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To: California Department of
Housing and Community
Development

Date: August 30, 2022

Organization: City of Hayward

From: City of Hayward

Subject: City of Hayward Draft 2023-
2031 Housing Element

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Comments

On behalf of the City of Hayward, I am pleased to submit the City's Draft 2023-2031 Housing Element for review, including an excel file with the HCD Sites Inventory Spreadsheet.

We look forward to working with HCD on the certification process of the Housing Element. Please feel free to contact me at Jmontague@rinconconsultants.com or (805) 535-8486 with any questions or comments, or Leigha Schmidt, Principal Planner, at Leigha.Schmidt@hayward-ca.gov or (510) 583-4113.



Appendix A – Public Participation Report

City of Hayward Housing Element (2023-2031)

prepared by

City of Hayward

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August 2022

Appendix A: Public Participation Report

Summary of Public Participation

The Housing Element must reflect the values and preferences of the community. Accordingly, community participation is an important component of the development of this Element. Government Code Section 65583(c)(8) states that the local government must make “a diligent effort to achieve public participation of all economic segments of the community in the development of the housing element.” This process not only includes community members, but also participation from local agencies and housing groups, community organizations, and housing sponsors.

This appendix includes the following supporting documents:

- First Marketing Flyer
- Website Housing Element Story Map
- Website Affirmatively Furthering Fair Housing Story Map
- Thumbnail from Housing Educational videos
- Gallery Event posters in English and Spanish
- Chabot Interviews Hayward Housing Report
- Housing Survey Results
- Community Resources for Independent Living (CRIL) Housing Survey Results
- Community Resources for Independent Living (CRIL) Housing Meeting Discussion
- Balancing Act Summary
- Public Workshop Summary
- Public Comments on Draft Housing Element
- Response to Public Comments

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First Marketing Flyer

Community starts with Climate and Housing!

The City of Hayward is currently updating its Housing Element and Climate Action Plan. We want to hear your views and stories about Housing and Climate in our community!

How to get involved!

- ✓ Attend a workshop
- ✓ Take a survey
- ✓ Tell your story
- ✓ Visit our website



Website Housing Element Story Map



Housing Element

What's in a Housing Element?

The City of Hayward is updating the Housing Element of the General Plan. The Housing Element includes:

- **Housing Needs Assessment** – Existing and projected housing need for all income segments.
- **Housing Constraints Analysis** – Including market, governmental, infrastructure, and environmental constraints.
- **Housing Resources** – Residential sites inventory for future housing needs.
- **Review of Past Accomplishments** – Describe accomplishments from prior Housing Element programs.
- **Housing Plan** – Housing programs, goals, and policies for the planned period.

Since 1969, the State of California has required that all Cities and Counties adequately plan to meet the housing needs of everyone in the community. State law requires each jurisdiction to accommodate its fair share of affordable housing, as an approach to distribute housing needs throughout the state.

What type of housing does Hayward have?

Hayward offers a variety of housing types including single family homes, duplex triplex, apartments, and condominiums. The most common type of housing in Hayward is single family. Most of the housing stock was built in 1960 – 1979. A little over half of residences in Hayward are occupied by owners. Monthly rent is typically \$1000-\$2500 per month.

HUD defines cost-burdened households as those whose monthly housing costs exceed 30% of monthly income, while severely cost-burdened households are those whose monthly housing costs exceed 50% of monthly income. Around 50% of the rental community spends more than 30% of their gross monthly income on housing.

How does the City of Hayward support housing needs?

The City of Hayward has played a key role in meeting housing needs for the local community. The City has multiple housing programs in place to make sure existing homes provide decent, affordable housing, suitable living environment, and can expand economic opportunity. To make adequate provision for the housing needs of all economic segments of the community, the existing Housing Element establishes goals, policies, and programs to:

- Conserve and improve the condition of the existing affordable housing stock;

- Assist in the development of housing affordable to low and moderate income households;
- Identify adequate sites to encourage the development of a variety of types of housing for all income levels;
- Address and, where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing;
- Promote equal housing opportunities for all persons; and
- Provide for the special housing needs of seniors, persons with disabilities, large families with children, single female-headed households, and persons who are homeless.

What is the demand for housing?

Additional steps government agencies take to make sure that there is adequate housing construction to meet demand include the Regional Housing Needs Assessment (RHNA) process. The State of California identifies the number of housing units necessary to meet future demand. The State distributes this allocation to regional governments, including the Association of Bay Area Governments (ABAG) of which Hayward is a member agency. ABAG then allocates housing units to all member agencies. This process is mandated as part of Housing Element Law. [ABAG's RHNA website](#) provides background on methodology and RHNA allocations for the nine-county Bay Area

What is the housing need in Hayward?

The State assigned 441,176 units to the Association of Bay Area Governments (ABAG) region. In turn, ABAG assigned 4,624 units to Hayward in the draft allocation. Jurisdictions are allowed to appeal their draft allocations and have hearings prior to final allocations, which are expected this Fall. Hayward has not appealed the draft allocation. The City must plan to accommodate those units during the next eight years. As part of this planning process, the City must document to the California Department of Housing and Community Development (HCD) that these units can be accommodated across the city, and that policies and regulations support future residential development.

What is the regional housing needs assessment for? (RHNA)

Communities use the RHNA in land use planning, prioritizing local resource allocation, and in deciding how to address identified existing and future housing needs resulting from population, employment and household growth. The RHNA does not result in housing construction, but rather requires communities to anticipate growth, so that collectively the region and subregion can grow in ways that enhance quality of life, improve access to jobs, promotes transportation mobility, and addresses social equity and fair share housing needs.

How is Hayward doing with their 2015-2023 RHNA?

The Table below demonstrates progress made toward meeting Hayward’s RHNA goals for the 5th cycle Housing Element period between 2015-2023 as of the last report year (2020), which is shown in the column titled “Reported 2020.” The State allows local jurisdictions to “report” the units **when building permits are issued to construct the units.**

The “Approved” and “Pending Approval” columns provide an estimate of potential compliance by counting both entitled projects and projects going through the entitlement process.

2023 RHNA Goal Progress in the City of Hayward

Income Category*	Unit Goal	Reported 2020		Approved		Pending Approval		Estimated Compliance		Estimated Deficiency	
		Units	% of Goal	Units	% of Goal	Units	% of Goal	Units	% of Goal	Units	% of Goal
Very low	851	65	8%	205	24%	87	10%	357	42%	494	58%
Low	480	153	32%	71	15%	126	26%	350	73%	130	27%
Moderate	608	72	12%	55	9%	44	7%	171	28%	437	72%

*The City has achieved the Above Market Rate housing goals for the 2015-2023 RHNA cycle.

What does Housing Element Law require?

Since 1969, California has required that all local governments (cities and counties) adequately plan to meet the housing needs of everyone in the community. California’s local governments meet this requirement by adopting housing plans as part of their “general plan” (also required by the state). General plans serve as the local government’s “blueprint” for how the city and/or county will grow and develop and include seven elements: land use, transportation, conservation, noise, open space, safety, and housing.

HCD requires Housing Elements to include the following sections:

- Review of Accomplishments
- Housing Needs Assessment
- Evaluation of Housing Constraints

- Identification of Housing Sites
- 2021-2029 Program Strategy

During the Housing Element update, Hayward must also prove it can provide 4,624 units in compliance with a wide range of State rules.

How has State Legislation changed recently?

The 2019 California Legislative Session ended with over 30 new bills in response to the state's worsening housing crisis. Several of these bills are designed to increase housing production by easing development regulations, compelling jurisdictions to make fee and land information readily available to potential developers and impose new ongoing reporting and inventory requirements for local jurisdictions. Housing legislation aims to achieve a number of overarching goals:

- Accommodate projected housing demand, as mandated by the State,
- Increase housing production to meet this demand,
- Improve housing affordability,
- Preserve existing affordable housing,
- Improve the safety, quality, and condition of existing housing,
- Facilitate the development of housing for all income levels and household types, including special needs populations,
- Improve the livability and economic prosperity of all City residents, and
- Promote fair housing choices for all^[1].

^[1] Fair housing is the right to choose housing free from unlawful discrimination. Federal, state and local fair housing laws protect people

from discrimination in housing transactions such as rentals, sales, lending, and insurance.

Please participate!

We invite you to participate in upcoming community events to provide input on your specific experiences and your thoughts about how best to meet your and the larger communities' housing needs in Hayward.

Please visit our [Get Involved page](#).

Website Affirmatively Furthering Fair Housing Story Map



Affirmatively Furthering Fair Housing

What's the purpose of Affirmatively Furthering Fair Housing (AFFH)?

AFFH seeks to combat housing discrimination, eliminate racial bias, undo historic patterns of segregation, and lift barriers that restrict access in order to foster inclusive communities and achieve racial equity, fair housing choice, and opportunity for all Californians. Government policies, exclusionary tactics, and discriminatory treatment have long been key components of the housing system which encouraged unequal housing opportunities based on race.

