter 10, Article 23, the Indoor Water Efficiency Ordinance, includes standards for new construction and remodels mandating the installation of water-conserving fixtures.

- Chapter 11, Article 2, Hayward Municipal Water System, establishes a system for service connections, meter maintenance and testing, and fire service connections, and sets standards and installation costs for service connections.

(b) Wastewater Collection and Treatment.

U.S. Environmental Protection Agency. The U.S. Environmental Protection Agency (EPA) Office of Wastewater Management (OWM) supports the Federal Water Pollution Control Act (Clean Water Act) by promoting effective and responsible water use, treatment, disposal, and management, and by encouraging the protection and restoration of watersheds. The OWM is responsible for directing the National Pollutant Discharge Elimination System (NPDES) permit, pretreatment, and municipal bio-solids management (including beneficial use) programs under the Clean Water Act. The OWM is also home to the Clean Water State Revolving Fund, the largest water quality funding source, focused on funding wastewater treatment systems, non-point source projects, and estuary protection.

Clean Water Act. The Clean Water Act (CWA) is the cornerstone of surface water quality protection in the United States. The statute employs a variety of regulatory and non-regulatory tools to sharply reduce direct pollutant discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff. The State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Board (RWQCB) are responsible for ensuring implementation and compliance with the provisions of the Federal CWA.

State Water Resources Control Board. The SWRCB, in coordination with nine RWQCBs, performs functions related to water quality, including issuance and oversight of wastewater discharge permits (e.g., NPDES), other programs regulating stormwater runoff, and underground and above-ground storage tanks.

The RWQCB requires all wastewater collection and disposal providers to prepare both a Long-Term Wastewater Management Plan (LTWMP) according to wastewater requirements, and a Sewer System Management Plan (SSMP) according to the Statewide General Order Waste Discharge Requirements for Sanitary Sewer Systems.

Title 22 of California Code of Regulations. Title 22 regulates the use of reclaimed wastewater. In most cases, only disinfected tertiary water may be used on food crops where the recycled water would come into contact with the edible portion of the crop. Standards are also prescribed for the use of treated wastewater for irrigation of parks, playgrounds, landscaping, and other non-agricultural irrigation. Regulation of reclaimed water is governed by the nine RWQCBs and the California Department of Public Health (CDPH).

(c) Solid Waste Disposal, Recycling, and Composting.

Title 40 of the Code of Federal Regulations. Title 40 of the Code of Federal Regulations (CFR), Part 258 (Resource Conservation and Recovery Act RCRA, Subtitle D) contains regulations for municipal solid waste landfills and requires states to implement their own permitting programs incorporating the Federal landfill criteria. The Federal regulations address the location, operation, design, groundwater monitoring, and closure of landfills.

California Department of Resources Recycling and Recovery (CalRecycle; formerly the California Integrated Waste Management Board). CalRecycle oversees, manages, and monitors waste generated in California. It provides limited grants and loans to help California cities, counties, businesses, and organizations meet the State waste reduction, reuse, and recycling goals. It also provides funds to clean up solid waste disposal sites and co-disposal sites, including facilities that accept hazardous waste substances and non-hazardous waste. CalRecycle develops, manages, and enforces waste disposal and recycling regulations, including AB 939 and SB 1016.

Assembly Bill 939. Assembly Bill 939 (AB 939) (Public Resources Code 41780) requires cities and counties to prepare integrated waste management plans (IWMPs) and to divert 50 percent of solid waste from landfills beginning in calendar year 2000 and each year thereafter. AB 939 also requires cities and counties to prepare Source Reduction and Recycling Elements (SRRE) as part of the IWMP. These elements are designed to develop recycling services to achieve diversion goals, stimulate local recycling in manufacturing, and stimulate the purchase of recycled products.

Senate Bill 1016. Senate Bill (SB) 1016 requires that the 50 percent solid waste diversion requirement established by AB 939 be expressed in pounds per person per day. SB 1016 changed the CalRecycle review process for each municipality's IWMP. The CalRecycle Board reviews a jurisdiction's diversion rate compliance in accordance with a specified schedule. Beginning January 1, 2018, the Board will be required to review a jurisdiction's source reduction and recycling element and hazardous waste element every two years.

The Alameda County Waste Reduction and Recycling Initiative Charter Amendment (Measure D). Measure D requires that a per ton disposal surcharge be imposed at the Altamont and Vasco Road landfills in order to provide the necessary funds to design and implement municipal recycling services for residents and businesses. The purpose of Measure D is to provide the necessary funding to enable Alameda County agencies to meet the State diversion rate standard.

Alameda County Integrated Waste Management Plan: Countywide Element. The Alameda County Waste Management Agency (ACWMA) prepared the Alameda County Integrated Waste Management Plan: Countywide Element to comply with AB 939 and SB 1016.

Alameda County Mandatory Recycling Ordinance. This ordinance requires all multi-family developments and businesses with four cubic yards or more of weekly garbage service to arrange for recycling services, among other provisions.

Alameda County Reusable Bag Ordinance. The objective of this countywide ordinance is to reduce the use of single-use carryout bags and to promote the use of reusable bags. As of January 1, 2013, grocery stores and other stores in Alameda County that sell packaged food can no longer provide single-use plastic carryout bags, nor can they distribute paper bags or reusable bags for free at checkout.

City of Hayward Municipal Code. The City of Hayward Municipal Code includes the following regulations related to waste disposal and diversion:

- Section 201 of the Hayward City Charter gives the City the power to contract with any competent public or private body or agency for the performance of any municipal function.

- City of Hayward Municipal Code Chapter 5, Article 10, requires applicants for all construction, demolition, and/or renovation projects valued at $75,000 or more to recycle 100 percent of all asphalt and concrete and 50 percent of remaining materials, including materials such as wood and metal.

- City of Hayward Municipal Code Chapter 5, Article 11, bans polystyrene food containers from retail food vendors. The City requires that retail food vendors use recyclable or compostable food service ware instead.

Hayward Climate Action Plan. The Hayward Climate Action Plan provides a program to achieve a measurable reduction in GHG emissions, consistent with State law (i.e., Assembly Bill 32 and Executive Order S-03-05). The plan includes the countywide goal to reduce waste sent to landfills by 75 percent.

19.2 ENVIRONMENTAL EFFECTS

This section describes potential impacts related to utilities and service systems that could result from the General Plan, and discusses General Plan goals, policies, and implementation programs that would avoid or reduce those potential impacts. The section also recommends mitigation measures as needed to reduce significant impacts.

19.2.1 Significance Criteria

Based on the CEQA Guidelines,[1] implementation of the City of Hayward 2040 General Plan would result in a significant impact related to utilities and service systems if it would:

(a) Exceed wastewater treatment requirements of the Regional Water Quality Control Board;

(b) Require or result in the construction of new water or wastewater facilities, or expansion of existing facilities, the construction of which would cause significant environmental impacts;

(c) Have sufficient water supplies available to serve the Planning Area from existing entitlements and resources, or result in a need for new or expanded water supply entitlements;

(d) Result in a determination by the wastewater treatment provider which serves or may serve the Planning Area that it does not have adequate capacity to serve the Planning Area's projected demand in addition to the provider's existing commitments;

(e) Be served by a landfill with insufficient permitted capacity to accommodate the Planning Area's solid waste disposal needs; or

(f) Fail to comply with federal, state, and local statutes and regulations related to solid waste.

19.2.2 Analysis Methodology

The methodology for evaluating potential environmental impacts related to utilities and service systems followed this basic sequence:

(1) The General Plan Background Report was evaluated to identify existing environmental conditions and problems related to utilities and service systems, including the regulatory framework that applies to these issues.

(2) The CEQA Statute and Guidelines (2013), including appendix G (Environmental Checklist Form), were consulted to identify environmental impact topics and issues that should be addressed in the program EIR. In part, this process resulted in the significance criteria listed in subsection 19.2.1 above.

(3) The General Plan Policy Document, including the associated development capacity assumptions (see EIR section 3.6), was analyzed to identify goals, policies, implementation programs ("policies" for short), and potential outcomes that address the significance criteria. This analysis resulted in two basic conclusions regarding policies and outcomes: (a) many policies would avoid or reduce potential environmental impacts, and (b) some policies or outcomes could result in new environmental impacts or increase the severity of existing environmental problems.

(4) For potential environmental impacts that would result from the 2040 General Plan, mitigations were designed to avoid or reduce each impact to a less-than-significant level. If

[1] CEQA Guidelines, appendix G, items XVII (a), (b), and (d) through (g).

implementation of all identified feasible mitigations cannot reduce the impact to a less-than-significant level, then the impact is considered significant and unavoidable.

19.2.3 Environmental Impacts

The following tables are aligned with the significance criteria identified above. There is one table for each significance criterion, in the following pattern: significance criterion (a) corresponds with table 19.1, criterion (b) corresponds with table 19.2, and so on. Column 1 (Objective) in each table lists each General Plan goal, policy, and implementation program ("policy" for short), organized by General Plan element, that addresses the potential impact identified in the name of the table. Column 2 is the text of the policy. Column 3 answers the question, "How does the policy avoid or reduce the potential impact?"

Whenever a particular criterion does not apply to the proposed General Plan, an explanation is included in the Significance Criteria text above, and there is no table for that criterion. To maintain consistency, each table's title contains language taken directly from its corresponding significance criterion.

The verbs in column 3 are intended to be applied consistently. The verb "ensures" means that the policy is sufficient to guarantee the result identified in the policy. The verb "helps" means that the policy contributes to avoiding or reducing the identified potential impact; in many cases, "helps" is used for a policy that can be applied to avoid or reduce a wide range of potential impacts. The verb "implements" is used for General Plan implementation programs to indicate that the program provides the details to put the associated policy into action.

Referring to column 3 in the following tables, a reference to "requires construction" means that implementation of the policy might result in construction-related impacts related to, for example, construction traffic, noise, or dust. These potential impacts are addressed below.

Construction Period Impacts. The construction of project-related utilities and service systems (criterion [b] and Table 19.2) would be temporary and would occur within either existing public rights-of -way, City property, a project development site, or private property subject to a municipal easement. Construction period traffic interruption, noise, and air emissions (dust) typically associated with such infrastructure construction would be mitigated through standard City of Hayward construction mitigation procedures and policies (e.g., see chapters 7 [Air Quality], 15 [Noise], and 18 [Transportation and Circulation] of this EIR). No significant environmental impact is anticipated with this construction activity. The potential environmental impacts associated with construction of project-related utility infrastructure would therefore be ***less than significant*** (see criterion [b] in subsection 19.2.1, "Significance Criteria," above). No mitigation is required.

In most cases, no one goal, policy, or implementation program ("policy" for short) in itself is expected to completely avoid or reduce an identified potential environmental impact. However, the collective, cumulative mitigating benefits of the policies listed in each table will result in a less-than-significant impact related to the identified significance criterion and the corresponding environmental topic listed in the table name. This conclusion is consistent with the purpose and use of a program EIR for a general plan (see EIR Introduction, chapter 1).

Based on the methodology described above, 2040 General Plan impacts related to utilities and service systems would be ***less than significant*** (see criteria [a] through [f] in subsection 17.2.1, "Significance Criteria," above). No mitigation is required.

Table 19.1 Proposed Hayward General Plan Policies to Meet Wastewater Treatment Requirements		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Land Use and Community Character Element		
Policy LU-1.11 Annexations	The City shall consider the annexation of adjoining unincorporated properties if the annexation would improve the fiscal health of the City, provide a more efficient delivery of City services to the area, and/or create a more logical City boundary.	Ensures that annexations will be considered only if wastewater treatment requirements can be efficiently met.
Public Facilities and Services Element		
Goal PFS-1	Ensure the provision of adequate and efficient facilities and services that maintain service levels, are adequately funded, accessible, reliable, and strategically allocated.	Ensures adequate wastewater treatment. Requires construction of new or expanded facilities as needed.
Policy PFS-1.1 Capital Improvement Program	The City shall maintain the Capital Improvement Program (CIP) to ensure the implementation of the General Plan and the adequate and timely provision of public facility and municipal utility improvements.	Maintains the CIP to ensure adequate wastewater treatment service.
Implementation Program PFS 1 Capital Improvement Program	The City shall annually review and update the Capital Improvement Program to ensure adequate and timely provision of public facility and municipal utility provisions.	Implements Policy PFS-1.1.
Policy PFS-1.2 Priority for Infrastructure	The City shall give high priority in capital improvement programming to funding rehabilitation or replacement of critical infrastructure that has reached the end of its useful life or has capacity constraints.	Ensures that needed improvements to critical infrastructure (including wastewater treatment facilities) are implemented.
Policy PFS-1.3 Public Facility Master Plans	The City shall maintain and implement public facility master plans to ensure compliance with appropriate regional, State, and Federal laws; the use of modern and cost-effective technologies and best management practices; and compatibility with current land use policy.	Ensures that the Water Pollution Control Facility Master Plan is up-to-date, effective, and state-of-the-art.
Policy PFS-1.4 Development Fair Share	The City shall, through a combination of improvement fees and other funding mechanisms, ensure that new development pays its fair share of providing new public facilities and services and/or the costs of expanding/upgrading existing facilities and services impacted by new development (e.g., water, wastewater, stormwater drainage).	Ensures that needed wastewater treatment mitigation is funded by the new development responsible for the impact.

Table 19.1 Proposed Hayward General Plan Policies to Meet Wastewater Treatment Requirements		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy PFS-1.7 Adaptive Infrastructure	The City shall monitor expected impacts of climate change on the City's infrastructure and services and make appropriate adaptive facility and service modifications and upgrades.	Ensures that the wastewater treatment system is protected from potential climate change impacts.
Goal PFS-4	Maintain a level of service in the City's wastewater collection and disposal system to meet the needs of existing and future development.	Ensures adequate wastewater treatment.
Policy PFS-4.1 Sewer Collection System Master Plan	The City shall maintain and implement the Sewer Collection System Master Plan.	Ensures that the Master Plan is up-to-date, effective, and state-of-the-art.
Policy PFS-4.2 Water Pollution Control Facility Master Plan	The City shall maintain and implement the Water Pollution Control Facility Master Plan.	Ensures that the Master Plan is up-to-date, effective, and state-of-the-art.
Policy PFS-4.3 Sewer Collection System – Minimization of Sanitary Sewer Overflows	The City shall operate and maintain the sewer collection system to minimize the potential for sewer system overflows.	Minimizes the risk, and potential environmental impacts, of wastewater overflows.
Policy PFS-4.4 Water Pollution Control Facility Operation and Maintenance	The City shall operate and maintain the WPCF to ensure that wastewater discharge meets all applicable NPDES permit provisions.	Ensures that the WPCF meets wastewater treatment requirements.
Policy PFS-4.5 Coordinated Service	The City shall work with the Oro Loma Sanitary District to provide adequate wastewater service to areas in the Planning Area not served by the City.	Ensures that the City will provide adequate wastewater treatment service throughout the Planning Area.
Policy PFS-4.6 Innovative and Efficient Operations	The City shall strive to adopt innovative and efficient wastewater treatment technologies that are environmentally-sound.	Helps ensure that the City implements state-of-the-art wastewater treatment technologies.
Policy PFS-4.10 Wastewater Disposal	The City shall work with the East Bay Dischargers Authority to properly dispose of treated wastewater consistent with State and Federal laws.	Ensures that effluent meets all wastewater treatment requirements.
Policy PFS-4.11 Industrial Pretreatment	The City shall enforce appropriate industrial pre-treatment standards and source control to prevent materials prohibited by Federal and State regulations from entering the wastewater system and to ensure compliance with the City's local discharge limits. The City shall work with the business community to maintain and implement programs to ensure compliance with all Federal, State, and local discharge requirements.	Ensures that wastewater discharge meets all pre-treatment standards.

Table 19.2 Proposed Hayward General Plan Policies Addressing Construction of New or Expanded Water or Wastewater Facilities		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Land Use and Community Character Element		
Policy LU-1.11 Annexations	The City shall consider the annexation of adjoining unincorporated properties if the annexation would improve the fiscal health of the City, provide a more efficient delivery of City services to the area, and/or create a more logical City boundary.	Ensures that annexations will be considered only if water and wastewater service can be more efficiently delivered. Avoids inefficient and fiscally unsound construction of new utility facilities.
Policy LU-9.1 Design of City Public Facilities	The City shall ensure that all City-owned facilities are designed to be compatible in scale, mass, and character with the neighborhood, district, or corridor in which they are located.	Reduces potential construction impacts of new City-owned utility facilities by prohibiting incompatible, out-of-scale designs.
Policy LU-9.2 Design of Non-City Public Facilities	The City shall coordinate with school districts, park districts, utility providers, and other government agencies that are exempt from local land use controls to encourage facility designs that are compatible in scale, mass, and character with the neighborhood, district, or corridor in which they are located.	Reduces potential construction impacts of new non-City-owned utility facilities by prohibiting incompatible, out-of-scale designs.
Natural Resources Element		
Policy NR-6.9 Water Conservation	The City shall require water customers to actively conserve water year-round, and especially during drought years.	Requires water conservation.
Implementation Program NR 3 Recycled Water Program	The City shall construct facilities to deliver recycled water to customers near the Water Pollution Control Facility.	Implements Policies NR-6.9 through NR-6.13 (see below). Requires construction of recycled water facilities.
Implementation Program NR 4 Water Conservation Standards	The City shall develop and adopt Water Conservation Standards within the Municipal Code for households, businesses, industries, and public infrastructure.	Implements Policies NR-6.9 through NR-6.16 (see below). Requires construction as part of new developments.
Policy NR-6.10 Water Recycling	The City shall support efforts by the regional water provider to increase water recycling by residents, businesses, non-profits, industries, and developers, including identifying methods for water recycling and rainwater catchment for indoor and landscape uses in new development.	Supports water recycling. Will require construction of recycled water facilities.
Policy NR-6.11 Reclaimed Water Usage	The City shall take an active role in increasing the use of reclaimed water and educating the community about the methods of safe collection and benefits of using reclaimed water.	Increases reclaimed water use. Requires construction of reclaimed water facilities.

Table 19.2 Proposed Hayward General Plan Policies Addressing Construction of New or Expanded Water or Wastewater Facilities		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy NR-6.12 Dual Plumbing Systems	The City shall encourage the installation and use of dual plumbing systems in new buildings to recycle greywater.	Encourages reclaimed water use. Will require construction of reclaimed water infrastructure as part of new developments.
Policy NR-6.13 Water Recycling Program Advocacy	The City shall coordinate with the East Bay Municipal Utility District and the Hayward Area Recreation and Park District to advance water recycling programs, including using treated wastewater to irrigate parks, golf courses, and roadway landscaping and encouraging rainwater catchment system-wide and greywater usage techniques in new buildings.	Encourages coordinated multi-jurisdictional planning for water recycling. Will require construction of recycled water infrastructure.
Policy NR-6.14 Native and Drought-Tolerant Landscaping	The City shall use native or drought-tolerant vegetation in the landscaping of all public facilities.	Conserves water and reduces the need for new or expanded water facilities.
Policy NR-6.15 Native Vegetation Planting	The City shall encourage private property owners to plant native or drought-tolerant vegetation in order to preserve the visual character of the area and reduce the need for toxic sprays and groundwater supplements.	Conserves water and reduces the need for new or expanded water facilities.
Policy NR-6.16 Landscape Ordinance Compliance	The City shall continue to implement the Bay-Friendly Water Efficient Landscape Ordinance.	Conserves water and reduces the need for new or expanded water facilities.
Public Facilities and Services Element		
Goal PFS-1	Ensure the provision of adequate and efficient facilities and services that maintain service levels, are adequately funded, accessible, reliable, and strategically allocated.	Ensures adequate water and wastewater service. Requires construction of new or expanded facilities as needed.
Policy PFS-1.1 Capital Improvement Program	The City shall maintain the Capital Improvement Program (CIP) to ensure the implementation of the General Plan and the adequate and timely provision of public facility and municipal utility improvements.	Maintains the CIP to ensure adequate water and wastewater services.
Implementation Program PFS 1 Capital Improvement Program	The City shall annually review and update the Capital Improvement Program to ensure adequate and timely provision of public facility and municipal utility provisions.	Implements Policy PFS-1.1.
Policy PFS-1.2 Priority for Infrastructure	The City shall give high priority in capital improvement programming to funding rehabilitation or replacement of critical infrastructure that has reached the end of its useful life or has capacity constraints.	Ensures that needed improvements to critical infrastructure (including water and wastewater facilities) are implemented. Requires construction of new or expanded facilities as needed.

Table 19.2 Proposed Hayward General Plan Policies Addressing Construction of New or Expanded Water or Wastewater Facilities		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy PFS-1.3 Public Facility Master Plans	The City shall maintain and implement public facility master plans to ensure compliance with appropriate regional, State, and Federal laws; the use of modern and cost-effective technologies and best management practices; and compatibility with current land use policy.	Ensures that the Water Distribution System Master Plan, Urban Water Management Plan (UWMP), Sewer Collection System Master Plan, Water Pollution Control Facility Master Plan, and other associated master plans are up-to-date, effective, and state-of-the-art. Requires construction of new or expanded facilities as needed.
Policy PFS-1.4 Development Fair Share	The City shall, through a combination of improvement fees and other funding mechanisms, ensure that new development pays its fair share of providing new public facilities and services and/or the costs of expanding/upgrading existing facilities and services impacted by new development (e.g., water, wastewater, stormwater drainage).	Ensures that needed water and wastewater system mitigation is funded by the new development responsible for the impacts.
Policy PFS-1.5 Neighborhood Compatibility	The City shall ensure that public facilities, such as utility substations, water storage and treatment plants, and pumping stations are located, designed, and maintained so that noise, light, glare, or odors associated with these facilities will not adversely affect nearby land uses. The City shall require these facilities to use building and landscaping materials that are compatible with or screen them from neighboring properties.	Ensures that potential land use compatibility impacts of new or expanded water and wastewater facilities are mitigated.
Policy PFS-1.7 Adaptive Infrastructure	The City shall monitor expected impacts of climate change on the City's infrastructure and services and make appropriate adaptive facility and service modifications and upgrades.	Ensures that the water and wastewater systems are protected from potential climate change impacts.
Policy PFS-2.3 Sustainable Practices	The City shall serve as a role model to businesses and institutions regarding purchasing decisions that minimize the generation of waste, recycling programs that reduce waste, energy efficiency and conservation practices that reduce water, electricity and natural gas use, and fleet operations that reduce gasoline consumption.	Conserves water, which reduces the need for new or expanded water and wastewater facilities.

Table 19.2 Proposed Hayward General Plan Policies Addressing Construction of New or Expanded Water or Wastewater Facilities		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Goal PFS-3	Maintain a level of service in the City's water system that meets the needs of existing and future development while improving water system efficiency.	Ensures a sufficient water supply and an efficient delivery system. Requires construction of new or expanded facilities as needed.
Policy PFS-3.1 Water Distribution System Master Plan	The City shall maintain and implement the Water Distribution System Master Plan.	Ensures an adequate water distribution system through an adopted plan. Requires construction of new or expanded facilities as needed.
Policy PFS-3.2 Urban Water Management Plan	The City shall maintain and implement the Urban Water Management Plan, including water conservation strategies and programs, as required by the Urban Water Management Planning Act.	Ensures water supply planning, including conservation strategies, through an adopted plan in accordance with State law. Reduces the need for new or expanded water and wastewater facilities.
Policy PFS-3.5 Water System Reliability	The City shall focus major water system projects on improving water system reliability, and shall replace or repair water lines that are leaking or otherwise meet the City's criteria for replacement, when deemed financially feasible.	Improves water system reliability. Requires construction of new or expanded facilities as needed.
Policy PFS-3.8 Water Treatment Capacity and Infrastructure	In the event that San Francisco Public Utilities Commission is unable to provide water that meets drinking water standards, the City shall plan, secure funding for, and procure sufficient water treatment capacity and infrastructure to meet projected water demands.	Ensures a sufficient water system during emergencies. Will require construction of new or expanded facilities as needed.
Policy PFS-3.10 East Bay Municipal Utility District	The City shall work with the East Bay Municipal Utility District to provide adequate water service to areas in the Planning Area not served by the City.	Helps ensure adequate water service throughout the Planning Area. Will require construction of new or expanded facilities as needed.
Policy PFS-3.12 Seismic Safety	The City shall continue to improve the seismic safety of the water system, including seismic retrofits of reservoirs and improvements to pipes at fault line crossings.	Improves the seismic safety of the water system. Requires construction of new or expanded facilities as needed.
Goal PFS-4	Maintain a level of service in the City's wastewater collection and disposal system to meet the needs of existing and future development.	Ensures a sufficient and efficient wastewater system. Requires construction of new or expanded facilities as needed.
Policy PFS-4.1 Sewer Collection System Master Plan	The City shall maintain and implement the Sewer Collection System Master Plan.	Ensures an adequate wastewater collection system through an adopted plan. Requires

Table 19.2 Proposed Hayward General Plan Policies Addressing Construction of New or Expanded Water or Wastewater Facilities		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
		construction of new or expanded facilities as needed.
Policy PFS-4.2 Water Pollution Control Facility Master Plan	The City shall maintain and implement the Water Pollution Control Facility Master Plan.	Ensures an adequate wastewater treatment and disposal system through an adopted plan. Requires construction of new or expanded facilities as needed.
Policy PFS-4.3 Sewer Collection System – Minimization of Sanitary Sewer Overflows	The City shall operate and maintain the sewer collection system to minimize the potential for sewer system overflows.	Minimizes the risk, and potential environmental impacts, of wastewater overflows. Requires construction of new or expanded facilities as needed.
Policy PFS-4.5 Coordinated Service	The City shall work with the Oro Loma Sanitary District to provide adequate wastewater service to areas in the Planning Area not served by the City.	Helps ensure that the City will provide adequate wastewater service throughout the Planning Area. Requires construction of new or expanded facilities as needed.
Policy PFS-4.7 Reduce Infiltration/Inflow	The City shall develop and implement a plan to repair or replace underperforming wastewater facilities serving the community to remove excessive infiltration/inflow.	Helps ensure effective wastewater service. Requires construction of new or expanded facilities as needed.
Policy PFS-4.8 Seismic Safety	The City shall continue to improve the seismic safety of its sewer collection and treatment facilities.	Ensures a safer wastewater system, and avoids potential impacts from earthquakes. Requires construction of new or expanded facilities as needed.
Policy PFS-4.9 Service New and Existing Development	The City shall ensure the provision of adequate wastewater service to all new development, before new developments are approved, and support the extension of wastewater service to existing developed areas where this service is lacking.	Ensures adequate wastewater service. Requires construction of new or expanded facilities as needed.
Community Safety Element		
Policy CS-3.4 Adequate Water Supply for Fire Suppression	The City shall require new development projects to have adequate water supplies to meet the fire-suppression needs of the project without compromising existing fire suppression services to existing uses.	Ensures adequate fire flow while minimizing potential impacts on neighboring water service. Requires construction of new or expanded facilities as needed.
Community Health and Quality of Life Element		
Policy HQL-10.8 Drought Tolerant Landscaping	The City shall encourage the use of drought-tolerant and drought-resistant landscaping, as well as low impact development (LID) technologies in the development of City parks.	Encourages reduced water consumption, which reduces the need for new or expanded water facilities.

Table 19.2 Proposed Hayward General Plan Policies Addressing Construction of New or Expanded Water or Wastewater Facilities		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Economic Development Element		
Policy ED-6.10 Sustainable Business Practices	The City shall promote sustainable business practices that reduce the use of energy and water resources and reduce overhead expenses for businesses.	Promotes reduced water consumption, which reduces the need for new or expanded water facilities.
Education and Lifelong Learning Element		
Policy EDL-3.3 Sustainable Design	The City shall encourage school districts to incorporate sustainable design practices in the construction and renovation of school facilities to reduce energy and water consumption and related utility expenses.	Encourages reduced water consumption, which reduces the need for new or expanded water facilities.
Policy EDL-6.6 Design Principles	The City shall consider the following principles when designing new library facilities and library renovation projects: ▪ Libraries should be flexible and provide spaces that can support a variety of uses, such as personal study, group interaction, creative and innovative collaboration, art exhibits, computer research, presentations and lectures, and community events. ▪ Facility systems should support a technology-rich environment and wireless networking. ▪ Interior spaces should be zoned by acoustical and activity levels to allow simultaneous use by all types of people. ▪ The exterior and the interior of the building should be easy to navigate and designed with a sense of openness. ▪ Libraries should incorporate sustainable design practices to reduce energy and water consumption and related utility expenses. ▪ Libraries should have high-quality interior spaces and furniture that attract people and encourage them to stay for long periods of time (similar to coffee shops or book stores).	Encourages reduced water consumption, which reduces the need for new or expanded water facilities (bullet #5).

Table 19.3 Proposed Hayward General Plan Policies to Avoid or Reduce Impacts on Water Supplies		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Land Use and Community Character Element		
Policy LU-1.11 Annexations	The City shall consider the annexation of adjoining unincorporated properties if the annexation would improve the fiscal health of the City, provide a more efficient delivery of City services to the area, and/or create a more logical City boundary.	Ensures that annexations will be considered only if sufficient water supplies are available. Avoids inefficient and fiscally unsound expansion of water service.
Natural Resources Element		
Policy NR-6.2 Saltwater Intrusion Prevention	The City shall prohibit groundwater withdrawals in industrial and commercial areas near the Bay shoreline which could result in saltwater intrusion into freshwater aquifers.	Protects freshwater aquifers, which protects water supplies.
Policy NR-6.9 Water Conservation	The City shall require water customers to actively conserve water year-round, and especially during drought years.	Requires water conservation, which helps ensure sufficient water supplies.
Implementation Program NR 3 Recycled Water Program	The City shall construct facilities to deliver recycled water to customers near the Water Pollution Control Facility.	Implements Policies NR-6.9 through NR-6.13 (see below).
Implementation Program NR 4 Water Conservation Standards	The City shall develop and adopt Water Conservation Standards within the Municipal Code for households, businesses, industries, and public infrastructure.	Implements Policies NR-6.9 through NR-6.16 (see below).
Policy NR-6.10 Water Recycling	The City shall support efforts by the regional water provider to increase water recycling by residents, businesses, non-profits, industries, and developers, including identifying methods for water recycling and rainwater catchment for indoor and landscape uses in new development.	Supports water recycling, which helps ensure sufficient water supplies.
Policy NR-6.11 Reclaimed Water Usage	The City shall take an active role in increasing the use of reclaimed water and educating the community about the methods of safe collection and benefits of using reclaimed water.	Increases reclaimed water use, which helps ensure sufficient water supplies.
Policy NR-6.12 Dual Plumbing Systems	The City shall encourage the installation and use of dual plumbing systems in new buildings to recycle greywater.	Encourages reclaimed water use, which helps ensure sufficient water supplies.
Policy NR-6.13 Water Recycling Program Advocacy	The City shall coordinate with the East Bay Municipal Utility District and the Hayward Area Recreation and Park District to advance water recycling programs, including using treated wastewater to irrigate parks,	Ensure coordinated multi-jurisdictional planning for water recycling. Helps ensure sufficient water supplies.

Table 19.3 Proposed Hayward General Plan Policies to Avoid or Reduce Impacts on Water Supplies		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	golf courses, and roadway landscaping and encouraging rainwater catchment system-wide and greywater usage techniques in new buildings.	
Policy NR-6.14 Native and Drought-Tolerant Landscaping	The City shall use native or drought-tolerant vegetation in the landscaping of all public facilities.	Conserves water and helps ensure sufficient water supplies.
Policy NR-6.15 Native Vegetation Planting	The City shall encourage private property owners to plant native or drought-tolerant vegetation in order to preserve the visual character of the area and reduce the need for toxic sprays and groundwater supplements.	Conserves water and helps ensure sufficient water supplies.
Policy NR-6.16 Landscape Ordinance Compliance	The City shall continue to implement the Bay-Friendly Water Efficient Landscape Ordinance.	Conserves water and helps ensure sufficient water supplies.
Public Facilities and Services Element		
Policy PFS-2.3 Sustainable Practices	The City shall serve as a role model to businesses and institutions regarding purchasing decisions that minimize the generation of waste, recycling programs that reduce waste, energy efficiency and conservation practices that reduce water, electricity and natural gas use, and fleet operations that reduce gasoline consumption.	Reduces water consumption, which helps ensure sufficient water supplies.
Goal PFS-3	Maintain a level of service in the City's water system that meets the needs of existing and future development while improving water system efficiency.	Ensures sufficient water supplies.
Policy PFS-3.2 Urban Water Management Plan	The City shall maintain and implement the Urban Water Management Plan, including water conservation strategies and programs, as required by the Urban Water Management Planning Act.	Ensures water supply planning, including conservation strategies, through an adopted plan in accordance with State law. Helps ensure sufficient water supplies.
Policy PFS-3.3 Water Shortage Allocation Plan	The City shall support implementation of the Water Shortage Allocation Plan, which distributes available water from the regional water system among San Francisco Public Utility Commission and wholesale customers in the event of a system-wide shortage of 20 percent or less.	Helps ensure adequate water supplies during a system-wide shortage.
Policy PFS-3.4 Water Shortage Contingency Plan	The City shall maintain and implement the Water Shortage Contingency Plan as necessary to address climate conditions or other water shortage emergencies.	Helps ensure adequate water supplies during emergencies.

Table 19.3 Proposed Hayward General Plan Policies to Avoid or Reduce Impacts on Water Supplies		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy PFS-3.6 Exercise and Protect Water Rights	The City shall exercise and protect its surface and groundwater rights and entitlements in perpetuity.	Helps ensure adequate water supplies for the Planning Area.
Policy PFS-3.7 Water Agency Participation	The City shall continue to participate in the Bay Area Water Supply and Conservation Agency and purchase water from the San Francisco Public Utility Commission.	Ensures coordinated water supply and conservation planning. Helps ensure sufficient water supplies.
Policy PFS-3.8 Water Treatment Capacity and Infrastructure	In the event that San Francisco Public Utilities Commission is unable to provide water that meets drinking water standards, the City shall plan, secure funding for, and procure sufficient water treatment capacity and infrastructure to meet projected water demands.	Ensures safe drinking water during emergencies.
Policy PFS-3.10 East Bay Municipal Utility District	The City shall work with the East Bay Municipal Utility District to provide adequate water service to areas in the Planning Area not served by the City.	Helps ensure sufficient water supplies throughout the Planning Area.
Policy PFS-3.11 Water Supply During Emergencies	The City shall, to the extent feasible, maintain adequate water supply during emergencies. The City shall maintain emergency water connections with the Alameda County Water District and the East Bay Municipal Utility District in case of disruption of delivery from San Francisco Public Utility Commission and maintain emergency wells for short duration use in an emergency and ensure that wells meet primary drinking water standards.	Helps ensure safe and adequate water supplies during emergencies.
Policy PFS-3.13 New Development	The City shall ensure that water supply capacity is in place prior to granting building permits for new development.	Ensures adequate water supply capacity prior to new development.
Policy PFS-3.14 Water Conservation Standards	The City shall comply with provisions of the State's 20x2020 Water Conservation Plan (California Water Resources Control Board, 2010).	Implements water conservation, which helps ensure sufficient water supplies.
Policy PFS-3.15 Water Conservation Programs	The City shall implement cost effective conservation strategies and programs that increase water use efficiency, including providing incentives for adoption of water efficiency measures. Water conservation strategies may include a combination of financial incentives, legislative actions, and public education.	Implements water conservation, which helps ensure sufficient water supplies.
Implementation Program PFS 2 Water Conservation Programs	The City shall regularly develop cost effective conservation programs that decrease water use.	Implements Policy PFS-3.15.