To address these circumstances, Congress established the Fair Housing Act in 1968 to prohibit discrimination in the sale, rental, and financing of housing based on race, religion, and national origin. Over time the law expanded its protections to include discrimination based on sex,

disability, and familial status. The law also introduced the need to go beyond just prohibiting discrimination to instead creating real housing choice by affirmatively furthering fair housing.

Which legislation established Affirmatively Furthering Fair Housing requirements?

In 2018, the California State Legislature passed [AB 686](#) to expand upon the fair housing requirements and protections outlined in the Fair Employment and Housing Act (FEHA). The law requires all state and local public agencies to facilitate deliberate action to explicitly address, combat, and relieve disparities resulting from past patterns of segregation to foster more inclusive communities. The law also creates new requirements that apply to all housing elements due for revision on or after January 1, 2021.

The passage of AB 686 protects the requirement to affirmatively further fair housing within California state law, regardless of future federal actions. It also preserves the strong policy in the U.S. Department of Housing and Community Development's (HUD) Affirmatively Furthering Fair Housing Rule as published in the Federal Register in 2015.

As of January 1, 2019, AB 686 proactively applies the obligation to affirmatively further fair housing to all public agencies in California. Public agencies must now examine existing and future policies, plans, programs, rules, practices, and related activities and make proactive changes to promote more inclusive communities.

Where can I learn more about Hayward's fair housing conditions?

California Department of Housing and Community Development (HCD) created an interactive statewide AFFH Data Viewer to assist in the assessment of fair housing. HCD solicited feedback from advocates, councils of government, partner public agencies, and academic research groups to ensure the first iteration of the tool consolidates relevant data and provides options for addressing each component within the Assessment of Fair Housing (within the Housing Element). It consists of mapped data layers in six categories:

- Fair Housing Enforcement and Outreach Capacity
- Segregation and Integration
- Disparities in Access to Opportunity
- Disproportionate Housing Needs/Displacement Risk
- Racially Concentrated Areas of Poverty and Affluence
- Supplemental Data

The interactive maps can be explored in any internet browser and exported as a PDF, jpeg, and other image files. In addition, the underlying data layers can be downloaded for offline data analysis. HCD plans to continuously update these map layers and add additional data, as well as incorporate user feedback. Comments can be submitted to AFFHGuidance@hcd.ca.gov.

What strategies are recommended to promote fair housing?

Mobility Strategies consist of removing barriers to housing in areas of opportunity and strategically enhancing access. New Housing Choices in Areas of Opportunity means promoting housing supply, choices and

affordability in areas of high opportunity and outside of areas of concentrated poverty. Examples include:

- Voucher mobility;
- Housing mobility counseling;
- City-wide affordable rental registries;
- Landlord outreach to expand the location of participating voucher properties;
- Assistance with security deposits and moving expenses;
- Extend search times for particular groups such as larger families with children or persons with disabilities;
- Regional cooperation and administration of vouchers (such as through portability and shared waiting lists);
- Affirmative marketing can be targeted at promoting equal access to government-assisted housing or to promote housing outside the immediate neighborhood to increase awareness and the diversity of individuals in the neighborhood;
- Collaborate with high performing school districts to promote a diversity of students and staff to serve lower income students;
- Developing multifamily housing opportunities;
- Encouraging the development of four or more units in a building; and
- Accessibility programs focus on improving access to housing, public buildings and facilities, sidewalks, pedestrian crossings, and businesses
- Zoning, permit streamlining, fees, incentives and other approaches to increase housing choices and affordability (e.g., duplex, triplex, multifamily, accessory dwelling units, transitional and supportive housing) in high opportunity areas;
- Target housing creation or mixed income strategies (e.g., funding, incentives, policies and programs, density bonuses, land banks, housing trust funds);
- Inclusionary requirements;
- Scattered site affordable development;
- Targeted investment and programs, including sweat equity, down payment assistance, new rental construction;
- Accessibility modification programs;

- Leveraging in-home or community based supportive services; and
- Develop a campaign to combat local opposition

Which strategies encourage community conservation and revitalization?

Place-based Strategies to Encourage Community Conservation and Revitalization involves approaches that are focused on conserving and improving assets in areas of lower opportunity and concentrated poverty such as targeted investment in neighborhood revitalization, preserving or rehabbing existing affordable housing, improving infrastructure, schools, employment, parks, transportation and other community amenities.

Examples include:

- Target investment in areas of most need focused on improving community assets such as schools, recreational facilities and programs, social service programs, parks, streets, active transportation and infrastructure;
- Develop a proactive code enforcement program that targets areas of concentrated rehabilitation needs, results in repairs and mitigates potential cost, displacement and relocation impacts on resident;
- Dedicate or seek funding to prioritize basic infrastructure improvements (e.g., water, sewer) in disadvantaged communities;
- Address negative environmental, neighborhood, housing and health impacts associated with siting and operation of land uses such as industrial, agricultural, waste storage, energy production, etc. in disadvantaged communities;
- Target acquisition and rehabilitation to vacant and blighted properties in neighborhoods of concentrated poverty;

- Inter-governmental coordination on areas of high need;
- Prioritized capital improvement programs;
- Develop new financing;
- Recruit residents from areas of concentrated poverty to serve on boards, committees, task forces and other local government decision-making bodies;
- Catalyze leadership and future community wide decision-makers including affirmative recruitment in hiring practices;
- Leverage private investment for community revitalization, including philanthropic; and
- Expand access to community meetings, including addressing language barriers, meeting times

Which programs present displacement?

Protecting Existing Residents from Displacement comprises strategies that protects residents in areas of lower or moderate opportunity and concentrated poverty and preserves housing choices and affordability.

Examples include:

- First right of return to existing residents policies that include moving expenses;
- Multi-lingual tenant legal counseling;
- Affirmative marketing strategies or plans targeting nearby neighborhoods, a Disadvantaged Community or a Low-Income Community;
- Replacement housing requirements in targeted growth areas such as transit stations, transit corridors, job and housing rich areas, downtowns and revitalization areas or policies on sites identified to accommodate the housing needs of lower income households;
- Rent stabilization programs beyond what is required by California Civil Code 1946.2;
- Just cause eviction or other efforts improving tenant stability beyond what is required by California Civil Code 1946.2;

- Policies to preserve Single Room Occupancy (SRO) housing or mobile home parks;
- Condominium conversion restrictions;
- Land banking programs actively receiving funding;
- Community benefit zoning and/or other land value recapture strategy;
- Rent review board and/or mediation, foreclosure assistance, or multilingual tenant legal counseling services;
- Density bonus ordinances that expand on state replacement requirements;
- Implementation of an overlay zone to protect and assist small businesses;
- Establishment of a small business advocate office and single point of contact for every small business owner;
- Creation and maintenance of a small business alliance;
- Increased visibility of the jurisdiction's small business assistance programs;
- Formal program to ensure that some fraction of a jurisdiction's purchases of goods and services come from local businesses;
- Prioritization of Minority and Women Business Enterprises (MWBE) for public contracting.

Thumbnail from Housing Educational Videos

Educational Videos

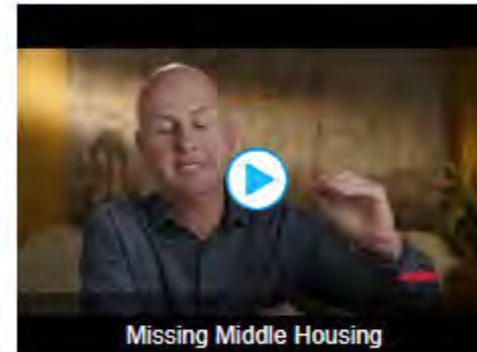
Housing



An Introduction to Zoning



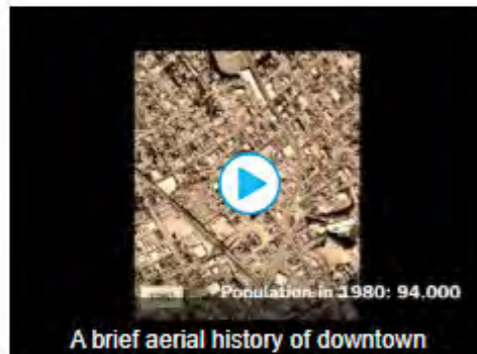
What is SB 9 California? Explained - Lot