Table 19.3 Proposed Hayward General Plan Policies to Avoid or Reduce Impacts on Water Supplies		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy PFS-3.16 Recycled Water	The City shall increase use of recycled water where appropriate, cost effective, safe, and environmentally sustainable. The City shall work with regional partners to encourage expansion of recycled water infrastructure.	Increases recycled water use, which helps ensure sufficient water supplies.
Policy PFS-3.17 Bay-Friendly Landscaping	The City shall promote landscaping techniques that use native and climate appropriate plants, sustainable design and maintenance, water-efficient irrigation systems, and yard clipping reduction practices.	Reduces water consumption, which helps ensure sufficient water supplies.
Policy PFS-5.9 Rainwater Harvesting	The City shall encourage the use of rainwater harvesting facilities, techniques, and improvements where appropriate, cost effective, safe, and environmentally sustainable.	Encourages water conservation, which helps ensure sufficient water supplies.
Implementation Program PFS 6 Rainwater Harvesting and Greywater Systems	The City shall study the feasibility of amending the City's building and development codes to encourage rainwater harvesting and greywater systems. Based on findings from the study, the City shall prepare and submit recommendations to the City Council to amend the building and development codes as necessary.	Implements Policy PFS-5.9.
Community Safety Element		
Policy CS-3.4 Adequate Water Supply for Fire Suppression	The City shall require new development projects to have adequate water supplies to meet the fire-suppression needs of the project without compromising existing fire suppression services to existing uses.	Ensures adequate fire flow while minimizing potential impacts on water supply.
Community Health and Quality of Life Element		
Policy HQL-10.8 Drought Tolerant Landscaping	The City shall encourage the use of drought-tolerant and drought-resistant landscaping, as well as low impact development (LID) technologies in the development of City parks.	Encourages reduced water consumption, which helps ensure sufficient water supplies.
Economic Development Element		
Policy ED-6.10 Sustainable Business Practices	The City shall promote sustainable business practices that reduce the use of energy and water resources and reduce overhead expenses for businesses.	Promotes reduced water consumption, which helps ensure sufficient water supplies.
Education and Lifelong Learning Element		
Policy EDL-3.3 Sustainable Design	The City shall encourage school districts to incorporate sustainable design practices in the construction and renovation of school facilities to	Encourages reduced water consumption, which helps ensure sufficient water supplies.

Table 19.3 Proposed Hayward General Plan Policies to Avoid or Reduce Impacts on Water Supplies		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	reduce energy and water consumption and related utility expenses.	
Policy EDL-6.6 Design Principles	The City shall consider the following principles when designing new library facilities and library renovation projects: ▪ Libraries should be flexible and provide spaces that can support a variety of uses, such as personal study, group interaction, creative and innovative collaboration, art exhibits, computer research, presentations and lectures, and community events. ▪ Facility systems should support a technology-rich environment and wireless networking. ▪ Interior spaces should be zoned by acoustical and activity levels to allow simultaneous use by all types of people. ▪ The exterior and the interior of the building should be easy to navigate and designed with a sense of openness. ▪ Libraries should incorporate sustainable design practices to reduce energy and water consumption and related utility expenses. ▪ Libraries should have high-quality interior spaces and furniture that attract people and encourage them to stay for long periods of time (similar to coffee shops or book stores).	Encourages reduced water consumption, which helps ensure sufficient water supplies (bullet #5).

Table 19.4 Proposed Hayward General Plan Policies to Avoid or Reduce Impacts on Wastewater Treatment Capacity		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Land Use and Community Character Element		
Policy LU-1.11 Annexations	The City shall consider the annexation of adjoining unincorporated properties if the annexation would improve the fiscal health of the City, provide a more efficient delivery of City services to the area, and/or create a more logical City boundary.	Ensures that annexations will be considered only if sufficient wastewater treatment capacity is available. Avoids inefficient and fiscally unsound expansion of wastewater service.

Table 19.4 Proposed Hayward General Plan Policies to Avoid or Reduce Impacts on Wastewater Treatment Capacity		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Natural Resources Element		
Policy NR-6.10 Water Recycling	The City shall support efforts by the regional water provider to increase water recycling by residents, businesses, non-profits, industries, and developers, including identifying methods for water recycling and rainwater catchment for indoor and landscape uses in new development.	Supports water recycling, which reduces the amount of water that enters the wastewater system.
Implementation Program NR 3 Recycled Water Program	The City shall construct facilities to deliver recycled water to customers near the Water Pollution Control Facility.	Implements Policies NR-6.10 through NR-6.12 (see below).
Implementation Program NR 4 Water Conservation Standards	The City shall develop and adopt Water Conservation Standards within the Municipal Code for households, businesses, industries, and public infrastructure.	Implements Policies NR-6.10 through NR-6.12 (see below).
Policy NR-6.11 Reclaimed Water Usage	The City shall take an active role in increasing the use of reclaimed water and educating the community about the methods of safe collection and benefits of using reclaimed water.	Increases reclaimed water use, which results in more efficient wastewater system capacity.
Policy NR-6.12 Dual Plumbing Systems	The City shall encourage the installation and use of dual plumbing systems in new buildings to recycle greywater.	Encourages reclaimed water use, which results in more efficient wastewater system capacity.
Policy NR-6.13 Water Recycling Program Advocacy	The City shall coordinate with the East Bay Municipal Utility District and the Hayward Area Recreation and Park District to advance water recycling programs, including using treated wastewater to irrigate parks, golf courses, and roadway landscaping and encouraging rainwater catchment system-wide and greywater usage techniques in new buildings.	Ensure coordinated multi-jurisdictional planning for water recycling. Reduces the amount of water that enters the wastewater system.
Public Facilities and Services Element		
Goal PFS-1	Ensure the provision of adequate and efficient facilities and services that maintain service levels, are adequately funded, accessible, reliable, and strategically allocated.	Ensures adequate wastewater treatment capacity.
Policy PFS-1.1 Capital Improvement Program	The City shall maintain the Capital Improvement Program (CIP) to ensure the implementation of the General Plan and the adequate and timely provision of public facility and municipal utility improvements.	Maintains the CIP to ensure adequate wastewater treatment capacity.
Implementation Program PFS 1 Capital Improvement Program	The City shall annually review and update the Capital Improvement Program to ensure adequate and timely	Implements Policy PFS-1.1.

Table 19.4 Proposed Hayward General Plan Policies to Avoid or Reduce Impacts on Wastewater Treatment Capacity		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
	provision of public facility and municipal utility provisions.	
Policy PFS-1.2 Priority for Infrastructure	The City shall give high priority in capital improvement programming to funding rehabilitation or replacement of critical infrastructure that has reached the end of its useful life or has capacity constraints.	Ensures that needed improvements to critical infrastructure (including wastewater treatment facilities) are implemented.
Policy PFS-1.3 Public Facility Master Plans	The City shall maintain and implement public facility master plans to ensure compliance with appropriate regional, State, and Federal laws; the use of modern and cost-effective technologies and best management practices; and compatibility with current land use policy.	Ensures that the Water Pollution Control Facility Master Plan is up-to-date, effective, and state-of-the-art. Ensures adequate wastewater treatment capacity.
Policy PFS-1.4 Development Fair Share	The City shall, through a combination of improvement fees and other funding mechanisms, ensure that new development pays its fair share of providing new public facilities and services and/or the costs of expanding/upgrading existing facilities and services impacted by new development (e.g., water, wastewater, stormwater drainage).	Ensures that needed expansions to wastewater treatment capacity are funded by the new development responsible for the need.
Policy PFS-1.7 Adaptive Infrastructure	The City shall monitor expected impacts of climate change on the City's infrastructure and services and make appropriate adaptive facility and service modifications and upgrades.	Ensures that the wastewater treatment system is protected from potential climate change impacts.
Goal PFS-4	Maintain a level of service in the City's wastewater collection and disposal system to meet the needs of existing and future development.	Ensures adequate wastewater treatment capacity.
Policy PFS-4.1 Sewer Collection System Master Plan	The City shall maintain and implement the Sewer Collection System Master Plan.	Ensures that the Master Plan is up-to-date, effective, and state-of-the-art. Helps ensure adequate wastewater treatment capacity.
Policy PFS-4.2 Water Pollution Control Facility Master Plan	The City shall maintain and implement the Water Pollution Control Facility Master Plan.	Ensures that the Master Plan is up-to-date, effective, and state-of-the-art. Ensures adequate wastewater treatment capacity.
Policy PFS-4.7 Reduce Infiltration/Inflow	The City shall develop and implement a plan to repair or replace underperforming wastewater facilities serving the community to remove excessive infiltration/inflow.	Reduces infiltration/inflow, which results in more efficient wastewater system capacity.

Table 19.4 Proposed Hayward General Plan Policies to Avoid or Reduce Impacts on Wastewater Treatment Capacity		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy PFS-4.10 Wastewater Disposal	The City shall work with the East Bay Dischargers Authority to properly dispose of treated wastewater consistent with State and Federal laws.	Helps ensure adequate wastewater treatment capacity in order to meet disposal requirements.
Economic Development Element		
Policy ED-6.10 Sustainable Business Practices	The City shall promote sustainable business practices that reduce the use of energy and water resources and reduce overhead expenses for businesses.	Supports reduced water consumption, which reduces the amount of water that enters the wastewater system. Helps ensure adequate wastewater treatment capacity.
Education and Lifelong Learning Element		
Policy EDL-3.3 Sustainable Design	The City shall encourage school districts to incorporate sustainable design practices in the construction and renovation of school facilities to reduce energy and water consumption and related utility expenses.	Encourages reduced water consumption, which reduces the amount of water that enters the wastewater system. Helps ensure adequate wastewater treatment capacity.
Policy EDL-6.6 Design Principles	The City shall consider the following principles when designing new library facilities and library renovation projects: ▪ Libraries should be flexible and provide spaces that can support a variety of uses, such as personal study, group interaction, creative and innovative collaboration, art exhibits, computer research, presentations and lectures, and community events. ▪ Facility systems should support a technology-rich environment and wireless networking. ▪ Interior spaces should be zoned by acoustical and activity levels to allow simultaneous use by all types of people. ▪ The exterior and the interior of the building should be easy to navigate and designed with a sense of openness. ▪ Libraries should incorporate sustainable design practices to reduce energy and water consumption and related utility expenses. ▪ Libraries should have high-quality interior spaces and furniture that attract people and encourage them to stay for long periods of time (similar to coffee shops or book stores).	Encourages reduced water consumption, which reduces the amount of water that enters the wastewater system. Helps ensure adequate wastewater treatment capacity.

Table 19.5 Proposed Hayward General Plan Policies to Avoid or Reduce Impacts on Solid Waste Disposal Capacity		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Land Use and Community Character Element		
Policy LU-1.11 Annexations	The City shall consider the annexation of adjoining unincorporated properties if the annexation would improve the fiscal health of the City, provide a more efficient delivery of City services to the area, and/or create a more logical City boundary.	Ensures that annexations will be considered only if sufficient solid waste disposal service is available. Avoids inefficient and fiscally unsound expansion of solid waste disposal service.
Natural Resources Element		
Policy NR-4.2 Energy Efficiency Collaboration	The City shall collaborate with partner agencies, utility providers, and the business community to support a range of energy efficiency, conservation, and waste reduction measures, including the development of green buildings and infrastructure, weatherization programs, installation of energy-efficient appliances and equipment in homes and offices, promotion of energy efficiency retrofit programs, use of green power options, and heightened awareness of the benefits of energy efficiency and conservation issues.	Supports solid waste reduction, which reduces the amount of waste that enters landfills. Helps ensure sufficient landfill capacity.
Implementation Program NR 17 Business Engagement in Climate Programs	The City shall engage local businesses and business organizations (e.g., Chamber of Commerce, the Keep Hayward Clean and Green Taskforce, the Alameda County Green Business Program) in climate-related programs.	Implements Policy NR-4.2.
Policy NR-4.3 Efficient Construction and Development Practices	The City shall encourage construction and building development practices that maximize the use of renewable resources and minimize the use of non-renewable resources throughout the life-cycle of a structure.	Encourages solid waste reduction, which helps ensure sufficient landfill capacity.
Public Facilities and Services Element		
Policy PFS-2.3 Sustainable Practices	The City shall serve as a role model to businesses and institutions regarding purchasing decisions that minimize the generation of waste, recycling programs that reduce waste, energy efficiency and conservation practices that reduce water, electricity and natural gas use, and fleet operations that reduce gasoline consumption.	Reduces solid waste, which helps ensure sufficient landfill capacity.

Table 19.5 Proposed Hayward General Plan Policies to Avoid or Reduce Impacts on Solid Waste Disposal Capacity		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy PFS-3.17 Bay-Friendly Landscaping	The City shall promote landscaping techniques that use native and climate appropriate plants, sustainable design and maintenance, water-efficient irrigation systems, and yard clipping reduction practices.	Reduces yard clippings, which reduces the amount of waste that enters landfills. Helps ensure sufficient landfill capacity.
Goal PFS-7	Minimize the generation of solid waste, increase recycling, and provide for the collection and disposal of solid waste.	Minimizes solid waste and increases recycling, which reduce the amount of waste that enters landfills. Helps ensure sufficient landfill capacity.
Policy PFS-7.2 Adequate Service	The City shall monitor its solid waste and recycling services franchisee to ensure that services provided are adequate to meet the needs of the community and to meet the provisions of the City's Franchise Agreement.	Ensures adequate solid waste and recycling services.
Policy PFS-7.3 Landfill Capacity	The City shall continue to coordinate with the Alameda County Waste Management Authority to ensure adequate landfill capacity in the region for the duration of the contract with its landfill franchisee.	Helps ensure adequate landfill capacity through coordinated planning.
Policy PFS-7.4 Solid Waste Diversion	The City shall comply with State goals regarding diversion from landfill, and strive to comply with the provisions approved by the Alameda County Waste Management Authority.	Helps ensure compliance with State and County waste diversion goals.
Implementation Program PFS 5 Construction and Demolition Debris Recycling Ordinance	The City shall revise the Construction and Demolition Debris Recycling Ordinance to be consistent with the processing capabilities Alameda County transfer stations and waste facilities. The ordinance revision shall also consider additional requirements and provisions included in other local recycling ordinances.	Implements Policy PFS-7.4.
Policy PFS-7.5 Municipal Waste Reduction	The City shall reduce municipal waste generation by continuing to employ a wide range of innovative techniques, including electronic communications to reduce paper usage and buying products with less packaging and in bulk, where feasible.	Reduces solid waste, which helps ensure sufficient landfill capacity.
Policy PFS-7.6 Municipal Reuse	The City shall reduce municipal waste disposed by continuing to reuse equipment to prolong its useful life.	Reduces solid waste, which helps ensure sufficient landfill capacity.

Table 19.5 Proposed Hayward General Plan Policies to Avoid or Reduce Impacts on Solid Waste Disposal Capacity		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy PFS-7.7 Municipal Collection of Recyclables and Organics	The City shall continue to require its franchisee to arrange for regular collection of recyclables and organics from all municipal facilities.	Requires recycling, which helps ensure sufficient landfill capacity.
Policy PFS-7.8 Recycling Collection at City Facilities and Parks	The City shall continue to require its franchisee to provide outdoor recycling collection containers at, and services to, all City parks and related facilities.	Requires recycling, which helps ensure sufficient landfill capacity.
Policy PFS-7.9 City Contracts	The City shall continue to implement the Environmentally Friendly Preferred Purchasing Program by requiring City contractors to use best management practices (e.g., waste prevention, salvage and reuse, recycling and reusing) to maximize diversion of waste from landfills.	Reduces the amount of solid waste that enters landfills, which helps ensure sufficient landfill capacity.
Policy PFS-7.10 Recycled Products or Processes for Capital Projects	The City shall implement the use of recycled products or recycling processes whenever possible as part of any capital project.	Increases recycling, which reduces the amount of solid waste that enters landfills and helps ensure sufficient landfill capacity.
Policy PFS-7.11 Disposable, Toxic, or Non-Renewable Products	The City shall reduce the use of disposable, toxic, or nonrenewable products in City operations.	Reduces solid waste, which helps ensure sufficient landfill capacity.
Policy PFS-7.12 Construction and Demolition Waste Recycling	The City shall require demolition, remodeling, and major new development projects to salvage or recycle asphalt and concrete and all other non-hazardous construction and demolition materials to the maximum extent practicable.	Requires salvaging and recycling, which helps ensure sufficient landfill capacity.
Policy FS-7.13 Residential Recycling	The City shall encourage increased participation in residential recycling programs, and strive to comply with the recycling provisions approved by the Alameda County Waste Management Authority Board. The City shall work with StopWaste.org to monitor participation in residential recycling programs and educate the community regarding actual composition of waste sent to landfills.	Increases recycling, which helps ensure sufficient landfill capacity.
Policy PFS-7.14 Commercial Recycling	The City shall encourage increased participation in commercial and industrial recycling programs, and strive to comply with the recycling provisions approved by the Alameda County Waste Management Authority Board. The City shall work with StopWaste.org to provide technical assistance to businesses to implement mandatory recycling.	Increases recycling, which helps ensure sufficient landfill capacity.

Table 19.5 Proposed Hayward General Plan Policies to Avoid or Reduce Impacts on Solid Waste Disposal Capacity		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy PFS-7.15 Yard Clippings Reduction	The City shall encourage residents to reduce yard clippings through at-home composting or use the green waste collection service provided by the City's franchisee.	Encourages yard clippings reduction, which reduces the amount of waste that enters landfills. Helps ensure sufficient landfill capacity.
Policy PFS-7.16 Organics Collection	The City shall encourage residents and businesses to separate for collection food and food-soiled paper using organics collection services provided by the City's franchisee.	Encourages organics collection, which reduces the amount of waste that enters landfills. Helps ensure sufficient landfill capacity.
Policy PFS-7.17 Waste-to-Energy Generation Systems	The City shall advocate for waste management strategies that aim to maximize the value of solid waste by using waste-to-energy generation systems.	Advocates waste-to-energy systems, which reduce the amount of waste that enters landfills.
Policy PFS-7.19 Regional Coordination	The City shall coordinate with and support regional efforts to develop and implement effective waste management strategies.	Ensures coordinated inter-jurisdictional waste management planning.
Policy PFS-7.20 Food Scraps Collection	The City shall promote and expand the food scraps collection program for single-family homes to minimize organic waste in landfills.	Reduces the amount of organic waste that enters landfills, which helps ensure sufficient landfill capacity.
Policy PFS-7.21 Mandatory Recycling	The City shall implement mandatory recycling for commercial and multifamily uses and work with StopWaste.org to increase participation in this program.	Requires recycling, which helps ensure sufficient landfill capacity.
Policy PFS-7.22 Maximize Solid Waste Value	The City shall advocate for waste management strategies that maximize the useful value of solid waste, such as using landfill gas to generate electricity.	Advocates strategies to re-use solid waste, which reduces the amount of waste that enters landfills.

Table 19.6 Proposed Hayward General Plan Policies to Comply With Solid Waste Regulations		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Land Use and Community Character Element		
Policy LU-1.11 Annexations	The City shall consider the annexation of adjoining unincorporated properties if the annexation would improve the fiscal health of the City, provide a more efficient delivery of City services to the area, and/or create a more logical City boundary.	Ensures that annexations will be considered only if solid waste regulations can be efficiently met. Avoids inefficient and fiscally unsound expansion of solid waste disposal service.

Table 19.6 Proposed Hayward General Plan Policies to Comply With Solid Waste Regulations		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Natural Resources Element		
Policy NR-4.2 Energy Efficiency Collaboration	The City shall collaborate with partner agencies, utility providers, and the business community to support a range of energy efficiency, conservation, and waste reduction measures, including the development of green buildings and infrastructure, weatherization programs, installation of energy-efficient appliances and equipment in homes and offices, promotion of energy efficiency retrofit programs, use of green power options, and heightened awareness of the benefits of energy efficiency and conservation issues.	Supports solid waste reduction through effective and efficient sustainability programs and measures.
Public Services and Facilities Element		
Policy PFS-2.3 Sustainable Practices	The City shall serve as a role model to businesses and institutions regarding purchasing decisions that minimize the generation of waste, recycling programs that reduce waste, energy efficiency and conservation practices that reduce water, electricity and natural gas use, and fleet operations that reduce gasoline consumption.	Reduces solid waste through integrated sustainable practices.
Goal PFS-7	Minimize the generation of solid waste, increase recycling, and provide for the collection and disposal of solid waste.	Minimizes solid waste and increases recycling in compliance with the Regulatory Setting detailed in subsection 9.1.2.d (Solid Waste Disposal, Recycling, and Composting) of this EIR section.
Policy PFS-7.1 Mandatory Collection	The City shall continue to require weekly solid waste collection throughout the City.	Ensures adequate solid waste and recycling services in compliance with the City's Franchise Agreement.
Policy PFS-7.2 Adequate Service	The City shall monitor its solid waste and recycling services franchisee to ensure that services provided are adequate to meet the needs of the community and to meet the provisions of the City's Franchise Agreement.	Ensures adequate solid waste and recycling services in compliance with the City's Franchise Agreement.
Policy PFS-7.3 Landfill Capacity	The City shall continue to coordinate with the Alameda County Waste Management Authority to ensure adequate landfill capacity in the region for the duration of the contract with its landfill franchisee.	Helps ensure adequate landfill capacity through coordinated planning with the Alameda County Waste Management Authority.

Table 19.6 Proposed Hayward General Plan Policies to Comply With Solid Waste Regulations		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy PFS-7.4 Solid Waste Diversion	The City shall comply with State goals regarding diversion from landfill, and strive to comply with the provisions approved by the Alameda County Waste Management Authority.	Helps ensure compliance with State and County waste diversion goals (see subsection 9.1.2.d of this EIR section).
Implementation Program PFS 5 Construction and Demolition Debris Recycling Ordinance	The City shall revise the Construction and Demolition Debris Recycling Ordinance to be consistent with the processing capabilities Alameda County transfer stations and waste facilities. The ordinance revision shall also consider additional requirements and provisions included in other local recycling ordinances.	Implements Policy PFS-7.4.
Policy PFS-7.7 Municipal Collection of Recyclables and Organics	The City shall continue to require its franchisee to arrange for regular collection of recyclables and organics from all municipal facilities.	Requires recycling in compliance with existing City regulations.
Policy PFS-7.8 Recycling Collection at City Facilities and Parks	The City shall continue to require its franchisee to provide outdoor recycling collection containers at, and services to, all City parks and related facilities.	Requires recycling in compliance with existing City regulations.
Policy PFS-7.9 City Contracts	The City shall continue to implement the Environmentally Friendly Preferred Purchasing Program by requiring City contractors to use best management practices (e.g., waste prevention, salvage and reuse, recycling and reusing) to maximize diversion of waste from landfills.	Ensures compliance with the City's existing program.
Policy PFS-7.12 Construction and Demolition Waste Recycling	The City shall require demolition, remodeling, and major new development projects to salvage or recycle asphalt and concrete and all other non-hazardous construction and demolition materials to the maximum extent practicable.	Requires salvaging and recycling in compliance with City of Hayward Municipal Code Chapter 5, Article 10.
Policy PFS-7.13 Residential Recycling	The City shall encourage increased participation in residential recycling programs, and strive to comply with the recycling provisions approved by the Alameda County Waste Management Authority Board. The City shall work with StopWaste.org to monitor participation in residential recycling programs and educate the community regarding actual composition of waste sent to landfills.	Helps ensure compliance with County recycling provisions (see subsection 9.1.2.d of this EIR section).

Table 19.6 Proposed Hayward General Plan Policies to Comply With Solid Waste Regulations		
Objective	Goal/Policy/Implementation Program	How Does It Avoid or Reduce Impact?
Policy PFS-7.14 Commercial Recycling	The City shall encourage increased participation in commercial and industrial recycling programs, and strive to comply with the recycling provisions approved by the Alameda County Waste Management Authority Board. The City shall work with StopWaste.org to provide technical assistance to businesses to implement mandatory recycling.	Helps ensure compliance with County recycling provisions (see subsection 9.1.2.d of this EIR section).
Policy PFS-7.16 Organics Collection	The City shall encourage residents and businesses to separate for collection food and food-soiled paper using organics collection services provided by the City's franchisee.	Maintains organics collection service in compliance with the City's Franchise Agreement.
Policy PFS-7.19 Regional Coordination	The City shall coordinate with and support regional efforts to develop and implement effective waste management strategies.	Ensures coordinated inter-jurisdictional waste management planning.
Policy PFS-7.20 Food Scraps Collection	The City shall promote and expand the food scraps collection program for single-family homes to minimize organic waste in landfills.	Expands the City's food scraps collection program.
Policy PFS-7.21 Mandatory Recycling	The City shall implement mandatory recycling for commercial and multifamily uses and work with StopWaste.org to increase participation in this program.	Requires recycling in compliance with the Alameda County Mandatory Recycling Ordinance (see subsection 9.1.2.d of this EIR subsection).

20. ALTERNATIVES TO THE PROPOSED GENERAL PLAN

Section 15126.6 of the CEQA Guidelines requires an EIR to "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." The section also states that the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if those alternatives would impede to some degree the attainment of the basic project objectives, or would be more costly.

Pursuant to Section 15126.6, this chapter describes four alternatives to the Hayward 2040 General Plan and compares their impacts to those of the proposed General Plan. Pursuant to the CEQA Guidelines, the ability of the alternatives to meet the basic project objectives is also described, and the "environmentally superior" alternative among the four is identified.

Several significant unavoidable impacts of the 2040 General Plan are identified in chapters 7 (Air Quality), 15 (Noise), and 18 (Transportation and Circulation). Pursuant to the CEQA Guidelines, the alternatives in this chapter focus on avoiding or substantially reducing these unavoidable significant impacts.

In accordance with CEQA Guidelines section 15126.6(a), this EIR does not evaluate every conceivable alternative. A feasible range of alternatives that will allow decision-makers to make a reasoned choice and that meet most of the project objectives has been evaluated. The project objectives (also in section 3.4 of this EIR) are:

#1: Hayward should value, challenge, and support youth by providing excellent public schools and youth enrichment activities and programs.

#2: Hayward should have safe and clean neighborhoods with an expanded network of parks and thriving commercial centers that incorporate attractive design, provide easy access to jobs, support a diverse population, encourage long-term residency, and inspire all residents to live active, healthy, and green lifestyles.

#3: Hayward should develop and enhance its utility, communications, and technology infrastructure; and provide exceptional police, fire, and emergency services.

#4: Hayward should be a business-friendly community that has a robust and diversified economy based in innovation, creativity, and local entrepreneurship.

#5: Hayward should have a safe, walkable, vibrant, and prosperous Downtown that serves as an attractive area for businesses and a destination for shopping and dining, arts and entertainment, and college-town culture.

#6: Hayward should have a reputation as a great college town and a community that offers a range of opportunities for life-long learning.

#7: Hayward residents, workers, and students should have access to an interconnected network of safe, affordable, dependable, and convenient transportation options.

#8: Hayward should preserve, enhance, increase, and connect its baylands, hillsides, greenway trails, and regional parks to protect environmental resources, mitigate the impacts of rising sea levels, and provide opportunities to live an active outdoor lifestyle.

The following alternatives have been evaluated in comparison to the proposed 2040 General Plan:

- Alternative 1: No Project--Existing 2002 General Plan,
- Alternative 2: Overall Lower Development Density and Intensity,
- Alternative 3: Less Employment in the Industrial Technology and Innovation Corridor, and
- Alternative 4: Alternative Project Location.

In accordance with CEQA Guidelines section 15126.6(d), the discussion in this chapter of the impacts of the alternatives is less detailed than the discussions in chapters 5 through 19 of the impacts of the 2040 General Plan. Table 20.1 summarizes impacts of the alternatives compared to impacts of the proposed General Plan.

Table 20.1
ALTERNATIVES COMPARISON TO THE PROJECT

	Alternatives[1]		
Impact Area	Alternative 1: No Project--Existing General Plan	Alternative 2: Lower Development Density and Intensity	Alternative 3: Less Employment in the Industrial Corridor
(a) Aesthetics and Visual Resources	Reduced less than significant impacts.	Reduced less than significant impacts.	Reduced less than significant impacts.
(b) Agricultural Resources	Reduced less than significant impacts.	Reduced less than significant impacts.	Reduced less than significant impacts.
(c) Air Quality	Reduced significant unavoidable impacts. Reduced less than significant impacts.	Reduced significant unavoidable impacts. Reduced less than significant impacts.	Reduced significant unavoidable impacts. Reduced less than significant impacts.
(d) Biological Resources	Reduced less than significant impacts.	Reduced less than significant impacts.	Reduced less than significant impacts.
(e) Geology, Soils, and Minerals	Reduced less than significant impacts.	Reduced less than significant impacts.	Reduced less than significant impacts.
(f) Global Climate Change and Greenhouse Gas Emissions	Increased less than significant impacts.	Reduced less than significant impacts.	Reduced less than significant impacts.
(g) Hazards and Hazardous Materials	Reduced less than significant impacts.	Reduced less than significant impacts.	Reduced less than significant impacts.
(h) Historic and Cultural Resources	Increased less than significant impacts.	Reduced less than significant impacts.	Reduced less than significant impacts.
(i) Hydrology and Water Quality	Increased less than significant impacts.	Reduced less than significant impacts.	Reduced less than significant impacts.
(j) Land Use and Planning	Similar less than significant impacts. No additional land use benefits.	Similar less than significant impacts.	Similar less than significant impacts.
(k) Noise	Reduced significant unavoidable impacts. Reduced less than significant impacts.	Reduced significant unavoidable impacts. Reduced less than significant impacts.	Reduced significant unavoidable impacts. Reduced less than significant impacts.
(l) Population and Housing	Reduced less than significant impacts. Less revenue. Less affordable housing.	Reduced less than significant impacts. Less revenue. Less affordable housing.	Reduced less than significant impacts. Less revenue.
(m) Public Services	Reduced less than significant impacts.	Reduced less than significant impacts.	Reduced less than significant impacts.
(n) Transportation	No additional project impacts at 9 intersections. Reduced less than significant impacts. Reduced beneficial effect on transit ridership.	No additional project impacts at 9 intersections. Reduced less than significant impacts. Reduced beneficial effect on transit ridership.	Reduced project impacts at 9 intersections. Reduced less than significant impacts. Reduced beneficial effect on transit ridership.

	Alternatives[1]		
Impact Area	Alternative 1: No Project--Existing General Plan	Alternative 2: Lower Development Density and Intensity	Alternative 3: Less Employment in the Industrial Corridor
(o) Utilities and Service Systems	Reduced less than significant impacts.	Reduced less than significant impacts.	Reduced less than significant impacts.
Attainment of Project Objectives	Less attainment.	Less attainment.	Less attainment.

SOURCE: MIG, 2013.

[1]Alternative 4: Alternative Project Location would not achieve the project objectives, would not necessarily avoid or lessen the significant impacts of the project, may result in new significant impacts, and would be infeasible, and thus was eliminated from further consideration. See section 20.4.

20.1 ALTERNATIVE 1: NO PROJECT--EXISTING 2002 GENERAL PLAN

20.1.1 Principal Characteristics

Alternative 1: No Project--Existing 2002 General Plan consists of buildout of the Planning Area in accordance with the existing Hayward 2002 General Plan. Alternative 1 would result in the same number of single family residences, approximately 659 fewer multi-family dwelling units, a reduction in employment potential of 1,734 jobs, and a more auto-oriented development character in the Planning Area. The Planning Area population would be approximately 204,600 under the existing General Plan and 206,580 under the 2040 General Plan, a difference of less than 2,000. Considering the size of the Planning Area (72 square miles), these differences may appear relatively minor. This is because the proposed 2040 General Plan does not significantly alter existing or create new land use designations, or result in significant redesignation of land, in the Planning Area. Rather, the 2040 General Plan focuses on new and revised policies and implementation programs, consistent with regional forecasts and recently adopted City plans and initiatives, as described in chapter 3 (Project Description) of this EIR.

20.1.2 Comparative Impacts and Mitigating Effects

(a) Aesthetics and Visual Resources. With less overall development, Alternative 1 would have reduced impacts compared to the 2040 General Plan with respect to aesthetics and visual resources. However, there would be less enhanced visual character, identity, and cohesion, and less emphasis on a pedestrian-, bicycle-, and transit-friendly community.

(b) Agricultural Resources. With both the existing and 2040 General Plans subject to development within the established Urban Limit Line, this alternative would result in similar potential impacts on agricultural resources.

(c) Air Quality. Alternative 1 would result in lower air pollutant emissions, and fewer sensitive receptors exposed to toxic air contaminants (TACs), $PM_{2.5,}$ and odors.

(d) Biological Resources. With less overall development under Alternative 1, there might be less disturbance of existing urban landscape habitat, less potential disturbance of nesting birds during construction, and fewer existing trees removed within the Planning Area.

(e) Geology, Soils, and Minerals. With Alternative 1, there would be less development and fewer people exposed to potential fault rupture, ground shaking, liquefaction, landslides, lateral spreading, expansive soils, subsidence, and differential settlement hazards associated with geologic and soils conditions within the Planning Area. With no minerals currently being mined, potential impacts on mineral resources would be similar.

(f) Global Climate Change and Greenhouse Gas (GHG) Emissions. Although this alternative would result in fewer housing units and less employment, buildout of the Planning Area under the existing General Plan would result in an ***increase*** in GHG emissions compared to the 2040 General Plan. This is because the existing General Plan does not include the GHG emission reduction strategy that is incorporated into the 2040 General Plan (see EIR chapter 10).

(g) Hazards and Hazardous Materials. With fewer housing units and less employment, buildout under the existing General Plan would result in less potential exposure of people and property to hazards and hazardous materials compared to the 2040 General Plan.

(h) Historic and Cultural Resources. Buildout under the existing General Plan could have greater physical impacts on historic and cultural resources compared to the 2040 General Plan because the proposed General Plan contains policies and implementation programs that strengthen the City's commitment to proactive historic preservation (see chapter 12 tables).

(i) Hydrology and Water Quality. Alternative 1 could have greater impacts on drainage and water quality compared to the 2040 General Plan. From an engineering standpoint, surface runoff is determined by a parcel's impervious surface area and not by land use or density. Even with less development within the Urban Limit Line, there would be limited change over existing conditions, and limited change compared to development capacity under the 2040 General Plan, in terms of impervious surface area, stormwater runoff generation, and pollutant loading.

However, (1) there also would be fewer infrastructure improvements, and more of the existing drainage system deficiencies would remain; and (2) proactive sustainability policies in the 2040 General Plan (e.g., for on-site stormwater retention and natural filtering) would not be implemented as extensively (see chapter 13 tables). With fewer infrastructure improvements and fewer sustainability practices, occupants and buildings within the Planning Area could be exposed to greater flooding and sea level rise risks.

(j) Land Use and Planning. This alternative would have similar impacts with respect to community cohesion and consistency with adopted plans. However, the proposed 2040 General Plan includes numerous policies to ensure that new development would be compatible and integrated with the established land use pattern, and their implementation would be an additional benefit to land use and planning compared to the existing General Plan (see chapter 14 tables).

(k) Noise. Buildout under the existing General Plan would result in less noise than under the 2040 General Plan due primarily to a reduction in the number of new vehicle trips added to local roadways, as well as a reduction in the number of sensitive receptors exposed to traffic, BART, train, and construction noise.