Missing Middle Housing



The Case Against Single-Family Zoning



A brief aerial history of downtown



The History of Russell City



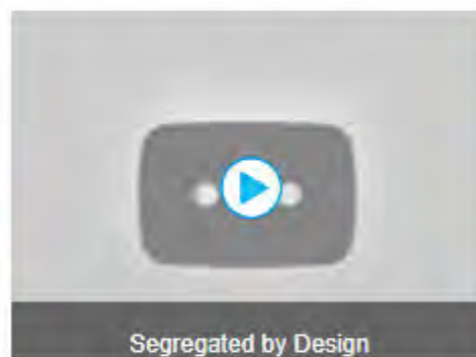
Gentrification Explained



The Legacy of Redlining (Urban



Housing Element | Chapter 1: What is



Segregated by Design

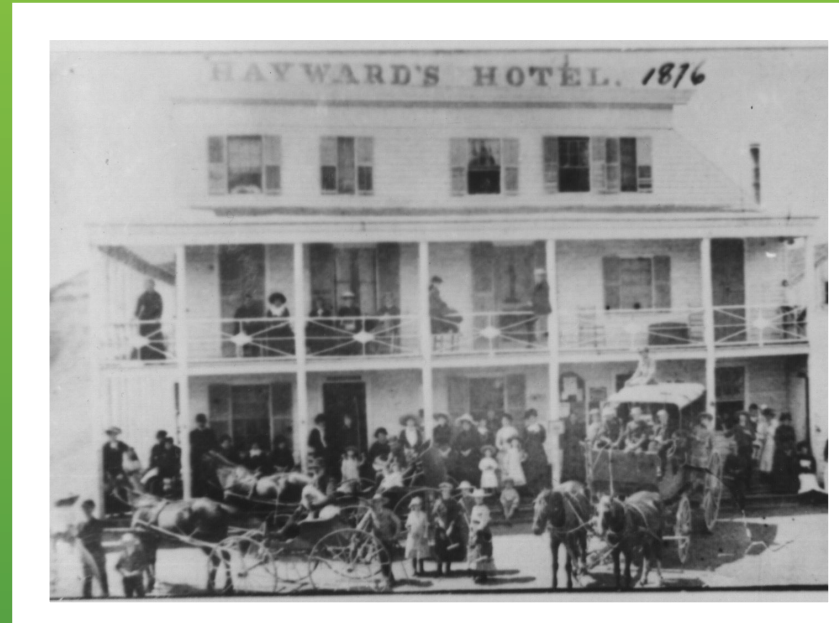
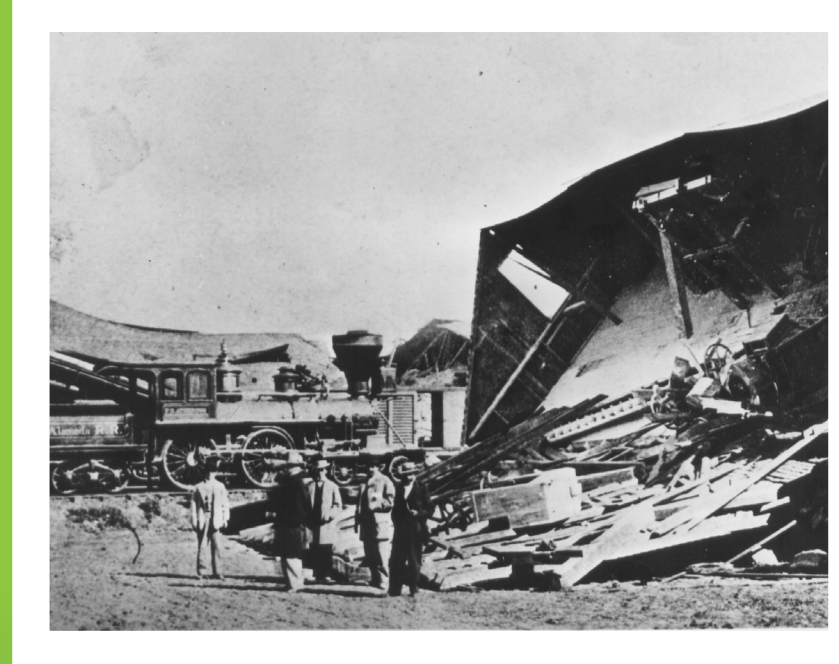


How the US made affordable homes



Gallery Event Posters in English and Spanish

HISTORY OF HAYWARD



Before the 1700s: Indigenous Communities

The Ohlone are the predominant Indigenous group of the Bay Area, including the Chochenyo and the Karkin in East Bay and the Muwekma tribe throughout the region.

Ohlone were hunters and gatherers. The Yrgin and Tuiban who lived in the areas that became Hayward used the salt ponds to cure hides and preserve food.¹

1700s through 1800s: Missions and Rancheros

In the late 1700s, Spanish explorers threatened Ohlone existence and culture due to exposure to European diseases, harsh living conditions, and forced cultural and religious assimilation through its Missions.

In the early 1800s, California was claimed as part of the Mexican Republic. The Mexican government provided large land grants to individuals including the area that became Hayward and surrounding lands.

Mid-1800s: California & Hayward

California joined the Union in 1850.

William Hayward purchased a portion of Rancho San Lorenzo and built a general store at the corner of A Street and Mission Blvd.

In 1868, the Southern segment of the Hayward Fault ruptured, triggering a M7.0 earthquake. Nearly every building in the Hayward area was destroyed or significantly damaged in the earthquake.

Hayward was incorporated in 1876.

1930s through 1940s: Mid-Century Migration

Job opportunities in California and the Bay Area encouraged waves of migration. Generally, African Americans worked in factories and shipyards and Mexican migrants worked in agriculture as part of the Bracero program.

Between 1940 and 1960, the population of Hayward grew from 6,736 to 72,700 people, similar to the population boom throughout the Bay Area and California.²

Practices such as redlining³ and racial covenants, directed people of color to certain neighborhoods and limited bank loans to purchase property. Housing discrimination led to people of color moving into unincorporated neighborhoods surrounding Hayward, such as Russell City (the present-day area between Chabot College and Hayward Airport) and Kelly Hill (Fairview).

Between 1942 and 1945, more than 600 Japanese Americans, or 150 families, from the area were forced to leave their homes and businesses and were detained in 10 internment camps throughout the Western U.S.^{4,5}

1950s through 1970s: Civil Rights and Social Justice Movement

California and Bay Area population continued to grow but jobs decreased after the war effort. Housing options continued to not meet community needs.

Civil Rights and social justice established national and state policies, including the Civil Rights Act, Fair Housing Act, Voting Rights Act, and the California Environmental Quality Act.

During this era, government actions, such as urban renewal, displaced communities of color and segregated neighborhoods throughout California. For example, a nearby community called Russell City, which was home to African American, Latinx/Latine, and low-income residents, was added to Hayward's boundary. This process displaced these residents when the area was redeveloped into an industrial center.

1980s to today: Modern Era

The economy and workforce characteristics changed as traditional manufacturing was replaced with technology, service, and supporting economies.

Limited housing options in California continue to result in increased housing costs. Government actions and lack of affordable housing options have led to segregation, gaps in wealth and homeownership, and unequal health impacts for communities of color.

The City of Hayward is currently the sixth-largest city in the Bay Area with approximately 159,000 residents and an increasingly diverse population.

Hayward is experiencing gentrification, displacement, and loss of communities of color similar to surrounding Bay Area communities.

HOUSING IN HAYWARD



Housing Crisis

The Bay Area's housing affordability crisis is decades in the making. There is not enough housing which causes prices to increase. This hits low-income households the hardest.

People are spending more and more of their income on housing and less on other basic needs.



How does the Housing Element help with the housing crisis?

The Regional Housing Needs Assessment requires that cities and unincorporated areas of counties to plan for new housing to accommodate projected growth. HCD identifies the number of housing units needed across all income levels for the San Francisco Bay Area for the eight-year RHNA cycle. As part of the Housing Element, the State determines:

- How much housing needs to be built in each City.
- The income levels new housing needs to serve.

These become goals for the City. The City then has to try to encourage development to meet the goals set by the State. To meet the housing goals, the Bay Area Council of Governments (COG) assigned 4,624 units to Hayward. The City must now find places where developers can build 4,624 homes. The locations must be available throughout the City. The City must also make sure the local laws and requirements don't prevent homes from being built.



What is a Housing Element?

The Housing Element is a chapter of the General Plan that is required by the State. It is a guide that helps a City think about what types of housing exists and what types of housing programs are needed to help its community members. Hayward last updated its Housing Element in 2014 and is now due for an update on other basic needs.



What does a Housing Element include?



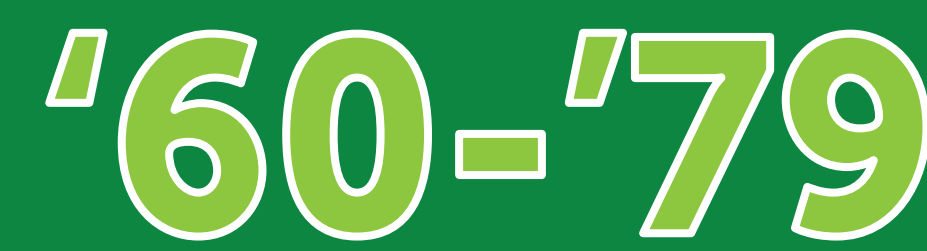
91.5% of Hayward renters and 77.7% of Hayward homeowners spend more than 30% of their income on rent.