(l) Population and Housing. Alternative 1 would result in smaller increases in population, housing, employment, and revenue accruing to the City. There would also be less new housing to meet the community and regional need for market-rate housing and affordable housing.

(m) Public Services. This alternative would result in a corresponding reduction in impacts on fire protection/emergency medical service (EMS), police protection, public schools, libraries, and parks and recreation compared to the 2040 General Plan. However, with less development, fewer development fees to maintain and enhance these public services would be collected.

(n) Transportation and Circulation. For this alternative, trip generation and traffic impacts from new development within the Planning Area would be reduced compared to the 2040 General Plan. The transportation and circulation impacts of this alternative compared to the 2040 General Plan are evaluated in chapter 18 (Transportation and Circulation). Buildout under the existing General Plan would avoid the significant impacts of the 2040 General Plan on nine study intersections (see Table 18.3 in chapter 18). However, the existing General Plan would

not implement the substantial improvements proposed by the 2040 General Plan to bicycle, pedestrian, and transit circulation and connectivity (see chapter 18 tables).

Under this alternative, projected systemwide ridership on AC Transit, BART, and Amtrak Capital Corridor would be less compared to the 2040 General Plan (see Table 18.11 in chapter 18). Because these transit providers have existing capacity to accommodate the projected increased ridership under the 2040 General Plan, the more efficient use of the transit system under the 2040 General Plan is considered a beneficial effect. This beneficial effect would be reduced under the No Project alternative.

(o) Utilities and Service Systems. This alternative would result in reduced water demand, wastewater generation, and solid waste compared to the 2040 General Plan.

20.1.3 Attainment of Project Objectives

With fewer housing units, less employment, and more auto-oriented development, Alternative 1: No Project--Existing 2002 General Plan would be less effective in achieving the project objectives (listed at the beginning of this chapter), especially objectives #5 and #7.

20.2 ALTERNATIVE 2: OVERALL LOWER DEVELOPMENT DENSITY AND INTENSITY

20.2.1 Principal Characteristics

Alternative 2 assumes adoption of a similar 2040 General Plan, but with an overall lower density and intensity of development in the Planning Area--for example, less new (net) residential development in the Priority Development Areas (PDAs) and less new (net) potential employment in the Planning Area. For the sake of comparison, new potential multi-family residential units and new potential employment would each by reduced by 20 percent compared to the proposed General Plan. Therefore, this alternative would result in 5,920 new multi-family units and 20,620 new jobs, compared to 7,399 new dwelling units and 25,787 new jobs under the 2040 General Plan, a reduction of 1,479 dwelling units and 5,167 jobs.

ABAG projects that Hayward will grow to a total of 60,584 dwelling units by 2040; this alternative would result in about 57,308 units. The Planning Area household population would be approximately 202,000 under the alternative and 206,580 under the 2040 General Plan, a difference of 4,580.

20.2.2 Comparative Impacts and Mitigating Effects

(a) Aesthetics and Visual Resources. With less overall development, Alternative 2 would have reduced impacts compared to the 2040 General Plan with respect to aesthetics and visual resources.

(b) Agricultural Resources. With both the existing and 2040 General Plans subject to development within the established Urban Limit Line, this alternative would result in similar potential impacts on agricultural resources.

(c) Air Quality. Alternative 2 would result in lower air pollutant emissions, and fewer sensitive receptors exposed to toxic air contaminants (TACs), $PM_{2.5,}$ and odors.

(d) Biological Resources. With less overall development under Alternative 2, there might be less disturbance of existing urban landscape habitat, less potential disturbance of nesting birds during construction, and fewer existing trees removed within the Planning Area.

(e) Geology, Soils, and Minerals. With Alternative 2, there would be less development and fewer people exposed to potential fault rupture, ground shaking, liquefaction, landslides, lateral spreading, expansive soils, subsidence, and differential settlement hazards associated with geologic and soils conditions within the Planning Area. Potential impacts on mineral resources would be similar.

(f) Global Climate Change and Greenhouse Gas (GHG) Emissions. Because this alternative would result in fewer housing units and less employment, buildout of the Planning Area under the alternative would result in a decrease in GHG emissions compared to the 2040 General Plan. The alternative would continue to include the GHG emission reduction strategy that is incorporated into the 2040 General Plan (see EIR chapter 10).

(g) Hazards and Hazardous Materials. With fewer housing units and less employment, buildout under this alternative would result in less potential exposure of people and property to hazards and hazardous materials compared to the 2040 General Plan.

(h) Historic and Cultural Resources. With less development, buildout under this alternative could have fewer physical impacts on historic and cultural resources compared to the 2040 General Plan. The proposed General Plan policies and implementation programs that strengthen the City's commitment to proactive historic preservation would be included in the alternative (see chapter 12 tables).

(i) Hydrology and Water Quality. Alternative 2 would have similar impacts on drainage and water quality compared to the 2040 General Plan. From an engineering standpoint, surface runoff is determined by a parcel's impervious surface area and not by land use or density. Even with less development within the Urban Limit Line, there would be limited change over existing conditions, and limited change compared to development capacity under the 2040 General Plan, in terms of impervious surface area, stormwater runoff generation, and pollutant loading.

The proactive sustainability policies in the 2040 General Plan (e.g., for on-site stormwater retention and natural filtering) would continue to be implemented (see chapter 13 tables). With less overall development under this alternative, fewer occupants and buildings within the Planning Area would be exposed to flooding and sea level rise risks.

(j) Land Use and Planning. This alternative would have similar impacts with respect to community cohesion and consistency with adopted plans. Both the alternative and the proposed 2040 General Plan include numerous policies to ensure that new development would be compatible and integrated with the established land use pattern, and their implementation would be an additional benefit to land use and planning over existing conditions (see chapter 14 tables).

(k) Noise. Buildout under this alternative would result in less noise than under the 2040 General Plan due primarily to a reduction in the number of new vehicle trips added to local roadways, as well as a reduction in the number of sensitive receptors exposed to traffic, BART, train, and construction noise.

(l) Population and Housing. Alternative 2 would result in smaller increases in population, housing, employment, and revenue accruing to the City. There would also be less new housing to meet the community and regional need for market-rate housing and affordable housing.

(m) Public Services. This alternative would result in a corresponding reduction in impacts on fire protection/emergency medical service (EMS), police protection, public schools, libraries, and parks and recreation compared to the 2040 General Plan. However, with less development, fewer development fees to maintain and enhance these public services would be collected.

(n) Transportation and Circulation. For this alternative, trip generation and traffic impacts from new development within the Planning Area would be reduced compared to the 2040 General Plan. The transportation and circulation impacts of the 2040 General Plan are evaluated in chapter 18 (Transportation and Circulation). Buildout under this alternative would avoid the significant impacts of the 2040 General Plan on nine study intersections (see Table 18.3 in chapter 18). In addition, the alternative would implement the substantial improvements proposed by the 2040 General Plan to bicycle, pedestrian, and transit circulation and connectivity (see chapter 18 tables).

Under this alternative, projected systemwide ridership on AC Transit, BART, and Amtrak Capital Corridor would be less compared to the 2040 General Plan. Because these transit providers have existing capacity to accommodate the projected increased ridership under the 2040 General Plan, the more efficient use of the transit system under the 2040 General Plan is considered a beneficial effect. This beneficial effect would be reduced under Alternative 2.

(o) Utilities and Service Systems. This alternative would result in reduced water demand, wastewater generation, and solid waste compared to the 2040 General Plan.

20.2.3 Attainment of Project Objectives

With fewer housing units and less employment, Alternative 2: Overall Lower Development Density and Intensity would be less effective in achieving the project objectives (listed at the beginning of this chapter), but the alternative still would include the goals, plans, and implementation programs of the 2040 General Plan.

20.3 ALTERNATIVE 3: LESS EMPLOYMENT IN THE INDUSTRIAL TECHNOLOGY AND INNOVATION CORRIDOR

20.3.1 Principal Characteristics

Alternative 3 assumes adoption of a similar 2040 General Plan, but with less employment in the Industrial Technology and Innovation Corridor--for example, a combination of less new (net) development and less employee-intensive uses (e.g., manufacturing and warehousing at 1 employee per 750 square feet vs. research & development at 1 employee per 450 square feet). For the sake of comparison, this alternative assumes that the net change in employment across the Planning Area (including secondary employment not in the Industrial Corridor) would be reduced by 15 percent compared to the proposed General Plan. Therefore, this alternative would result in approximately 21,920 new jobs, compared to 25,787 new jobs under the 2040

General Plan, a reduction of 3,867 jobs. Further details of this alternative would be based on the fiscal analysis prepared for the 2040 General Plan.

20.3.2 Comparative Impacts and Mitigating Effects

(a) Aesthetics and Visual Resources. With less overall development, Alternative 3 would have reduced impacts compared to the 2040 General Plan with respect to aesthetics and visual resources.

(b) Agricultural Resources. With both the existing and 2040 General Plans subject to development within the established Urban Limit Line, this alternative would result in similar potential impacts on agricultural resources.

(c) Air Quality. Alternative 3 would result in lower air pollutant emissions, and fewer employees exposed to toxic air contaminants (TACs), $PM_{2.5,}$ and odors.

(d) Biological Resources. With less overall development as an option under Alternative 3, there might be less disturbance of existing urban landscape habitat, less potential disturbance of nesting birds during construction, and fewer existing trees removed within the Planning Area.

(e) Geology, Soils, and Minerals. With Alternative 3, there would be less development and fewer people exposed to potential fault rupture, ground shaking, liquefaction, landslides, lateral spreading, expansive soils, subsidence, and differential settlement hazards associated with geologic and soils conditions within the Planning Area. Potential impacts on mineral resources would be similar.

(f) Global Climate Change and Greenhouse Gas (GHG) Emissions. Because this alternative would result in less employment, buildout of the Planning Area under the alternative would result in a decrease in GHG emissions compared to the 2040 General Plan. The alternative would continue to include the GHG emission reduction strategy that is incorporated into the 2040 General Plan (see EIR chapter 10).

(g) Hazards and Hazardous Materials. With less employment, buildout under this alternative would result in less potential exposure of people and property to hazards and hazardous materials compared to the 2040 General Plan.

(h) Historic and Cultural Resources. With less development, buildout under this alternative could have fewer physical impacts on historic and cultural resources compared to the 2040 General Plan. The proposed General Plan policies and implementation programs that strengthen the City's commitment to proactive historic preservation would be included in the alternative (see chapter 12 tables).

(i) Hydrology and Water Quality. Alternative 3 would have similar impacts on drainage and water quality compared to the 2040 General Plan. From an engineering standpoint, surface runoff is determined by a parcel's impervious surface area and not by land use or density. Even with less development within the Urban Limit Line, there would be limited change over existing conditions, and limited change compared to development capacity under the 2040 General Plan, in terms of impervious surface area, stormwater runoff generation, and pollutant loading.

The proactive sustainability policies in the 2040 General Plan (e.g., for on-site stormwater retention and natural filtering) would continue to be implemented (see chapter 13 tables). With less overall development under this alternative, fewer occupants and buildings within the Planning Area would be exposed to flooding and sea level rise risks.

(j) Land Use and Planning. This alternative would have similar impacts with respect to community cohesion and consistency with adopted plans. Both the alternative and the proposed 2040 General Plan include numerous policies to ensure that new development would be compatible and integrated with the established land use pattern, and their implementation would be an additional benefit to land use and planning over existing conditions (see chapter 14 tables).

(k) Noise. Buildout under this alternative would result in less noise than under the 2040 General Plan due primarily to a reduction in the number of new vehicle trips added to local roadways.

(l) Population and Housing. Alternative 3 would result in smaller increases in employment and revenue accruing to the City.

(m) Public Services. This alternative would result in a corresponding reduction in impacts on fire protection/emergency medical service (EMS), police protection, libraries, and parks and recreation compared to the 2040 General Plan. However, with less development, fewer development fees to maintain and enhance these public services would be collected.

(n) Transportation and Circulation. For this alternative, trip generation and traffic impacts from new development within the Planning Area would be reduced compared to the 2040 General Plan. The transportation and circulation impacts of the 2040 General Plan are evaluated in chapter 18 (Transportation and Circulation). Buildout under this alternative would reduce the significant impacts of the 2040 General Plan on nine study intersections (see Table 18.3 in chapter 18). In addition, the alternative would implement the substantial improvements proposed by the 2040 General Plan to bicycle, pedestrian, and transit circulation and connectivity (see chapter 18 tables).

Under this alternative, projected systemwide ridership on AC Transit, BART, and Amtrak Capital Corridor would be less compared to the 2040 General Plan. Because these transit providers have existing capacity to accommodate the projected increased ridership under the 2040 General Plan, the more efficient use of the transit system under the 2040 General Plan is considered a beneficial effect. This beneficial effect would be reduced under Alternative 3.

(o) Utilities and Service Systems. This alternative would result in reduced water demand, wastewater generation, and solid waste compared to the 2040 General Plan.

20.2.3 Attainment of Project Objectives

With less employment, Alternative 3: Less Employment in the Industrial Technology and Innovation Corridor would be less effective in achieving the project objectives (listed at the beginning of this chapter), especially objective #4. The alternative still would include the goals, plans, and implementation programs of the 2040 General Plan.

20.4 ALTERNATIVE 4: ALTERNATIVE PROJECT LOCATION

Section 15126.6(a) of the CEQA Guidelines states, "An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic project objectives but would avoid or substantially lessen any of the significant effects of the project[.]" Further, section 15126.6(c) explains, "Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental effects." To help clarify the meaning of "feasibility," CEQA Guidelines section 15126.6(f)(1) (Rule of Reason/Feasibility) states, "Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries...and whether the proponent can reasonably acquire, control, or otherwise have access to the alternative site….No one of these factors establishes a fixed limit on the scope of reasonable alternatives."

Hayward is an incorporated city surrounded by other East Bay communities. The 72-square-mile Planning Area is surrounded by incorporated and unincorporated communities that are already subject to their own general plans. An alternative location for the Hayward 2040 General Plan would not be feasible. In essence, implementation of the 2040 General Plan in an alternative location would result in a new town in another place. None of the proposed General Plan goals, policies, and implementation programs related to the existing Planning Area environment--especially those pertaining to Hayward's location in, and contribution to, a regional network of communities--would be attained.

In addition, the CEQA Guidelines provide that the alternatives evaluated in an EIR should be selected based on their ability to avoid or substantially lessen the significant Impacts of the proposed project. Even if an alternative location for the project could implement the City's objectives for the project, only those locations that would avoid or substantially lessen any of the significant impacts of the project need to be considered in the EIR. This EIR identifies significant unavoidable impacts related to air quality (chapter 7), noise (chapter 15), and transportation/circulation (chapter 19). Based on the EIR analyses, these impacts cannot be avoided or substantially reduced by additional, feasible mitigation measures. Transferring these impacts to an alternative location would still substantially effect the environment, possibly worse than in Hayward where coordinated services, infrastructure, plans, and regulations are already in place to help mitigate potential environmental impacts.

Because an alternative project location would be infeasible, would not achieve the project objectives, and would not necessarily avoid or lessen the significant impacts of the project and might result in new significant impacts, an alternative that would involve a different project

location was eliminated from further detailed consideration. No further evaluation of alternative project locations is required under CEQA.[1]

20.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The CEQA Guidelines (section 15126[e][2]) stipulate, "If the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." Other than Alternative 1 (No Project—Existing 2002 General Plan), Alternative 2: Overall Lower Development Density and Intensity would result in the least adverse environmental impacts, and would therefore be the "environmentally superior alternative." This conclusion is based on the avoidance of significant unavoidable traffic intersection impacts of the project and the reduction of other significant unavoidable and less-than-significant impacts (see Table 20.1).

[1]CEQA Guidelines section 15126.6(c) explains that alternatives may be eliminated from detailed consideration in the EIR if they fail to meet most of the basic project objectives, are infeasible, or do not avoid any significant environmental effects. CEQA Guidelines section 15126.6(f) indicates that the Lead Agency should consider site suitability, economic viability, availability of infrastructure, general plan consistency, other regulatory limitation, jurisdictional boundaries, and the proponents control over alternative sites in determining the range of alternatives to be evaluated in an EIR. With respect to alternative locations, CEQA Guidelines section 15126.6(f) indicates that alternative locations need not be evaluated in every case. The key question in determining whether to evaluate alterative locations is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any significant effects need be evaluated in the EIR. CEQA Guidelines section 15126(f)(2) indicates that alternatives that are remote or speculative, or the effects of which cannot be reasonably predicted, need not be considered.

21. CEQA-MANDATED SECTIONS

This chapter summarizes the EIR findings in terms of the various assessment categories suggested by the California Environmental Quality Act (CEQA) Guidelines for EIR content. The findings of this EIR are summarized below in terms of project-related potential cumulative impacts, growth-inducing effects, significant unavoidable impacts, irreversible environmental changes, effects not found to be significant, and energy.

21.1 CUMULATIVE IMPACTS

Section 15130(a) of the CEQA Guidelines requires that the EIR "discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable...." The CEQA Guidelines (section 15355) define "cumulative impacts" as "...two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts."

The cumulative growth recognized in this EIR is the ABAG housing, population, and employment projections, as well as regional traffic model forecasts, incorporated into the Alameda County Transportation Commission (CTC) Countywide Model (see EIR chapter 3, Project Description; and chapter 18, Transportation and Circulation). Therefore, analyses of cumulative impacts in this EIR are based on the “summary of projections” method, rather than the “list of projects” method, as authorized by section 15130(b)(1)(B) of the CEQA Guidelines.

The proposed City of Hayward 2040 General Plan is itself a cumulative project because the plan would be implemented across the entire Planning Area incrementally and cumulatively over many years (the horizon year of the General Plan is 2040). This program EIR evaluates the 2040 General Plan as one “project” in accordance with CEQA (see EIR chapter 1, Introduction).

All potentially significant cumulative impacts are addressed in this chapter with the following exceptions. Cumulative transportation impacts are analyzed in chapter 18 (Transportation and Circulation), using projections from the CTC Countywide Model. As the BAAQMD CEQA Guidelines explain, all regional air pollutant emissions impacts and climate change impacts are inherently cumulative impacts. Accordingly, the analyses of these impacts in chapters 7 (Air Quality) and 10 (Global Climate Change and Greenhouse Gas Emissions) are analyses of cumulative impacts. These analyses are based on the traffic model as well as on the projections underlying BAAQMD’s CEQA Guidelines. As explained in EIR chapter 19 (Utilities and Service Systems), water supply sufficiency is evaluated on a cumulative basis consistent with the City’s Urban Water Management Plan.

Additional cumulative effects are discussed below.

21.1.1 Cumulative Aesthetic and Visual Resources Impacts

Impacts on aesthetics are localized impacts, and there are no significant impacts on aesthetics and visual resources identified with 2040 General Plan implementation (see EIR chapter 5--Aesthetics and Visual Resources). Accordingly, the proposed project would not make a cumulatively considerable contribution to any significant cumulative impact with respect to aesthetics.

Mitigation. No cumulatively considerable contribution to a significant cumulative impact has been identified; no mitigation is required.

21.1.2 Cumulative Agricultural Resources Impacts

The 2040 General Plan promotes the retention of existing grazing land in the Planning Area (see EIR chapter 6--Agricultural and Forestry Resources), and the Planning Area's adopted Urban Limit Line serves to protect these lands. No cumulatively considerable contribution to a significant cumulative impact would result.

Mitigation. No cumulatively considerable contribution to a significant cumulative impact has been identified; no mitigation is required.

21.1.3 Cumulative Local Air Quality Impacts

With implementation of General Plan policies, which would apply across the Planning Area, localized air quality impacts resulting from odors would be less than significant (see EIR chapter 7--Air Quality). Accordingly, the proposed project would not make a cumulatively considerable contribution to any significant cumulative impact with respect to odors.

Mitigation. No cumulatively considerable contribution to a significant cumulative impact has been identified; no mitigation is required.

21.1.4 Cumulative Biological Resources Impacts

The 2040 General Plan includes an extensive array of coordinated policies and implementation programs to protect biological resources (see EIR chapter 8--Biological Resources). These policies support and expand protections beyond those that are already in place, including Federal, State, and regional plans and regulations. Also, the Planning Area's adopted Urban Limit Line serves to protect biological resources. No cumulatively considerable contribution to a significant cumulative impact would result.

Mitigation. No cumulatively considerable contribution to a significant cumulative impact has been identified; no mitigation is required.

21.1.5 Cumulative Geology, Soils, and Minerals Impacts

The proposed General Plan's impacts with respect to geology, soils, and minerals would be site-specific and would not combine with the equally site-specific impacts of other projects outside the Planning Area. Although it might be possible for two adjacent improperly constructed projects to cumulatively affect a third facility (e.g., an underground utility line), the implementation of adopted City regulations would not permit such improper construction.

Mitigation. No cumulatively considerable contribution to a significant cumulative impact has been identified; no mitigation is required.

21.1.6 Cumulative Hazards and Hazardous Materials Impacts

Because of the applicable laws, standard policies, and General Plan policies and implementation programs described in EIR chapter 11 (Hazards and Hazardous Materials), the proposed General Plan would create very little risk from hazards and hazardous materials. For all potential exposure pathways other than transport of hazardous waste, the area of potential impact would be limited to a particular development site and its immediate vicinity. No significant cumulative impact is anticipated. With respect to hazardous waste facilities outside Hayward that would accept waste from the Planning Area, those facilities are subject to their own safety and environmental regulations, and the amounts of waste that those facilities would receive from the Planning Area would be too limited and too intermittent to represent a cumulatively considerable contribution to any cumulative impact.

Mitigation. No cumulatively considerable contribution to a significant cumulative impact has been identified; no mitigation is required.

21.1.7 Cumulative Historic and Cultural Resources Impacts

If the City determines that one or more historic or cultural resources exist on any particular, future development site, impacts on those resources would be avoided or reduced by implementing the policies and implementation programs of the proposed General Plan (see EIR chapter 12--Historic and Cultural Resources). In addition, the General Plan includes policies to proactively promote historic preservation. No cumulatively considerable contribution to a significant cumulative impact would result.

Mitigation. No cumulatively considerable contribution to a significant cumulative impact has been identified; no mitigation is required.

21.1.8 Cumulative Hydrology and Water Quality Impacts

The proposed General Plan includes numerous policies and implementation programs to improve hydrology and water quality (see EIR chapter 13--Hydrology and Water Quality). Therefore, the proposed project would not contribute to any significant cumulative flooding impact. Individual development projects could potentially cause soil erosion, contaminant spills, and long-term water quality effects, but would be subject to universally applied regulatory requirements. Compliance with these requirements would ensure that any cumulative impacts would be less than significant.

Mitigation. No cumulatively considerable contribution to a significant cumulative impact has been identified; no mitigation is required.

21.1.9 Cumulative Land Use and Planning Impacts

The proposed project would not make a cumulative considerable contribution to any significant cumulative land use impact, for the following reasons. First, with respect to physically dividing an established community, the proposed project's effect would be positive rather than negative

because the project would create greater public connectivity than currently exists in the Planning Area, especially in downtown Hayward. Second, with respect to consistency with adopted land use plans and policies, the proposed project is based upon, and consistent with, regional and local plans as discussed in chapter 14 (Land Use and Planning) of this EIR. Because the City could not approve individual projects that were inconsistent with adopted City plans and policies, no significant cumulative impact would occur. Accordingly, the proposed project would not make a cumulatively considerable contribution to any significant cumulative land use or planning impact.

Mitigation. No cumulatively considerable contribution to a significant cumulative impact has been identified; no mitigation is required.

21.1.10 Cumulative Construction Noise and Traffic Noise Impacts

Implementation of the General Plan would result in construction noise and vibration as individual development projects are constructed over time. Each development would be constructed within a short-term time frame, with construction period noise and vibration mitigation applied to reduce potential impacts. Because these impacts would be short-term and location-specific, construction noise and vibration would not make a cumulatively considerable contribution to a significant cumulative impact.

Regarding cumulative, long-term traffic noise and vibration levels, the cumulative growth recognized for the Hayward Planning Area is derived from, and is consistent with, ABAG projections and regional traffic model forecasts (see the introduction to this section). Implementation of the 2040 General Plan would not contribute traffic noise and vibration beyond that already anticipated under these regional forecasts. The General Plan policies and implementation programs identified in EIR chapter 15 (Noise, Table 15.5) would reduce the General Plan's contribution to this cumulative impact to the greatest extent feasible.

Mitigation. No cumulatively considerable contribution to a significant cumulative impact has been identified; no mitigation is required.

21.1.11 Cumulative Population and Housing Impacts

The proposed 2040 General Plan is based upon ABAG population, housing, and employment projections. This EIR concludes that, with the policies and programs included in the 2040 General Plan, the impacts of this growth would be less than significant (see EIR chapter 16--Population and Housing). Because the proposed project would not displace residents or housing, the proposed project would not contribute to a displacement impact. The proposed project would not make a cumulatively considerable contribution to a significant cumulative population, housing, or employment impact.

Mitigation. No cumulatively considerable contribution to a significant cumulative impact has been identified; no mitigation is required.

21.1.12 Cumulative Fire Protection/Emergency Medical Service (EMS) Impacts

Implementation of the proposed General Plan would increase the demand for fire protection/EMS, including additional firefighters and requisite training, support staff, equipment, or other resources over time. The General Plan includes numerous policies and implementation

programs to improve fire protection/EMS (see EIR chapter 17--Public Services). Therefore, cumulative development would have a ***less-than-significant impact*** on these services.

Mitigation. No cumulatively considerable contribution to a significant cumulative impact has been identified; no mitigation is required.

21.1.13 Cumulative Police Protection Impacts

Implementation of the 2040 General Plan would cumulatively increase the demand for police protection services, including additional sworn police officers and requisite training, support staff, and equipment over time. The General Plan includes numerous policies and implementation programs to improve police protection services (see EIR chapter 17--Public Services). Therefore, cumulative development would have a ***less-than-significant impact*** on police protection services.

Mitigation. No cumulatively considerable contribution to a significant cumulative impact has been identified; no mitigation is required.

21.1.14 Cumulative Parks and Recreation Impacts

Implementation of the 2040 General Plan would cumulatively increase the demand for parks and recreational facilities. Because the proposed General Plan includes policies and implementation programs to ensure adequate parks and recreational facilities as development occurs over time, the proposed General Plan would not make a cumulatively considerable contribution to cumulative demands for parks and recreational facilities.

Mitigation. No cumulatively considerable contribution to a significant cumulative impact has been identified; no mitigation is required.

21.1.15 Cumulative Public School and Library Impacts

The 2040 General Plan includes policies and implementation programs to improve public schools and libraries (see EIR chapter 17--Public Services) beyond mitigating the incremental impacts that could occur as new development is constructed over time. No cumulatively considerable contribution to a significant cumulative impact would result.

Mitigation. No cumulatively considerable contribution to a significant cumulative impact has been identified; no mitigation is required.

21.1.16 Cumulative Wastewater Service Impacts

(a) Regional Water Quality Control Board (RWQCB) Wastewater Treatment Requirements. Similar to jurisdictions across the San Francisco Bay Area, Hayward is subject to RWQCB wastewater treatment requirements. The proposed General Plan includes policies and implementation programs that ensure the City's commitment to meeting these requirements as well as implementing best management practices to improve the quality of wastewater entering the system (see EIR chapter 19--Utilities and Service Systems). Therefore, the proposed project would not make a cumulatively considerable contribution to a significant cumulative impact related to wastewater treatment requirements, and cumulative impacts on wastewater treatment requirements would be ***less then significant.***

(b) Wastewater Treatment Capacity. The proposed General Plan includes policies and implementation programs ensuring that individual development projects mitigate their impacts on wastewater treatment capacity (see EIR chapter 19--Utilities and Service Systems), including sustainability practices to minimize impacts on the wastewater treatment system. Therefore, cumulative wastewater treatment capacity impacts would be ***less than significant.***

(c) Wastewater Collection System. Implementation of the 2040 General Plan would place additional demand on the City's wastewater collection system. The plan includes policies and implementation programs that would result in the continuation of ongoing monitoring, maintenance, and upgrades to the City's wastewater collection system (see EIR chapter 19--Utilities and Service Systems). Wastewater collection system improvement needs would be determined during the course of the City's ongoing capital improvement programming and normal development review procedure for specific projects. Construction of the wastewater collection system improvements would occur within existing public rights-of-way and easements. Construction-related traffic, noise, air quality, and other potential impacts would be mitigated through standard City construction impact mitigation practices. Therefore, cumulative impacts related to the wastewater collection system would be ***less than significant.***

Mitigation. No cumulatively considerable contribution to a significant cumulative impact has been identified; no mitigation is required.

21.1.17 Cumulative Solid Waste and Recycling Impacts

Individual development projects under the 2040 General Plan would be required to be consistent with adopted City solid waste and recycling regulations, including the solid waste/recycling regulations and programs described in EIR chapter 19 (Utilities and Service Systems). As indicated in chapter 19, the solid waste disposal and recycling facilities used by the City have ample capacity, and required consistency with the regulations and programs (including policies in the 2040 General Plan) would serve to avoid impacts and mitigate potentially significant cumulative solid waste/recycling impacts. The overall cumulative solid waste/recycling impact of cumulative development is therefore considered ***less than significant.***

Mitigation. No cumulatively considerable contribution to a significant cumulative impact has been identified; no mitigation is required.

21.2 GROWTH-INDUCING EFFECTS

CEQA Guidelines section 15126.2(d) requires that the EIR discuss "...the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment."

General Plan implementation would result in a net increase in population, housing, and employment in the Planning Area over existing (2010) conditions, as explained in section 3.6 (Development Capacity Assumptions) of this EIR. The net increases through the horizon year of 2040 would be approximately 7,472 single family homes, 7,399 multi-family dwelling units, 45,950 residents, and 25,787 employees. These increases are taken from the Association of Bay Area Governments (ABAG) projections for the Planning Area for the same time period. The

direct increase in population and jobs could have an indirect economic "multiplier" effect, generating additional employment in the broader region.

Based on these considerations, no substantial, detrimental, growth-inducing effect is expected. Any future individual development proposals not anticipated within the 2040 General Plan development capacity assumptions would require routine local review of associated development applications, including CEQA-mandated development-specific environmental review, to ensure that any adverse environmental impacts are adequately addressed. These existing requirements and procedures would be expected to avoid or reduce the potential environmental impacts of such secondary growth inducement associated with the General Plan to less-than-significant levels, except where specific CEQA statements of overriding consideration are adopted.

21.3 SIGNIFICANT UNAVOIDABLE IMPACTS

CEQA Guidelines section 15126.2(b) requires that the EIR discuss "significant environmental effects which cannot be avoided if the proposed project is implemented." The impacts listed below are identified as significant and unavoidable for one of four reasons: (1) no potentially feasible mitigation has been identified; (2) potential mitigation has been identified but may be found by the City to be infeasible; (3) with implementation of feasible mitigation, the impact still would not, or might not, be reduced to a less-than-significant level; or (4) implementation of the mitigation measure would require approval of another jurisdictional agency, whose approval will be pursued by the City but cannot be guaranteed as of the publication of this EIR. Because these significant unavoidable impacts "cannot be alleviated without imposing an alternative design" (CEQA Guidelines section 15126.2[b]), chapter 18 (Alternatives) of this EIR evaluates a range of feasible alternatives that could lessen the identified significant unavoidable impacts, as well as the alternatives' ability to meet the project objectives.

The following impacts have been identified in this EIR as significant and unavoidable:

- ***Impact 7-1: Conflict With or Obstruct Implementation of Applicable Air Quality Plans*** (see EIR chapter 7, Air Quality);
- ***Impact 7-2: Short-Term Construction Emissions of ROG, NOx, PM 10, and PM2.5*** (see chapter 7);
- ***Impact 7-3: Long-Term Operational Emissions of ROG, NOx, CO, PM10, and PM2.5*** (see chapter 7);
- ***Impact 7-4: Exposure to Toxic Air Contaminants (TACs) and Fine Particulate Matter (PM2.5)*** (see chapter 7);
- ***Impact 15-1: Short-Term Construction Noise Levels*** (see EIR chapter 15, Noise);
- ***Impact 15-2: Long-Term Traffic Noise Levels*** (see EIR chapter 15, Noise);
- ***Impact 18-1: Project Intersection Impacts*** (see EIR chapter 18, Transportation and Circulation); and

- ***Impact 18-2: Cumulative Intersection Impacts*** (see chapter 18).

The implications of each significant unavoidable impact identified above are described in the particular EIR chapter referenced with the impact. The General Plan is being proposed, notwithstanding these effects, in order to fully achieve the project objectives described in section 3.4 of this EIR. If the City Council approves the project, or an alternative to the proposed project, that would result in significant unavoidable impacts, the City Council must adopt a "Statement of Overriding Considerations" per CEQA Guidelines section 15093, describing why the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of the proposed project outweigh its significant unavoidable impacts.

21.4 IRREVERSIBLE ENVIRONMENTAL CHANGES

CEQA Guidelines section 15126.2(c) requires that the EIR discuss "significant irreversible environmental changes which would be caused by the proposed project should it be implemented." Irreversible environmental changes caused by the proposed project would include the following:

- As discussed in chapters 3 (Project Description), 14 (Land Use and Planning), and 18 (Transportation and Circulation) of this EIR, General Plan implementation would generally change the Planning Area within the Urban Limit Line from an auto-oriented community to a multi-modal (auto, transit, bicycle, pedestrian) oriented community. This change would require implementation of planning and design strategies that would result in relatively permanent physical changes to Hayward.

- General Plan implementation would result in the loss of an as-yet unknown number of existing buildings, landscaping, and infrastructure, and its replacement with new development, landscaping, and infrastructure in accordance with the goals, policies, and implementation programs of the 2040 General Plan.

Implementation of the General Plan would result in an irreversible commitment of energy resources, primarily in the form of fossil fuels, including fuel oil, natural gas, and gasoline or diesel fuel for construction equipment and automobiles during construction and ongoing use of development sites. Because development anticipated under the General Plan would be required by law to comply with California Code of Regulations Title 24 and adopted City energy conservation ordinances and regulations, the project would not be expected to use energy in a wasteful, inefficient, or unnecessary manner (see section 21.6 below). In addition, the General Plan would implement sustainability measures as described throughout the EIR, especially in chapter 10 (Global Climate Change and Greenhouse Gas Emissions) and in section 21.6 (Energy).

The consumption or destruction of other non-renewable or slowly renewable resources would also result during construction, occupancy, and use of individual development sites under the General Plan. These resources would include, but would not be limited to, lumber, concrete, sand, gravel, asphalt, masonry, metals, and water. General Plan implementation would also irreversibly use water and solid waste landfill resources. However, development under the plan would not involve a large commitment of those resources relative to supply, nor would it consume any of those resources wastefully, inefficiently, or unnecessarily, especially considering ongoing City and County conservation and recycling programs.

General Plan implementation would contribute both directly and indirectly to long-term increases in greenhouse gas emissions, although to a lesser extent than if the same growth and development were to occur under the existing 2002 General Plan (see EIR chapter 10).

For practical purposes, these environmental changes would be permanent and irreversible. Because the proposed General Plan would incorporate the energy conservation and sustainability measures described below, the identified irreversible commitment of resources is considered justified per CEQA Guidelines section 15126.2(c).

21.5 EFFECTS NOT FOUND TO BE SIGNIFICANT

Section 15128 of the CEQA Guidelines requires that the EIR "contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR." This EIR discusses all of the environmental topic areas and questions included in CEQA Guidelines Appendix G (Environmental Checklist Form), with the potential significance of each impact evaluated in the appropriate EIR chapter (e.g., chapter 5--Aesthetics, chapter 14--Land Use and Planning, etc.).