Hayward offers a variety of housing types including single family homes, duplex triplex, apartments, and condominiums.



The most common type of housing in Hayward is single family homes.



Most of the housing stock was built in 1960 – 1979.



A little over half of homes in Hayward are occupied by owners.



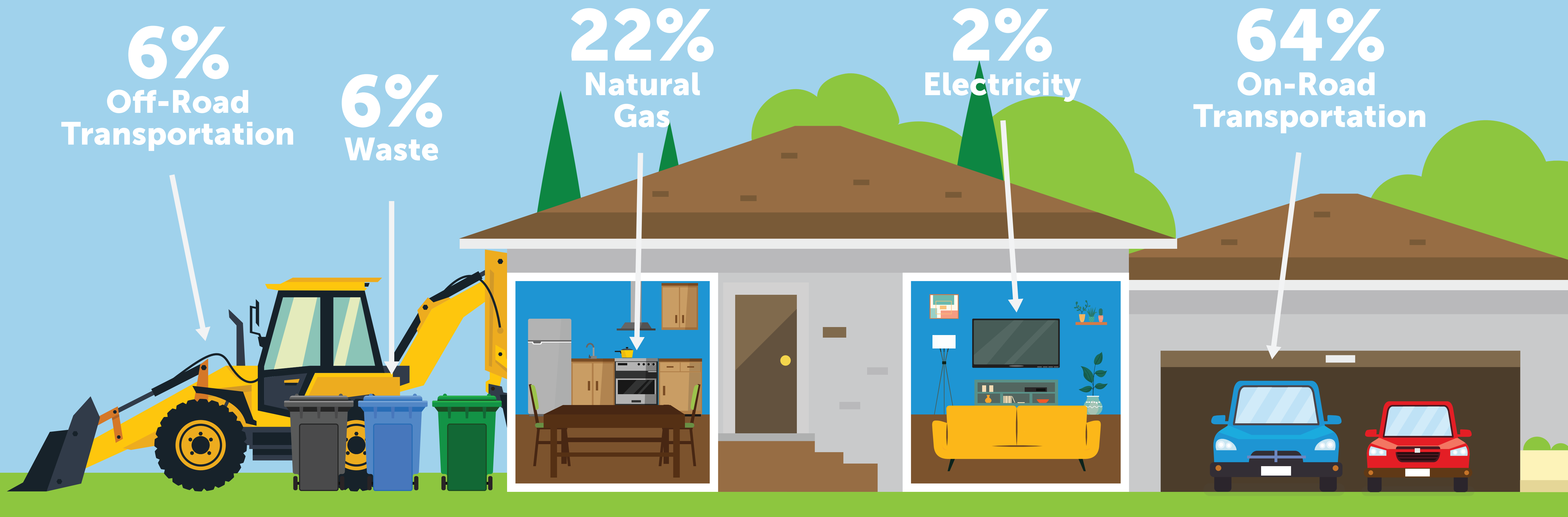
For more information scan the QR code to visit our website!

Please send all housing questions and comments to: housingelementupdate@hayward-ca.gov

CLIMATE CHANGE IN HAYWARD

ROADMAP TO CARBON NEUTRALITY*

Hayward's 2019 Greenhouse Gas Emissions



Climate Action Plan Process



Scan the QR code to tell your Climate Story.

Climate Change Impacts

The infographic lists eight climate change impacts, each with a corresponding icon:

- Higher Temperatures (Thermometer icon)
- Extended Periods of Drought (Sun and cracked earth icon)
- Increased Risk of Wildfire (Flaming trees icon)
- Intense Rain and Flooding (Cloud with rain icon)
- Damage to Property (House with lightning bolt icon)
- Poorer Human Health (Person with arrow pointing to head icon)
- Worsened Air Quality Problems (Polluted trees icon)
- Higher Energy Costs (Dollar signs icon)

*The City of Hayward's goals are to reduce emissions by 55% by 2030 and achieve carbon neutrality by 2045. Carbon neutrality means net zero community GHG emissions by reducing existing GHG emissions and balancing remaining emissions using new technology and strategies.

Please send all climate questions and comments to: environment@hayward-ca.gov

ENVIRONMENTAL JUSTICE IN HAYWARD



ENVIRONMENTAL JUSTICE

Environmental justice is defined by the State as, “the fair treatment and meaningful involvement of people of all races, cultures and incomes as part of the development and implementation of environmental laws and policies.” Environmental justice provides an important opportunity to alleviate problems that previous government activities have not addressed. As part of this update, the City will include a new Environmental Justice chapter in the General Plan.

IDENTIFYING UNEQUAL IMPACTS

While pollution impacts all communities, low-income persons and communities of color experience those impacts at a higher rate. Historically in the United States, low-income and minority communities tend to be located closer to toxic or polluted environments including toxic waste-producing businesses, landfills, and energy facilities. These facilities cause health issues for nearby communities. Environmental justice shines a light on these issues and fights abuses and biased practices against these disadvantaged communities. Disadvantaged communities suffer the most from economic, health, and environmental issues. These problems can include poverty, unemployment, air and water pollution, exposure to hazardous chemicals, and health impacts such as high rates of asthma and heart disease, among others.

NEW ENVIRONMENTAL JUSTICE ELEMENT

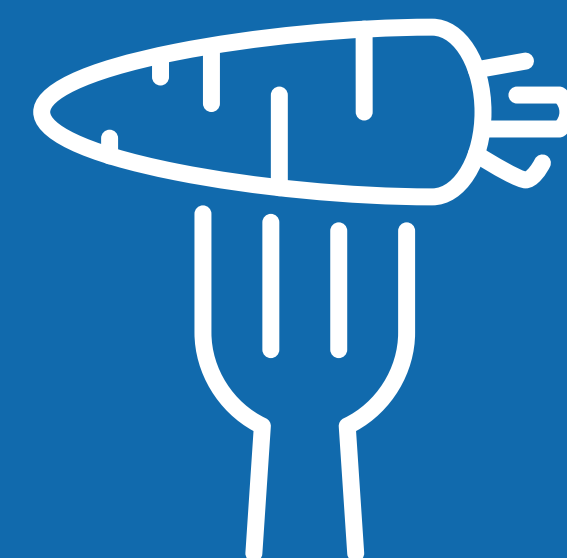
The new Environmental Justice Element will seek to create goals and policies to:



Reduce Pollution Exposure



Promote Access to Public Facilities



Promote Access to Healthy Foods



Promote Safe & Sanitary Homes



Promote Physical Activity



Promote Civic Engagement



For more information scan the QR code to visit our website!

Please send all environmental justice questions and comments to housingelementupdate@hayward-ca.gov

SAFETY, HAZARDS, AND ADAPTATION IN HAYWARD

The Safety Element will cover hazards related to Seal Level Rise, Floods, Tsunamis, Earthquakes and Wildfires.

How to Get Involved and Learn More

The City of Hayward is updating key elements of the City's General Plan and we want to hear from you! This website provides all the information you will need to stay up to date and provide feedback on the project, including upcoming community events, City public meetings, reports and resources, and other opportunities.



For more information scan the QR code to visit our website!



Earthquakes

An earthquake is a sudden and violent shaking of the ground caused by the earth's crust moving. An earthquake may cause events, including tsunamis, landslides, and liquefaction.



Urban flooding

Urban flooding, is flooding that occurs after periods of extended, high intensity rainfall in developed, populated areas.



Tsunami

A tsunami is a long high sea wave caused by an earthquake or other disturbance.



Wildfires

A wildfire is an unplanned, unwanted, uncontrolled fire in an area of combustible vegetation starting in rural areas and urban areas.



Rising Sea Level

Sea Levels, which are impacted by global warming, are projected to rise by at least 55 inches during the next 100 years. As sea levels rise, the Hayward shoreline, as well as industrial, commercial, and residential areas along creeks and drainage ways, will become more and more vulnerable to water inundation during both normal high tides and flooding during major storm events.

To learn more about potential impacts of sea level rise in Hayward, please read the Hayward Regional Shoreline Adaptation Master Plan.

<https://www.hayward-ca.gov/shoreline-master-plan>

Please send all Safety Element questions and comments to: housingelementupdate@hayward-ca.gov

HISTORIA DE HAYWARD



Antes del año 1700: Comunidades indígenas

Los Ohlone son el grupo indígena predominante del Área de la Bahía, incluyendo los Chochenyo y los Karkin en el Este de la Bahía y la tribu Muwekma en toda la región.