21.6 ENERGY

CEQA Guidelines appendix F (Energy Conservation) describes how energy conservation should be addressed in EIRs and states, “[CEQA] requires that EIRs include a discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy.”

21.6.1 Environmental Setting

The environmental and regulatory setting of the Hayward Planning Area with respect to energy conservation is described in detail in section 7.6 (Natural Resources: Energy Resources and Efficiency) of the General Plan Background Report (City of Hayward, 2013). Pursuant to section 15150 of the State CEQA Guidelines, the Background Report is incorporated into the Draft Program EIR by reference. The Background Report is available at the City of Hayward 2040 General Plan website at:

http://www.hayward-ca.gov/GENERALPLAN/

Copies of the Background Report may be viewed during regular business hours--8:00 AM to 5:00 PM, Monday through Thursday, and 8:00 AM to noon on Friday--at the City of Hayward Development Services Department Permit Center, 777 B Street, Hayward, CA 94541.

The Natural Resources chapter (section 7.6) of the Background Report describes the existing energy resources found and consumed within Hayward, Alameda County, and California. The major findings of the Natural Resources chapter relevant to energy resources are described below.

- PG&E maintains three major transmission lines running west to east across Alameda County to substations in Hayward, San Mateo, and Fremont. In order to avoid the need to

construct new, large-scale electricity generation facilities as energy demand increases, both the State and regional energy purveyors have focused on reducing the growth in demand through energy conservation and efficiency.

- In 2011 California produced 200,636 gigawatt hours (GWh) of power in-state (a decrease since 2006), including 45 percent natural gas, 18 percent nuclear, 17 percent renewable energy (wind, solar, geothermal, biomass, small-scale hydropower), 18 percent large-scale hydropower, and 2 percent coal. Approximately 71 percent of the electricity consumed in California is produced in the state, with the remainder imported from either the Pacific Northwest (8 percent) or the Southwest (21 percent).

- Californians consumed 6,721 kilowatt hours (kWh) per capita of electricity in 2010, which was far below the national average of 12,146 kWh and ranked 51st in the nation (including all 50 states and the national average). In 2005 Hayward's per capita electricity consumption was 6.31 megawatt hours (MWh), whereas the U.S. average was 12.4 MWh.

- Twelve percent of the natural gas consumed in California is produced in the state. Most natural gas resources are imported from the Southwest (42 percent), the Rockies (23 percent), and Canada (22 percent). Natural gas consumption in the county decreased from 441 million therms in 2006 to 422 million therms in 2011. In 2011 approximately 245 million therms (58 percent) were consumed by residential uses and 177 million therms (42 percent) consumed by non-residential uses.

- Based on 2011 retail gasoline sales, 548 million gallons of gasoline were sold in Alameda County (a decrease from 2008), or approximately 4 percent of the statewide sales total of 14,596 million gallons.

- Residents and businesses in Alameda County purchased roughly 28 million gallons of diesel fuel in 2011 (a decrease from 2008), ranking 15th in the state.

- Approximately 38 percent of the crude oil consumed in California is produced in the state. The remainder is imported from either Alaska (12 percent) or from overseas (50 percent). The state as a whole currently has about 2,938 million gallons of proven oil reserves. Alameda County produced 14,858 barrels of oil in 2011.

- Hayward uses energy from power-generating facilities located in Alameda County, including: 21 wind, 5 waste-to-energy, 1 hydroelectric, and 1 solar power generation facility. There is currently (2012) one renewable energy production facility within the City: the Hayward Wastewater Solar Facility.

- With implementation of the California Energy Action Plan, the State expects to experience a 20.4 percent reduction in residential and commercial energy use and a 21.7 percent reduction in residential and commercial peak energy use by 2020.

21.6.2 Regulatory Setting

The Background Report Natural Resources chapter (section 7.6) discusses the following regulatory setting relevant to energy conservation.

Federal Energy Regulatory Commission. The Federal Energy Regulatory Commission (FERC) is an independent agency that regulates the interstate transmission of electricity, natural gas, and oil. FERC also reviews proposals to build liquefied natural gas (LNG) terminals and interstate natural gas pipelines, and licenses hydropower projects. Licensing of hydroelectric under the authority of FERC includes input from State and Federal energy, environmental protection, fish and wildlife, and water quality agencies.

California Energy Commission. The California Energy Commission (CEC) is California's primary energy policy and planning agency. CEC has five major responsibilities: (1) forecasting future energy needs and keeping historical energy data; (2) licensing thermal power plants 50 MW or larger; (3) promoting energy efficiency through appliance and building standards; (4) developing energy technologies and supporting renewable energy; and (5) planning for and directing State response to energy emergencies.

Electric Utility Industry Restructuring Act of 1998 (Assembly Bill 1890). Initially intended to deregulate the provision of electric utilities to encourage competition, the Act primarily focused on public benefits/public goods programs. These programs fund energy efficiency programs and development of renewable resources in the form of rebates, low-income assistance, and research and development programs.

Energy Action Plan (2003). In 2003 California adopted an energy action plan that focuses on energy efficiency as the primary way in which the state would meet its future energy needs.

Energy Efficiency Act of 2006 (Assembly Bill 2021). Assembly Bill (AB) 2021 encourages all investor-owned and municipal utilities to aggressively invest in all achievable, cost-effective energy efficiency programs in their service territories. The results of AB 2021 are expected to reduce forecasted electricity demand by 10 percent over ten years from 2006 through 2016, offsetting the projected need to build 11 new major power plants.

Renewables Portfolio Standard (RPS) (CA Public Utilities Code Section 399.11 et seq., and Public Resources Code Section 25740 et seq.). Effective January 1, 2003, the California Legislature mandated an increase in the percentage of renewable retail electricity sales by publicly regulated electrical utilities by at least 1 percent per year, to reach at least 20 percent by the end of 2010 and 33 percent by the end of 2020.

Collectively, California's three largest service providers served 20.1 percent of their 2011 retail electricity sales with renewable power, with PG&E delivering 19.4 percent renewable electricity sales, Southern California Edison delivering 20.1 percent renewable electricity sales, and San Diego Gas and Electric delivering 20.8 percent renewable electricity sales.

Executive Order S-06-06. Executive Order S-06-06 calls out the benefits and potential of bioenergy in helping meet the future needs of the state for clean, renewable power, fuels, and hydrogen. By 2010 it calls for the production of 20 percent of biofuels in California, an increase of this amount to 40 percent by 2020, and to 75 percent by 2050. It also aims to produce 20 percent of the renewable electricity generated from biomass resources within the state by 2010. This bioenergy action plan is tasked by the CEC through the California Biomass Collaborative to prepare a roadmap for biomass research and development.

Executive Order S-14-08. Executive Order S-14-08 established the goal of reaching 33 percent of renewable retail electricity sales by publicly related electrical utilities by 2020. It was

signed to streamline the renewable energy project approval process and to increase the state's Renewable Portfolio Standard. It increases the development of renewable electricity sources, energy efficiency, and demand response needed to increase the state's renewable portfolio and meet GHG emission reduction goals by 2050.

Executive Order S-21-09. Executive Order S-21-09 increases California's Renewable Portfolio Standard (RPS) to 33 percent by 2020, which was first established by EO S-14-08. It allows the California Air Resources Board (CARB) and other agencies such as the Public Utilities Commission (PUC) and CEC to ensure regulations are adopted that consider approaches to achieve AB 32 and S-14-08.

Senate Bill 375 (2008). Senate Bill (SB) 375 aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation in an effort to reduce energy consumption. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy (APS), which will prescribe land use allocation in that MPO's Regional Transportation Plan (RTP). CARB, in consultation with MPOs, will provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. These reduction targets will be updated every eight years, but can be updated every four years if advancements in emissions technologies affect the reduction strategies to achieve the targets. CARB is also charged with reviewing each MPO's SCS or APS for consistency with assigned targets. If MPOs do not meet the GHG reduction targets, transportation projects would not be eligible for funding.

Hayward Climate Action Plan. The Hayward Climate Action Plan provides a roadmap for achieving a measurable reduction in GHG emissions, as consistent with State law (i.e., Assembly Bill 32 and Executive Order S-03-05). Hayward has set the target of reducing GHG emissions to 12.5 percent below 2005 emission levels by 2020. Hayward also set an interim goal of 6 percent below 2005 emission levels by 2013, and a long-term goal of 82.5 percent below 2005 emission levels by 2050. The plan includes three strategies for reducing energy use: improve the energy performance of existing buildings, improve the energy performance of new buildings, and use renewable energy. The plan also includes two strategies to reduce fuel use: reduce vehicle miles traveled and decrease the carbon intensity of vehicles.

City of Hayward Municipal Code. The City of Hayward Municipal Code includes those regulations related to energy service:

- Through Ordinance 10-15, the City of Hayward adopted the 2010 California Building Code including the 2010 California Green Building Standards Code Part 11.

- City of Hayward Municipal Code Chapter 10, Article 21 requires that all City-owned buildings meet a minimum LEED Silver rating.

- City of Hayward Municipal Code Chapter 10, Article 22, requires that all new multi-family and single family residential projects are GreenPoint rated and demonstrate full compliance with the California Building Energy Efficiency Standard (Title 24, part 6) at the time of permitting.

21.6.3 Significance Criteria

Based on Public Resources Code section 2110(b)(3) (CEQA Statute), implementation of the Hayward 2040 General Plan would have a significant impact if it would result in inefficient, wasteful, or unnecessary consumption of energy.

21.6.4 Analysis Methodology

The methodology for evaluating potential environmental impacts related to energy consumption followed this basic sequence:

(1) The General Plan Background Report was evaluated to identify existing environmental conditions and problems related to energy consumption, including the regulatory framework that applies to these issues.

(2) The CEQA Statute and Guidelines (2013), including appendix F (Energy Conservation), were consulted to identify environmental impact topics and issues that should be addressed in the program EIR. In part, this process resulted in the significance criterion listed in subsection 21.6.3 above.

(3) The General Plan Policy Document, including the associated development capacity assumptions (see EIR section 3.6), was analyzed to identify goals, policies, implementation programs ("policies" for short), and potential outcomes that address the significance criteria. This analysis resulted in two basic conclusions regarding policies and outcomes: (a) many policies would avoid or reduce potential environmental impacts, and (b) some policies or outcomes could result in new environmental impacts or increase the severity of existing environmental problems.

(4) For potential environmental impacts that would result from the 2040 General Plan, mitigations were designed to avoid or reduce each impact to a less-than-significant level. If implementation of all identified feasible mitigations cannot reduce the impact to a less-than-significant level, then the impact is considered significant and unavoidable.

21.6.5 Environmental Impacts

The following table is aligned with the significance criterion identified above. Column 1 (Objective) each General Plan goal, policy, and implementation program ("policy" for short), organized by General Plan element, that addresses the potential impact identified in the name of the table. Column 2 is the text of the policy.

In most cases, no one goal, policy, or implementation program ("policy" for short) in itself is expected to completely avoid or reduce an identified potential environmental impact. However, the collective, cumulative mitigating benefits of the policies listed in the table will result in a less-than-significant impact related to the identified significance criterion and the corresponding environmental topic listed in the table name. This conclusion is consistent with the purpose and use of a program EIR for a general plan (see EIR Introduction, chapter 1).

Based on the methodology described above, 2040 General Plan impacts related to energy consumption would be ***less than significant*** (see criterion in subsection 21.6.3, "Significance Criteria," above). No mitigation is required.

Table 21.6.1 identifies proposed Hayward General Plan goals and policies to avoid or reduce inefficient, wasteful, and unnecessary energy consumption, consistent with CEQA appendix F (Energy Conservation). CEQA appendix G (Environmental Checklist Form) forms the basis for the environmental impact significance criteria applied in this EIR (see the _.2.1 subsections in each environmental topic chapter). Although "energy" is not listed as an impact category in Appendix G, Table 21.6.1 shows how energy conservation has been integrated into the 2040 General Plan. The relationship between General Plan policies and energy conservation are self-evident; any policy that results in reduced electricity/natural gas use or reduced fuel consumption (including less driving) contributes to energy conservation.

Table 21.6.1 Proposed Hayward General Plan Policies to Avoid or Reduce Inefficient, Wasteful, and Unnecessary Energy Consumption

Objective	Goal/Policy/Implementation Program
Land Use and Community Character Element	
Goal LU-1	Promote local growth patterns and sustainable development practices that improve quality of life, protect open space and natural resources, and reduce resource consumption, traffic congestion, and related greenhouse gas emissions.
Policy LU-1.1 Jobs-Housing Balance	The City shall support efforts to improve the jobs-housing balance of Hayward and other communities throughout the region to reduce automobile use, regional and local traffic congestion, and pollution.
Policy LU-1.3 Growth and Infill Development	The City shall direct local population and employment growth toward infill development sites within the City, especially the catalyst and opportunity sites identified in the Economic Development Strategic Plan.
Policy LU-1.5 Transit-Oriented Development	The City shall support high-density transit-oriented development within the City's Priority Development Areas to improve transit ridership and to reduce automobile use, traffic congestion, and greenhouse gas emissions.
Policy LU-1.6 Mixed-Use Neighborhoods	The City shall encourage the integration of a variety of compatible land uses into new and established neighborhoods to provide residents with convenient access to goods, services, parks and recreation, and other community amenities.
Policy LU-1.8 Green Building and Landscaping Requirements	The City shall maintain and implement green building and landscaping requirements for private- and public-sector development to: ▪ Reduce the use of energy, water, and natural resources. ▪ Minimize the long-term maintenance and utility expenses of infrastructure, buildings, and properties. ▪ Create healthy indoor environments to promote the health and productivity of residents, workers, and visitors. ▪ Encourage the use of durable, sustainably-sourced, and/or recycled building materials. ▪ Reduce landfill waste by promoting practices that reduce, reuse, and recycle solid waste.
Policy LU-1.9 Development Standards and Greenhouse Gas Emissions	The City shall explore the use of zoning and development standards that help reduce greenhouse gas emissions when preparing or updating plans and ordinances.

Table 21.6.1 Proposed Hayward General Plan Policies to Avoid or Reduce Inefficient, Wasteful, and Unnecessary Energy Consumption	
Objective	Goal/Policy/Implementation Program
Policy LU-1.11 Annexations	The City shall consider the annexation of adjoining unincorporated properties if the annexation would improve the fiscal health of the City, provide a more efficient delivery of City services to the area, and/or create a more logical City boundary.
Goal LU-2	Revitalize and enhance Hayward's Priority Development Areas to accommodate and encourage growth within compact, mixed-use, and walkable neighborhoods and districts that are located near the City's job centers and regional transit facilities.
Policy LU-2.5 Downtown Housing	The City shall encourage the development of a variety of urban housing opportunities, including housing units above ground floor retail and office uses, in the Downtown to: ▪ Increase market support for businesses, ▪ Extend the hours of activity, ▪ Encourage workforce housing for a diverse range of families and households, ▪ Create housing opportunities for college students and faculty, and ▪ Promote lifestyles that are less dependent on automobiles.
Policy LU-2.15 Office and Employment Uses and Amenities	The City shall encourage the establishment of professional office and employment uses within the Priority Development Areas. Major office and employment uses should include amenities for employees, such as courtyards and plazas, outdoor seating areas, fitness facilities, bicycle storage areas, and showers.
Policy LU-3.1 Complete Neighborhoods	The City shall promote efforts to make neighborhoods more complete by encouraging the development of a mix of complementary uses and amenities that meet the daily needs of residents. Such uses and amenities may include parks, community centers, religious institutions, daycare centers, libraries, schools, community gardens, and neighborhood commercial and mixed-use developments.
Policy LU-3.2 Centralized Amenities	The City shall encourage the development of neighborhood amenities and complementary uses in central locations of the neighborhood whenever feasible.
Policy LU-9.5 Cal State University, East Bay	The City shall coordinate with California State University, East Bay to encourage campus development that: ▪ Maintains compatibility with adjacent residential areas, ▪ Improves access routes to the campus, ▪ Protects sensitive habitat and steep slopes as open space, ▪ Provides additional student and faculty housing and services on campus, ▪ Supports the City's economic development policies and programs, ▪ Enhances opportunities for students, residents, and visitors to experience arts, culture, recreation, and entertainment, and ▪ Promotes sustainable design and maintenance practices.
Policy LU-9.6 Chabot College	The City shall coordinate with Chabot College to encourage campus development that maintains compatibility with adjacent residential areas, promotes sustainable design and

Table 21.6.1 Proposed Hayward General Plan Policies to Avoid or Reduce Inefficient, Wasteful, and Unnecessary Energy Consumption	
Objective	Goal/Policy/Implementation Program
	maintenance practices, and mitigates neighborhood compatibility issues, such as student parking on City streets.
Natural Resources Element	
Policy NR-2.6 Greenhouse Gas Reduction in New Development	The City shall reduce potential greenhouse gas emissions by discouraging new development that is primarily dependent on the private automobile; promoting infill development and/or new development that is compact, mixed use, pedestrian friendly, and transit oriented; promoting energy-efficient building design and site planning; and improving the regional jobs/housing balance ratio.
Policy NR-2.8 Reduced Emissions for City Operations and Commutes	The City shall promote reduced idling, trip reduction, routing for efficiency, and the use of public transportation, carpooling, and alternate modes of transportation for operating City departments and City employees.
Policy NR-2.9 Fleet Operations	The City shall continue to purchase low-emission or zero-emission vehicles for the City's fleet and to use available clean fuel sources such as bio-diesel for trucks and heavy equipment.
Policy NR-2.11 Zero-Emission and Low-Emission Vehicle Advocacy	The City shall collaborate with regional, State, and Federal entities to promote the use of alternative fuels and increased vehicle fuel efficiency standards, and to advocate for higher fuel-economy standards, or contribute to regional and state marketing and outreach efforts.
Policy NR-2.12 Preference for Reduced-Emission Equipment	The City shall give preference to contractors using reduced-emission equipment for City construction projects and contracts for services (e.g., garbage collection), as well as businesses that practice sustainable operations.
Goal NR-4	Reduce energy consumption through increased production and use of renewable energy, sustainable energy purchasing, and improved energy efficiency.
Policy NR-4.1 Energy Efficiency Measures	The City shall promote the efficient use of energy in the design, construction, maintenance, and operation of public and private facilities, infrastructure, and equipment.
Policy NR-4.2 Energy Efficiency Collaboration	The City shall collaborate with partner agencies, utility providers, and the business community to support a range of energy efficiency, conservation, and waste reduction measures, including the development of green buildings and infrastructure, weatherization programs, installation of energy-efficient appliances and equipment in homes and offices, promotion of energy efficiency retrofit programs, use of green power options, and heightened awareness of the benefits of energy efficiency and conservation issues.
Policy NR-4.3 Efficient Construction and Development Practices	The City shall encourage construction and building development practices that maximize the use of renewable resources and minimize the use of non-renewable resources throughout the life-cycle of a structure.
Policy NR-4.4 Energy Resource Conservation in Public Buildings	The City shall continue to require all public facilities and services to incorporate energy and resource conservation standards and practices.