Los Ohlone eran cazadores y recolectores. Los Yrgin y los Tuiban que vivían en las zonas que se convirtieron en Hayward, utilizaban los estanques de sal para curar las pieles y conservar los alimentos.¹

De 1700 a 1800: Misiones y Rancheros

A finales de los años 1700, los exploradores españoles amenazaron la existencia y la cultura de los Ohlone exponiéndolos a enfermedades europeas, las duras condiciones de vida y la asimilación cultural y religiosa forzada a través de las Misiones.

A principios de los años 1800, California fue reclamada como parte de la República Mexicana. El gobierno mexicano otorgó grandes concesiones de tierra a individuos, incluyendo el área que se convirtió en Hayward y las tierras de alrededor.

Mediados de los años 1800: California y Hayward

California se unió a la Unión en 1850.

William Hayward compró una porción del Rancho San Lorenzo y construyó un almacén general en la esquina de A Street y Mission Boulevard.

En 1868, el segmento sur de la Falla Sísmica de Hayward tuvo una ruptura, provocando un terremoto de 7.0 de magnitud. Casi todos los edificios de la zona de Hayward fueron destruidos o sufrieron daños importantes a causa del terremoto.

Hayward se incorporó en el año de 1876.

Periodo de los años 1930 a 1940: Migración de mediados de siglo

Las oportunidades de trabajo en California y el Área de la Bahía fomentaron las olas de migración. Generalmente, los afroamericanos trabajaban en fábricas y astilleros y los migrantes mexicanos trabajaban en la agricultura como parte del programa Bracero.

Entre 1940 y 1960, la población de Hayward creció de 6 736 a 72 700 personas, de forma similar al auge demográfico de toda el Área de la Bahía y California.²

Prácticas como el "redlining"³ y los convenios raciales dirigieron a la gente de color a ciertos vecindarios y limitaron los préstamos bancarios para comprar propiedades. La discriminación en temas de vivienda hizo que la gente de color se trasladara a los vecindarios no incorporados que rodeaban Hayward, como Russell City (la zona actual entre el Chabot College y el aeropuerto de Hayward) y Kelly Hill (Fairview).

Entre 1942 y 1945, más de 600 japoneses-americanos, o 150 familias de la zona de Hayward y los alrededores se vieron obligados a abandonar sus hogares y negocios y fueron reclusos en 10 campos de internamiento repartidos por el oeste de Estados Unidos.^{4,5}

Décadas de 1950 a 1970: Movimientos de derechos civiles y justicia social

La población de California y del Área de la Bahía continuó creciendo, pero los trabajos disminuyeron después de la industria relacionada con los esfuerzos de guerra. Las opciones de vivienda seguían sin satisfacer las necesidades de la comunidad.

Los derechos civiles y la justicia social establecieron políticas nacionales y estatales, como la Ley de Derechos Civiles, la Ley de Vivienda Justa, la Ley de Derecho al Voto y la Ley de Calidad Ambiental de California.

Durante esta época, acciones del gobierno como la renovación urbana desplazaron a las comunidades de color y segregaron los vecindarios de toda California. Por ejemplo, una comunidad cercana llamada Russell City, que albergaba a residentes afroamericanos, latinos y de bajos ingresos, fue agregada a los límites de Hayward. Este proceso desplazó a estos residentes cuando la zona fue remodelada para convertirse en un centro industrial.

Desde la década de 1980 hasta hoy: Época moderna

La economía y las características de la mano de obra cambiaron a medida que los métodos de fabricación tradicional fueron reemplazados por la tecnología, los servicios y las economías de apoyo. Las limitadas opciones de vivienda en California siguen causando un aumento de los costos de vivienda. Las acciones del gobierno y la falta de opciones de vivienda económica han llevado a la segregación, a desigualdades económicas y en la propiedad de la vivienda, y a impactos desiguales de salud para las comunidades de color.

La ciudad de Hayward es actualmente la sexta ciudad más grande del Área de la Bahía, con aproximadamente 159 000 residentes y una población cada vez más diversa.

Hayward está experimentando la gentrificación, el desplazamiento y la pérdida de comunidades de color de forma similar a las comunidades que rodean el Área de la Bahía.

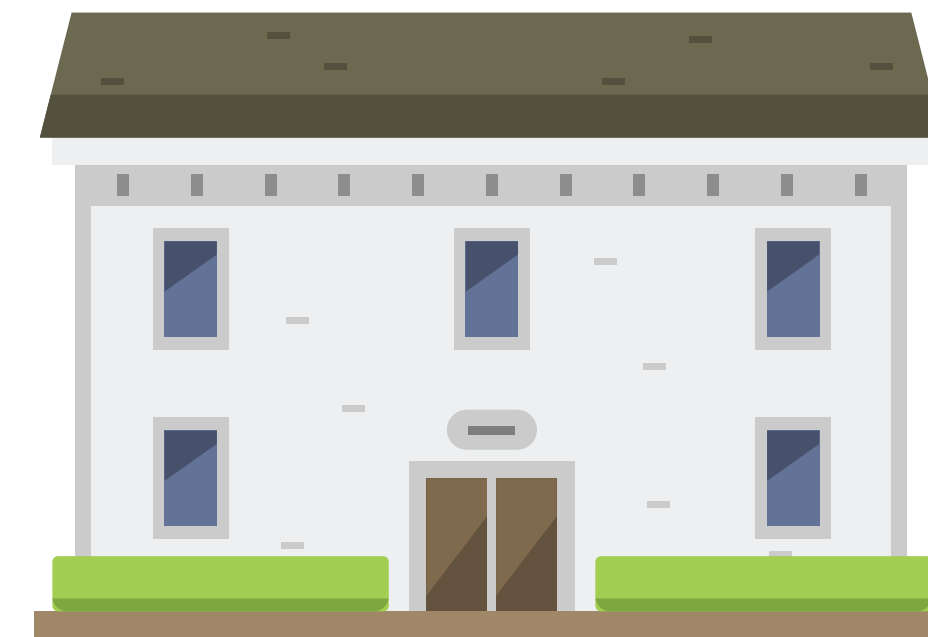
LA VIVIENDA EN HAYWARD



La Crisis de Vivienda

La crisis por la falta de viviendas económicas en el Área de la Bahía ha existido por varias décadas. No hay suficientes viviendas, lo que hace que los precios aumenten. Esto afecta sobre todo a los hogares de bajos ingresos.

Las personas están teniendo que usar más de sus ingresos para pagar por su vivienda, dejándoles menos dinero para cubrir otras necesidades básicas.



¿Cómo ayuda el Elemento de Vivienda a la crisis de vivienda?

Preservación de la vivienda, necesidades futuras de vivienda y requisitos del RHNA ("Regional Housing Needs Assessment" o Evaluación de las Necesidades de Vivienda Regional). RHNA requiere que las ciudades y las áreas no incorporadas de los condados tengan un plan para construir nueva vivienda y así responder al crecimiento proyectado para el futuro. El Departamento de Vivienda y Desarrollo Comunitario de California (California Department of Housing and Community Development, abreviado HCD) identifica el número de unidades de Vivienda que se necesitan para todos los niveles de ingreso para el Área de la Bahía de San Francisco para el ciclo de ocho años de RHNA. Con respecto al Elemento de Vivienda, el estado determina:

- Cuántas viviendas deben construirse en cada ciudad
- Los niveles de ingresos a los cuales las nuevas viviendas deben hacerse asequibles

Estos se convierten en objetivos para la ciudad. La ciudad debe intentar fomentar el desarrollo y la construcción de viviendas para alcanzar los objetivos fijados por el Estado. Para cumplir los objetivos de vivienda, el Consejo de Gobiernos del Área de la Bahía (Bay Area Council of Governments abreviado COG) asignó 4,624 unidades a Hayward. La ciudad debe ahora encontrar lugares donde los promotores puedan construir 4,624 viviendas. Las ubicaciones deben estar disponibles en toda la ciudad. La ciudad también debe asegurarse de que las leyes y requisitos locales no impidan la construcción de viviendas.



¿Qué es el Elemento de Vivienda?

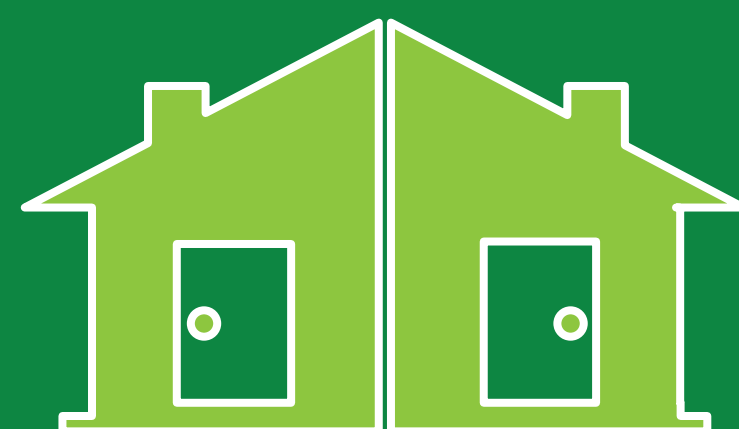
El Elemento de Vivienda es un capítulo del Plan General requerido por el Estado. Es una guía que ayuda a la alcaldía de una ciudad a pensar qué tipo de vivienda existe y qué tipo de programas de vivienda se necesitan para ayudar a los miembros de su comunidad. Hayward actualizó por última vez su Elemento de Vivienda en el año 2014 y ahora se debe actualizar de nuevo.