Table 21.6.1 Proposed Hayward General Plan Policies to Avoid or Reduce Inefficient, Wasteful, and Unnecessary Energy Consumption	
Objective	Goal/Policy/Implementation Program
Policy NR-4.5 Energy Efficient Contractors	When soliciting and awarding public contracts, professional service agreements, or grants to businesses or non-profit agencies, the City shall require, as appropriate, proposals or applications to include information about the sustainability practices of the organization.
Policy NR-4.6 Renewable Energy	The City shall encourage and support the generation, transmission, use, and storage of locally-distributed renewable energy in order to promote energy independence, efficiency, and sustainability. The City shall consider various incentives to encourage the installation of renewable energy projects (i.e. reduced permit fees and permit streamlining).
Policy NR-4.7 Renewable Portfolio Standards	The City shall strive to increase the renewable portion of utility electricity generation by advocating for increased State-wide renewable portfolio standards.
Policy NR-4.8 Community Choice Aggregation	The City shall assess and, if appropriate, pursue participation in community choice aggregation, or other similar programs. The City shall seek partnerships with other jurisdictions to minimize start up and administration costs.
Policy NR-4.9 Renewable Energy Financing Programs	The City shall collaborate with regional agencies and organizations to promote financing programs for renewable energy systems.
Policy NR-4.10 Public Renewable Energy Generation	The City shall ensure that all new City-owned facilities are built with renewable energy, as appropriate to their functions, and shall install renewable energy systems at existing City facilities where feasible.
Policy NR-4.11 Green Building Standards	The City shall require newly constructed or renovated public and private buildings and structures to meet energy efficiency design and operations standards with the intent of meeting or exceeding the State's zero net energy goals by 2020.
Policy NR-4.12 Urban Forestry	The City shall encourage the planting of native and diverse tree species to reduce heat island effect, reduce energy consumption, and contribute to carbon mitigation.
Policy NR-4.13 Energy Use Data	The City shall consider requiring disclosure of energy use and/or an energy rating for single family homes, multifamily properties, and commercial buildings at certain points or thresholds. The City shall encourage residents to voluntarily share their energy use data and/or ratings with the City as part of collaborative efficiency efforts.
Policy NR-4.14 Energy Efficiency Retrofits	The City shall collaborate with regional entities and others to promote incentive programs for energy efficiency retrofits such as the Energy Upgrade California program for residential properties.
Policy NR-4.15 Energy Efficiency Programs	The City shall promote the use of the Energy Star Portfolio Manager program and energy benchmarking training programs for nonresidential building owners.
Hazards Element	
Policy HAZ-2.6 Infrastructure and Utilities	The City shall require infrastructure and utility lines that cross faults to include design features to mitigate potential fault displacement impacts and restore service in the event of major fault displacement. Mitigation measures may include plans for damage isolation or temporary bypass by using standard isolation valves, flexible hose or conduit, and other techniques and equipment.

Table 21.6.1 Proposed Hayward General Plan Policies to Avoid or Reduce Inefficient, Wasteful, and Unnecessary Energy Consumption	
Objective	Goal/Policy/Implementation Program
Public Facilities and Services Element	
Goal PFS-2	Operate and function in a sustainable manner, use public revenues and resources efficiently, and provide professional, high-quality service to residents and businesses.
Policy PFS-2.3 Sustainable Practices	The City shall serve as a role model to businesses and institutions regarding purchasing decisions that minimize the generation of waste, recycling programs that reduce waste, energy efficiency and conservation practices that reduce water, electricity and natural gas use, and fleet operations that reduce gasoline consumption.
Policy PFS-2.4 Sustainable Contracting	When awarding contracts, professional service agreements, or grants to businesses or non-profit agencies, the City shall request proposals or applications to include information about the sustainability practices of the organization.
Policy PFS-2.5 Alternative Fuels	The City shall, wherever possible, require the use of alternative fuels in new services provided by City franchisees.
Policy PFS-2.6 City Facilities Near Transit	When making decisions about where to rent or build new City facilities, the City shall give preference to locations that are accessible to an existing public transit line or ensure that public transit links (e.g., bus lines) are extended to the new locations.
Policy PFS-2.7 Energy Efficient Buildings and Infrastructure	The City shall continue to improve energy efficiency of City buildings and infrastructure through implementation of the Municipal Green Building Ordinance, efficiency improvements, equipment upgrades, and installation of clean, renewable energy systems.
Policy PFS-4.12 Renewal Energy	The City shall support efforts to develop, enhance, and maintain clean, green, and renewable energy systems at the Water Pollution Control Facility, including: ▪ Solar photovoltaic and solar hot water; and ▪ Methane recovery systems and digester gas combustion systems.
Policy PFS-7.17 Waste-to-Energy Generation Systems	The City shall advocate for waste management strategies that aim to maximize the value of solid waste by using waste-to-energy generation systems.
Policy PFS-7.22 Maximize Solid Waste Value	The City shall advocate for waste management strategies that maximize the useful value of solid waste, such as using landfill gas to generate electricity.
Goal PFS-8	Ensure the provision of adequate gas and electric services to Hayward residents and businesses, and ensure energy facilities are constructed in a fashion that minimizes their impacts on surrounding development and maximizes efficiency.
Policy PFS-8.1 Electricity and Natural Gas Service	The City shall continue to work closely with energy providers (e.g., PG&E) to ensure that adequate electricity and natural gas services are available for existing and newly developing areas.
Policy PFS-8.2 Utility Providers	The City shall encourage utility providers to provide efficient, reliable, affordable, and state-of-the-art service, and shall promote technological improvements and upgrading of utility services.

Table 21.6.1 Proposed Hayward General Plan Policies to Avoid or Reduce Inefficient, Wasteful, and Unnecessary Energy Consumption	
Objective	Goal/Policy/Implementation Program
Policy PFS-8.3 Coordination with Utility Providers	The City shall coordinate with energy providers (e.g., PG&E) in the siting and design of gas and electric facilities to minimize environmental, aesthetic, and safety impacts.
Policy PFS-8.4 Safe Utility Lines	The City shall work with regulators and energy providers (e.g., PG&E) to regularly monitor, evaluate, and maintain the safety of utility facilities (e.g., gas pipelines and electric lines and transformers). Where facilities are found to be a potential safety concern, especially those that could be impacted by seismic events, the City shall support utility provider efforts to repair and/or replace the affected facilities.
Policy PFS-8.7 Utility Line Maintenance	The City shall encourage energy providers (e.g., PG&E) to maintain and repair gas pipelines and electric utility lines, both overhead and underground) to ensure reliable service and limit service disruptions. The City shall inform energy providers of upcoming roadway or other public projects that provide opportunities to inspect or repair underground utility lines.
Policy PFS-8.8 Renewable Energy Integration	The City shall encourage energy providers (e.g., PG&E) to offer their support and assistance in integrating individual renewable energy systems (e.g., solar systems) into the electricity grid.
Community Safety Element	
Policy CS-5.7 Energy Assurance Plan	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.
Mobility Element	
Goal M-1	Provide a comprehensive, integrated, and connected network of transportation facilities and services for all modes of travel.
Policy M-1.2 Multimodal Choices	The City shall promote development of an integrated, multi-modal transportation system that offers desirable choices among modes including pedestrian ways, public transportation, roadways, bikeways, rail, and aviation.
Policy M-1.3 Multimodal Connections	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.
Policy M-1.4 Multimodal System Extensions	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.
Policy M-1.5 Flexible LOS Standards	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.

Table 21.6.1 Proposed Hayward General Plan Policies to Avoid or Reduce Inefficient, Wasteful, and Unnecessary Energy Consumption	
Objective	Goal/Policy/Implementation Program
Policy M-1.6 Bicycling, Walking, and Transit Amenities	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.
Policy M-1.7 Eliminate Gaps	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.
Goal M-2	Connect Hayward to regional and adjacent communities' transportation networks and reduce the impacts of regional through traffic in Hayward.
Policy M-2.2 Regional Plans	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.
Policy M-2.3 Multi-Jurisdictional Transportation Corridors	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.
Policy M-2.4 Regional Transit Options	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.
Policy M-3.8 Connections with New Development	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.
Policy M-3.9 Private Complete Streets	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.
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.
Policy M-6.1 Bikeway System	The City shall maintain and implement the Hayward Bicycle Master Plan.
Policy M-6.2 Encourage Bicycle Use	The City shall encourage bicycle use in all neighborhoods, especially where short trips are most common.
Policy M-6.4 Bicycles on Transit	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.

Table 21.6.1 Proposed Hayward General Plan Policies to Avoid or Reduce Inefficient, Wasteful, and Unnecessary Energy Consumption	
Objective	Goal/Policy/Implementation Program
Policy M-6.5 Connections between New Development and Bikeways	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.
Policy M-6.7 Conversion of Underused Facilities	The City shall convert underused rights-of-way along travel lanes, drainage canals, and railroad corridors to bikeways wherever desirable and financially feasible.
Goal M-7	Improve coordination among public agencies and transit providers to meet public transit needs and provide greater mobility.
Policy M-7.1 Transit System	The City shall support a connected transit system by improving connections between transit stops/stations and roadways, bikeways, and pedestrian facilities.
Policy M-7.2 Agency Coordination	The City shall coordinate with AC Transit, BART, Amtrak and other transit providers to meet the travel needs of Hayward residents, students, visitors, and businesses.
Policy M-7.3 Transit Service Expansion	The City shall collaborate with BART and AC Transit to expand short- and long-term opportunities to expand services (e.g., extend rapid bus service from Bayfair to the South Hayward BART Station), pursue a hydrogen fueling station for both buses and personal vehicle use, and improve transit stations by expanding amenities at stations.
Policy M-7.4 Transit Links	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).
Policy M-7.5 Transit Needs	The City shall work with transit providers to identify transit needs and develop options for providing expanded service to underserved areas in the City.
Policy M-7.11 Shuttle Service	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.
Goal M-8	Encourage transportation demand management strategies and program to reduce vehicular travel, traffic congestion, and parking demand.
Policy M-8.1 Increase Vehicle Occupancy	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.
Policy M-8.2 Citywide TDM Plan	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.
Policy M-8.3 Employer-based Strategies	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.

Table 21.6.1 Proposed Hayward General Plan Policies to Avoid or Reduce Inefficient, Wasteful, and Unnecessary Energy Consumption	
Objective	Goal/Policy/Implementation Program
Policy M-8.4 Automobile Commute Trip Reduction	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.
Policy M-8.5 Commuter Benefits Programs	The City shall assist businesses in developing and implementing commuter benefits programs (e.g., offers to provide discounted or subsidized transit passes, emergency ride home programs, participation in commuter rideshare programs, parking cash-out or parking pricing programs, or tax credits for bike commuters).
Policy M-8.6 Car/Bike Sharing Programs	The City shall assist businesses in developing and implementing car and bike sharing programs, and shall encourage large employers (e.g., colleges, Hayward Unified School District [HUSD]) and the BART stations to host car and bike sharing programs available to the public.
Policy M-8.7 Public-Private Transportation Partnerships	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.
Policy M-8.8 Regional TDM Program	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).
Policy M-8.9 City Facility Locations	When making decisions about where to rent or build new City facilities, the City shall give preference to locations that are accessible to an existing public transit line or ensure that public transit links (e.g., bus lines) are extended to the new locations.
Policy M-9.9 Alternative Fuel Vehicle Parking	The City shall require new private parking lots to grant low-carbon vehicles access to preferred parking spaces, and shall require new private parking lots to provide electric vehicle charging facilities. The City shall provide electric vehicle charging facilities in public parking lots.
Policy M-9.11 Multifamily Charging Stations	The City shall consider requiring electric vehicle charging stations in new multifamily development projects.
Community Health and Quality of Life Element	
Policy HQL-2.1 Physical Activity and the Built Environment	The City shall support new developments or infrastructure improvements in existing neighborhoods that enable people to drive less and walk, bike, or take public transit more.
Policy HQL-2.3 Education about Walking, Cycling and Using Public Transit	The City shall partner with schools, employers, transit agencies, HARD, and community groups to teach bicycle and pedestrian safety in schools and workplaces and to educate residents and businesses about the health and environmental benefits of walking, bicycling, and using public transit.
Policy HQL-2.5 Safe Routes to School	The City shall support the Alameda County Safe Routes to School and other similar programs that promote walking and biking to and from school for children and parents.

Table 21.6.1 Proposed Hayward General Plan Policies to Avoid or Reduce Inefficient, Wasteful, and Unnecessary Energy Consumption	
Objective	Goal/Policy/Implementation Program
Policy HQL-3.1 Access to Healthy Foods	The City shall strive to ensure that all residents are within walking distance of sources of fresh and healthy foods (e.g., grocery stores, healthy corner stores, farmers' markets, and community gardens).
Policy HQL-4.2 Public Transit Access to Medical Facilities	The City shall work with transit service providers and healthcare providers to improve connections to local and regional health care facilities for people who are transit-dependent.
Policy HQL-9.6 Energy Resiliency	The City shall continue to encourage residents and businesses to use less gasoline for transportation, and improve energy efficiency in and renewable energy generation from buildings and industry processes to reduce impacts from rising oil and energy prices.
Policy HQL-10.7 Parks Access	The City shall work with HARD to ensure that new parks are accessible to pedestrians and bicyclists, and are connected with transit, to the extent feasible.
Policy HQL-11.2 Greenway Corridors	The City shall coordinate with HARD and the EBRPD to consider additional greenway linkages along fault line corridors and in other areas (e.g., rail line, creek, and utility corridors) to encourage walking and cycling and to provide improved access to activity centers.
Economic Development Element	
Policy ED-1.7 Clean and Green Industry Cluster	The City shall encourage the establishment of a clean and green technology cluster to create a more sustainable industrial base.
Policy ED-1.12 Neighborhood Commercial	The City shall consider the integration of quality neighborhood commercial businesses and developments within residential areas to support the concept of "complete neighborhoods."
Policy ED-1.19 Local Hiring	The City shall promote local hiring to increase community ownership and resident retention, help achieve a more positive jobs-housing balance, and reduce regional commuting, gas consumption, and greenhouse gas emissions.
Policy ED-2.8 Home-Based Businesses	The City shall encourage the formation and operation of home-based businesses that are compatible with the surrounding neighborhood.
Policy ED-4.3 Student and Faculty Population	The City shall support on- and off-campus student and faculty housing to increase the demand for local services and businesses that cater to students and faculty.
Policy ED-4.4 College-Serving Businesses	The City shall encourage the development of businesses that cater to college and higher-education students, administrators, and faculty members, particularly within Downtown Hayward and along Mission Boulevard (near Cal State University, East Bay) and Hesperian Boulevard (near Chabot College).
Policy ED-6.10 Sustainable Business Practices	The City shall promote sustainable business practices that reduce the use of energy and water resources and reduce overhead expenses for businesses.

Table 21.6.1 Proposed Hayward General Plan Policies to Avoid or Reduce Inefficient, Wasteful, and Unnecessary Energy Consumption	
Objective	Goal/Policy/Implementation Program
Policy ED-6.11 Expand and Promote the Green Business Program	The City shall coordinate with Alameda County, the Hayward Chamber of Commerce, and local businesses to develop strategies to promote the Alameda County Green Business Program to the Hayward business community.
Education and Lifelong Learning Element	
Policy EDL-3.3 Sustainable Design	The City shall encourage school districts to incorporate sustainable design practices in the construction and renovation of school facilities to reduce energy and water consumption and related utility expenses.
Policy EDL-3.9 School Site Criteria	The City shall encourage new schools on sites that are: ▪ Centrally located within the service area of the school; ▪ Located near established and/or planned public transit routes; ▪ Located away from heavy traffic, excessive noise, and incompatible land uses; and ▪ Accessible to an established and/or planned network of walkways, bicycle paths, or greenways that link the school with surrounding neighborhood.
Policy EDL-6.6 Design Principles	The City shall consider the following principles when designing new library facilities and library renovation projects: ▪ Libraries should be flexible and provide spaces that can support a variety of uses, such as personal study, group interaction, creative and innovative collaboration, art exhibits, computer research, presentations and lectures, and community events. ▪ Facility systems should support a technology-rich environment and wireless networking. ▪ Interior spaces should be zoned by acoustical and activity levels to allow simultaneous use by all types of people. ▪ The exterior and the interior of the building should be easy to navigate and designed with a sense of openness. ▪ Libraries should incorporate sustainable design practices to reduce energy and water consumption and related utility expenses. ▪ Libraries should have high-quality interior spaces and furniture that attract people and encourage them to stay for long periods of time (similar to coffee shops or book stores).

22. EIR PREPARERS

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