¿Qué incluye un Elemento de Vivienda?



El 91,5% de los inquilinos de Hayward y el 77,7% de los propietarios de viviendas de Hayward gastan más del 30% de sus ingresos en el alquiler.



Hayward ofrece una variedad de tipos de vivienda, incluyendo casas unifamiliares, dúplex, triplex, departamentos/ apartamentos y condominios.



El tipo de vivienda más común en Hayward son las casas unifamiliares.



La mayoría de las viviendas fueron construidas entre 1960 y 1979.



Un poco más de la mitad de los hogares en Hayward están ocupados por los propietarios.



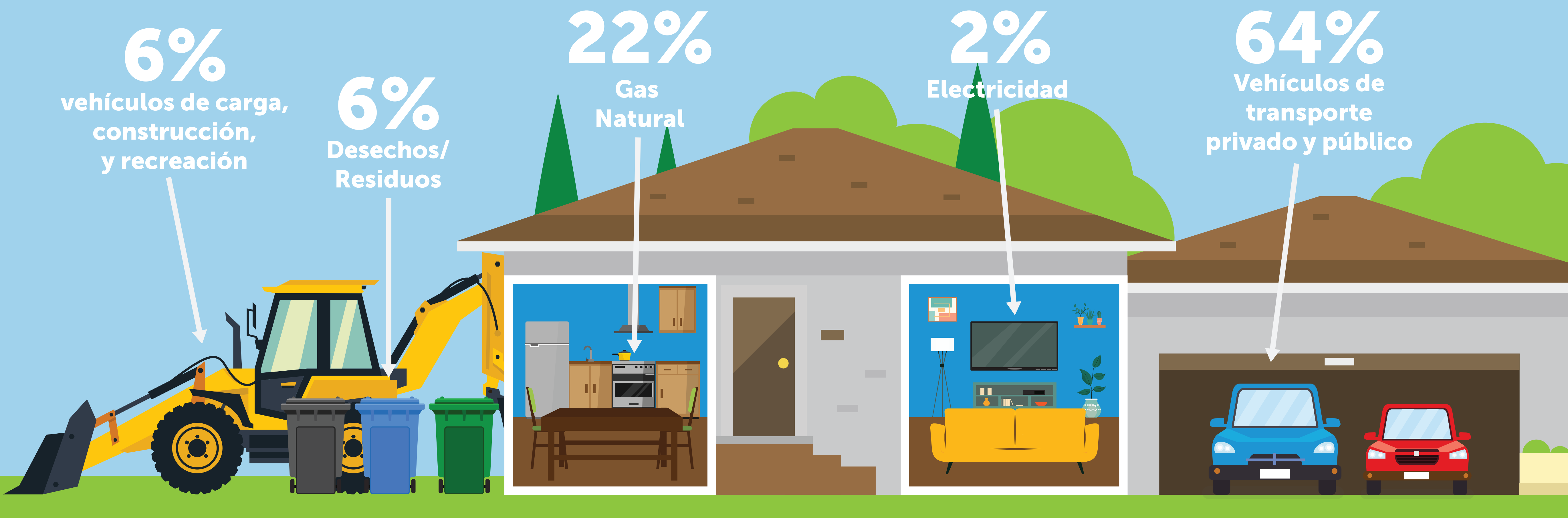
Para más información, escanee el código QR para visitar nuestro sitio web.

Por favor, envíe todas las preguntas y comentarios sobre el tema de la vivienda a: housingelementupdate@hayward-ca.gov

EL CAMBIO CLIMÁTICO EN HAYWARD

EL CAMINO HACIA LA NEUTRALIDAD DE CARBONO*

Las emisiones de gases de efecto invernadero de Hayward en el año de 2019



Proceso de actualización del Plan de Acción Climática



Para más información, visite nuestro sitio web.

Impactos del Cambio Climático

- Temperaturas más altas
- Periodos de sequía extendidos
- Mayor riesgo de incendios forestales
- Lluvias e inundaciones intensas
- Daños a la propiedad privada y pública
- Empeoramiento de la salud humana
- Empeoramiento de la calidad del aire
- Costos energéticos elevados

*La Ciudad de Hayward ha establecido una meta para reducir las emisiones de gases de efecto invernadero en un 55% para el año 2030, y para lograr la neutralidad del carbono para el año 2045. La neutralidad de carbono significa lograr cero emisiones de gases de efecto invernadero en la comunidad, lo cual se lograría reduciendo las emisiones existentes y balanceando las emisiones residuales a través del uso de la tecnología y otras estrategias.

Por favor envíenos sus preguntas o comentarios acerca del cambio climático y la acción climática a: environment@hayward-ca.gov

JUSTICIA AMBIENTAL EN HAYWARD



JUSTICIA AMBIENTAL

El Estado define la Justicia Ambiental como "el trato justo y la participación significativa de personas de todas las razas, culturas e ingresos en el desarrollo y la aplicación de leyes y políticas del medio ambiente". La Justicia Ambiental ofrece una importante oportunidad para aliviar los problemas que actividades gubernamentales no han abordado en el pasado. Como parte de esta actualización, la ciudad incluirá un nuevo capítulo sobre Justicia Ambiental en el Plan General.

IDENTIFICACIÓN DE LOS IMPACTOS DESIGUALES DE LA CONTAMINACIÓN EN DIFERENTES COMUNIDADES

Si bien la contaminación afecta a todas las comunidades, las personas de bajos ingresos y las comunidades de color viven esos impactos en mayor medida. Históricamente en los Estados Unidos, las comunidades de bajos ingresos y pertenecientes a minorías tienden a estar ubicadas más cerca de ambientes tóxicos o contaminados, incluyendo empresas productoras de desechos tóxicos, vertederos e instalaciones de energía. Estas instalaciones causan problemas de salud a las comunidades cercanas. La Justicia Ambiental expone estos problemas y lucha contra los abusos y las prácticas sesgadas contra estas comunidades desfavorecidas. Las comunidades desfavorecidas son las que más sufren los problemas económicos, sanitarios y ambientales. Estos problemas pueden incluir la pobreza, el desempleo, la contaminación del aire y el agua, la exposición a sustancias químicas peligrosas y los impactos en la salud, así como las altas tasas de asma y enfermedades cardíacas, entre otros.

NUEVO ELEMENTO DE JUSTICIA AMBIENTAL

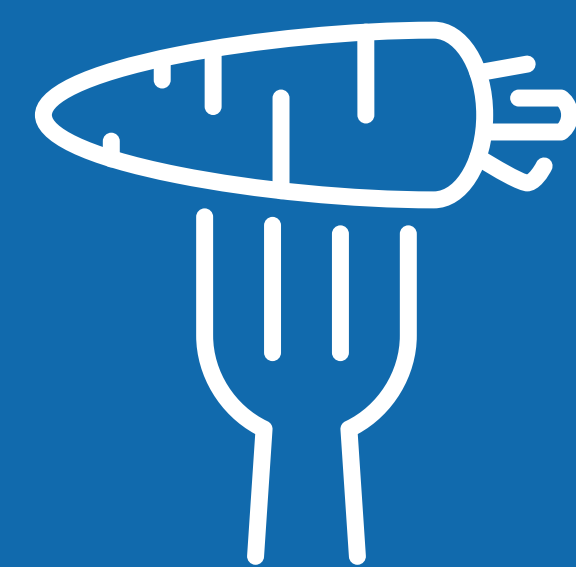
El nuevo Elemento de Justicia Ambiental tratará de crear objetivos y políticas para:



Reducir la exposición a la contaminación



Promover el acceso a las instalaciones públicas



Promover el acceso a alimentos saludables



Promover viviendas seguras y sanitarias



Promover la actividad física



Promover el compromiso cívico

Por favor, envíe todas las preguntas y comentarios sobre justicia ambiental a: housingelementupdate@hayward-ca.gov



Escanee el código QR para contarnos su historia relacionada con el cambio climático.

SEGURIDAD, RIESGOS Y ADAPTACIÓN EN HAYWARD

El Elemento de Seguridad cubrirá los riesgos relacionados con el aumento del nivel del mar, las inundaciones, los tsunamis, los terremotos y los incendios forestales.

Cómo Participar y Aprender más

La ciudad de Hayward está actualizando los elementos clave del Plan General de la ciudad y nos gustaría oír de usted. Este sitio web proporciona toda la información que usted necesitará para poder mantenerse al día y hacer comentarios sobre el proyecto. Esta información incluye los próximos eventos de la comunidad, las reuniones públicas de la ciudad, los informes y los recursos, y otras oportunidades.



Para más información, escanee el código QR para visitar nuestro sitio web.



Terremotos

Un terremoto es una sacudida repentina y violenta del suelo causada por el movimiento de la corteza terrestre. Un terremoto puede provocar sucesos como tsunamis, deslizamientos de tierra y licuefacción.



Inundaciones urbanas

Las inundaciones urbanas ocurren tras periodos prolongados de lluvias de gran intensidad en zonas desarrolladas y pobladas.



Tsunami

Un tsunami es una ola marina larga y alta causada por un terremoto u otra perturbación.



Incendios Forestales

Un incendio forestal es un fuego no planificado, no deseado y no controlado en una zona de vegetación combustible que se inicia en zonas rurales y urbanas.



Aumento del nivel del mar

Se estima que el nivel del mar aumentará por lo menos 55 pulgadas durante los próximos 100 años debido al calentamiento global. A medida que el nivel del mar aumente, la línea de costa de Hayward, así como las zonas industriales, comerciales y residenciales a lo largo de los arroyos y las vías de drenaje, serán cada vez más vulnerables a las inundaciones durante las mareas altas normales y durante tormentas mayores.

Para saber más sobre los posibles impactos del aumento del nivel del mar en Hayward, lea el Plan Maestro de Adaptación de la Línea de Costa de Hayward.

<https://www.hayward-ca.gov/shoreline-master-plan>

Por favor, envíe todas las preguntas y comentarios sobre los Elementos de Seguridad a: housingelementupdate@hayward-ca.gov

Chabot Interviews Hayward Housing Report 2022



Welcome to our Home!

Hayward Housing Project Final Report



TENNYSON

Prepared by Teach Earth Action
for the City of Hayward Housing Element

1. Very brief description of scope of work in contract:

In Spring 2022, Teach Earth Action (TEA) and city of Hayward staff collaborated to develop a series of questions and field research protocols for investigating Housing in Hayward. Chabot College English students then conducted 400 interviews with Hayward residents. Students obtained a wide range of demographic data from each interviewee as well as asking them 18 separate questions. These interviews were recorded and transcribed into spreadsheets. TEA and Chabot students pored over this material to tease out trends and concepts. Equipped with this knowledge, students wrote research papers that explored these trends. Once these essays were completed, students then took a deeper dive into one concept of their choice, and created graphic design presentations that showcased their findings.

2. **Dates of contract:** The work took place Spring semester. January 15 to June 1st.
3. **Total contract amount:** \$10,000
4. **Number of classes and students that participated in this effort:** 5 classes representing approximately 75 students.
5. **List of interview questions:**

First please ask the interviewee these Demographic questions

- Where does interviewee live--including their cross street
- Interviewee's first name
- interviewee's age
- interviewee's ethnicity
- interviewee's gender
- How long have you lived in Hayward?
- What is your living situation? Apartment... Duplex... Single-family home...Homeless... Other
- How many people including you are in your living situation?
- How many different families are in your living situation?

Next please ask these 13 questions.

1. What are three words you would use to describe your current living situation ? Please talk about why you chose each word.
2. On a scale of 1-5 (1 being not important and 5 being very important), rank how important each of these assets in Hayward are to you:
 - Downtown / B street (1-5)
 - Schools (1-5)
 - Churches (1-5)
 - Libraries (1-5)
 - Parks, (1-5)
 - Transit (1-5)
 - Jobs (1-5)
3. How much do you worry about being evicted or losing your living situation? Do you think your housing costs too much? Why or why not?
4. What is your experience with individuals facing homelessness in Hayward?
5. Talk in detail about your relationship with your neighbors.
6. . When it comes to housing, have you ever felt discriminated against or treated unfairly based on your ethnicity?
7. Do you notice areas in Hayward where there is more segregation? Or more people living in poverty than in other areas? If so, which areas? What do you notice about these higher poverty areas?

- 8 . Please describe some good memories you have of where you live?
9. What would you change about your living situation and why? What is preventing you from making these changes? What support would you need to make those changes?
10. What environmental or pollution issues do you face where you live? What is preventing you from solving these issues? What support do you need to change these issues?
11. When it comes to high quality jobs, is Hayward a place you would look? Why or why not?
12. What song encapsulates living in Hayward? Why?
13. What is your biggest hope or dream when it comes to your living situation? What's preventing you from achieving your hope or dream? What support would you need to make it happen?

6. **Description of how students outreached to interviewees:** Students were expected to conduct 6-7 interviews with residents of Hayward. They found their interviewees in various ways: through friends or family; at work; through social media; at school. Students were told to choose interviewees from a wide range of ages. Students were also given extensive training and feedback in how to conduct effective interviews.
7. **Interview dates:** Interviews were conducted during the month of February.
8. **Methodology for recording and transcribing and organizing interview data:** Students were trained in using Otter, a transcription software. Otter records an audio file and also provides a written transcription of the interview. The transcripts were uploaded into Google Forms and Google Sheets. Once uploaded, students could filter the content by concept, interviewee, or question. For questions that generated quantitative or numerical replies, we prepared charts and graphs to capture trends.
9. **Total number of individuals interviewed:** 402 Hayward residents were interviewed.
10. **Process for fact checking corrections to voice transcription issues:** Students understood that although Otter does a really good job in accurately capturing what interviewees said, students knew they still needed to go through each transcript and fix any Otter errors so that interviewees' words were accurately transcribed.

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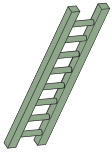



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Acknowledgements




The Teach Earth Action team wishes to thank the city of Hayward staff for their guidance and support in doing this project. We are especially grateful to Leigha Schmidt and Tim Lohnes for their vision and creativity in helping to shape this work. We also appreciate the support of the Hayward city council, the mayor, and city manager Kelly McAdoo. City of Hayward residents are truly fortunate to have such engaged professionals looking out for them.

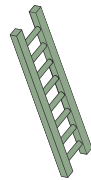

This current project grows out of--and is informed by--the ongoing 5 year collaboration that we have been engaged in with the city of Hayward. We are grateful to the city staff who have shepherded those many earlier projects that have set the stage for this current endeavor. We extend our special thanks to Mary Thomas. None of this half decade of community outreach would have been possible without her.




TEA also wishes to thank the 400 Hayward residents who agreed to be interviewed. We are so grateful that they took the time out of their busy lives to help bring this project to life. In reading through all of their answers, we were amazed again and again how forthright, insightful, and concerned they are about their city. They love Hayward and root for its success, and their own that follows.



Finally, we want to thank the many Chabot College students who have been the tip of the spear for this project and indeed for all the projects and initiatives that we have engaged in with the city. It takes courage to put oneself out into the public sphere, and to engage with folks whom you may not even know. But these students time and again have done just that. And then followed this up by researching, brainstorming, and writing long and involved essays. The combined length of all the Chabot students' writing completed for this project is over 1600 pages. And every page is dedicated to coming to a deeper understanding about how to make Hayward the best city it can be.



Note: In this report, when talking about Hayward residents, we use the terms *resident*, *interviewee*, and *community member* interchangeably.



TEA Executive Analysis

In Spring 2022, Teach Earth Action (TEA) and city of Hayward staff collaborated to develop a series of questions and field research protocols for investigating Housing in Hayward. Chabot College English students then conducted nearly 400 lengthy interviews with Hayward residents. Students obtained a wide range of demographic data from each interviewee as well as asking them 18 separate questions. These interviews were all recorded and transcribed into spreadsheets. TEA and Chabot students pored over this raw material to tease out trends and concepts. Equipped with this knowledge, students wrote research papers that explored and expanded upon these trends. Once these essays were completed, students then took a deeper dive into one concept of their choice, and created graphic design presentations that showcased their findings.

The depth and breadth of the work that the students engaged in is truly massive. The combined page number of all the student essays equals 844 pages. The graphic design presentations total another 750 pages. The 400 interview transcripts total over 360,000 words—a sum greater than the combined word count of these 6 novels: Tom Sawyer, The Sun Also Rises, Color Purple, Carrie, A Clockwork Orange, Brave New World.

From this cornucopia of content, 5 core strengths emerge that contribute to the resiliency and adaptability of Hayward residents.



First, Hayward is one of the most diverse cities in the United States. Happily, residents of Hayward, who are the living embodiment of this diversity, are well aware of the city’s rich ethnic and immigrant tapestry. Residents take pride in it. They see it as a strength, and perhaps even as an antidote or buffer to any discrimination or racism they may encounter. That said—and as we have seen for ourselves in our 5 years of working closely with the city of Hayward to develop community initiatives—residents may not be entirely sure about how to fully leverage or activate this powerful tool of diversity. *(We will be offering strategies for how to do this in the “Recommendations” section of this document.)*

The 2nd core strength we note is that Hayward residents are highly committed to supporting and uplifting their families. The word “family” comes up over 600 times in the interviews. “Kids” is referenced by interviewees 400 times, and “children” over 125.

This focus on family leads directly into a 3rd core strength, which is that Hayward community members are extremely hard working, and this is largely in service of family goals. As teachers at Chabot College, we have seen this for ourselves for decades. Nearly every student—the vast majority of whom live in Hayward—has a job, or even two or three. They talk all the time about needing to “help out the family” and they often talk about the difficult and strenuous jobs that their parents hold, or, worst case, how hard their parents are struggling to *find* a job. Many of our older students are parents themselves, and we marvel at how they too juggle long work weeks, childcare, and school work.

WHY residents have to work so hard to make ends meet is the central theme of this report: *The high cost of housing impacts and even warps almost every aspect of life in Hayward.*

Executive Analysis

A 4th core strength we see in Hayward residents is a quiet stoicism in the face of the challenges we will be detailing in this report. As Carlo, a Chabot student, writes, “The Latino community suffers constant struggles and misfortunes in their daily lives. Despite this, they do not complain very much about it; they just keep it to themselves and continue with their daily efforts because they still have duties to fulfill. The average Hayward citizen would ask: how can they do it, to live in such precarious conditions, and still keep going? Well, the answer is pretty simple: their traditions and personality gives them hope that someday they will achieve their dreams....” Carlo is writing about Latino residents, but his words describe many who live in Hayward.

The 5th core strength holds all the other strengths inside it, and it is alluded to in Carlo’s quote: Hayward residents are very clear that what they seek is the American Dream. They want a safe and secure house for their “kids” and they would prefer to build this life in Hayward. When asked about their dreams for the future, of the 400 interviewees, at least 250 of them reference owning their own home. Many others who already do have a home dream about improving it, or fixing it up, or moving to a better home.

On the face of it, why shouldn’t this dream be attainable? After all, this is the “American Dream”: a single family house, children, friendly neighbors next door, and a wider community that features assets and services that help support and bring this Dream to fruition.

The next sections of this executive analysis lay out some of the reasons why this Dream is NOT guaranteed to come true for many of Hayward’s residents.



No single resident, no single family—in fact, no single community—can hope to achieve the American Dream all on their own. The assets and services that are woven into any community play a role in smoothing out the vagaries of daily life, and in functioning essentially as problem solving tools. To ascertain how effective Hayward assets actually are, and what role they play in residents’ lives, with **Question #2** of the survey Chabot students asked interviewees to quantify the importance of 7 different assets or services, and to also explain the reasoning behind their rankings.

The three community assets that scored the highest in importance—schools, jobs, and parks—all share a similar trend. What they have in common is that although the residents clearly see the crucial value of each of these 3 assets, residents are not all together certain that they are functioning as fully and effectively as possible to serve the needs of the community.

In the case of schools, many citizens perceive them as being plainly sub-par. Residents speak from personal experience in attending Hayward schools and from sending their children to them. They believe schools are underfunded and look “old and abandoned” as Hayward resident Bertha claims. Residents are well aware of the importance of education for getting good jobs and getting ahead, and thus they express frustration and even fear about what the consequences of bad schools have for their children’s futures.

Executive Analysis

When it comes to jobs, many Hayward residents are grateful that the city serves as a convenient hub from which they can commute to their job in another city. Yet, fully 75% of these interviewees—perhaps inaccurately—also do not believe the city offers the kind of quality, high paying jobs that residents need to cover high housing costs and overall cost of living challenges. It is almost as if it has not *occurred* to them to consider Hayward. So they look elsewhere for employment.

With parks, residents speak eloquently about their value and utility, and many of them do indeed integrate parks into their lives. Other residents, however, do not, because they say Hayward parks suffer from issues that make it unlikely they will spend time there. Residents cite homeless individuals, trash and litter, and worn out facilities as reasons not to visit the parks. In addition, many women are adamant that they do not feel safe going to parks, either alone or with their children. Of the 25 or so comments made about not feeling safe in parks, every one was made by a woman. *(These trends track with those that we uncovered in the consultation work we did around parks in Summer 2021 for the city of Hayward.)*

The next four ranked assets—Transit, Library, Church, Downtown B Street—also share some trends in common. In the case of these 4, residents largely feel that these assets and services function well. There were noticeably fewer negative comments here than for the school/jobs/parks triad. That said, numerous community members shared that they do not take advantage of these assets as much as they might like, or that they think they should. They cite personal choice, geographic convenience—or lack thereof, and time constraints as reasons they do not take advantage of these 4 assets.

Chabot student Dena explores this disconnect between value and utilization in her presentation “Rediscovering the Hayward Library.” Dena writes, “Even though libraries ranked very important for most of the community sample, many had never even been to the library before. Stephen says, “I think libraries are very important. I value that as a feature of the community. Having said that, I haven’t even been to the new library.” During one of our classes at Chabot, our teacher asked who had been to the new Hayward Public Library and not one person raised their hand. This was not surprising to me because, I too, had not been inside the new walls. So why would this 3 story, 58,000 square foot, beautiful new building that the community values, struggle to gain patrons?”

Dena’s question is a good one, and by way of answering it she offers numerous strategies in her presentation for driving attendance and interest in the Library. In our Recommendations section of this report we also share ways residents might be encouraged to utilize city assets more frequently and effectively.



So far in this analysis, we have tried to paint a portrait of stalwart and stoic Hayward community members who possess core strengths that should reasonably position them to achieve their American Dream. With Question #2, we investigated community assets and services that residents in any city anywhere in the United States might reasonably expect to support and improve their daily lives. What many Hayward

Executive Analysis

residents share, however, is that these assets and services are somewhat attenuated, and do not necessarily offer the support residents need. Question #2 reveals some slight tears—or perhaps more than slight tears—in the social and community fabric.

We now turn to the questions from the survey that focus directly on housing, housing costs, and neighborhood issues and opportunities.



Question #3 asks interviewees about their concerns over being evicted or losing their living situation. We believe this question, which was suggested by Hayward staff, is a fabulous inquiry. It cuts to the heart about what is the worst case scenario for all of us when it comes to having a roof over our head: losing that roof.

However, before we share what we have learned from residents' responses to this question, it is instructive to ask ourselves this question: Understanding that no one wants ANYONE to have to worry about becoming homeless, what is the percentage of residents who worry about eviction that we think is tolerable from a community, a city, or even a moral perspective? Of course, we want to say 0%. No one in our community should have to deal with this stress. But is 2% at least somewhat bearable? 5%? 10%? 10% seems like a really high number. It can't be that high for Hayward, can it? Well, It can.

Unfortunately, In our analysis of question 3, **nearly 30% of Hayward community members** revealed that they worry about being evicted or otherwise losing their living situation. (101 of 354 respondents.) To put this in statistical perspective:

If we can infer that each of these 101 respondents speaks for their own family, we can say that nearly 30% of Hayward families share this fear. The 2020 US census states that there are around 48,000 households in Hayward. If 30% of these households are worried about eviction, that represents **14,000 Hayward families**.

Interestingly, a Google search reveals that Hayward has around 1,400 streets within its borders. This means that, on average, every street in Hayward holds 10 families who worry about being evicted off of that very street.

Of course these are rough approximations, and the numbers may be "off"--but even if the problem is only half as bad as the answers to Question 3 suggest, that would still be 15%-- which represents 7,000 Hayward families. (Not to mention that the numbers could be "off" in the other direction--meaning more than 30% of Hayward residents fear eviction.)

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It also bears stating the obvious: although Hayward has 1,400 streets, many of these streets are located in more affluent areas of the city where it is likely that NO ONE is worried about eviction. This must mean then that those many thousands of families who DO worry about eviction are *concentrated* in other less affluent areas of the city. Thus it is not hard to imagine streets in Hayward where many, if not most, of the residents face housing insecurity.

The second part of **Question #3** asks residents if they think their Housing costs too much. We concede that this is a bit of a softball question. No one is likely to reply, “No, I wish I paid more.” But it makes sense that an eviction question is paired with a question about the cost of housing. As might be guessed, residents overwhelmingly feel that housing in Hayward—and the entire Bay Area—is out of control. These were not nuanced answers to the question. Nor should they be. It is an economic truism that most of us are only 2 to 3 missed paychecks away from housing insecurity. As Hayward resident Mina explains, her family lives “paycheck to paycheck, working overtime to pay the bills, like rent. Making sure that we have enough money for the food and just, you know, just to buy small things for us. Like, we get paid every two weeks and then by the end of the two weeks, I always make sure that there's enough money. So we can pay for the food. But we always, you know, run out just a few days before our next paycheck comes.” Mina speaks for many Hayward residents who answered Question 3 as if it is an obvious—and even bitter—truth: housing costs are intolerable.



Earlier in this report we stated that the central theme of this executive analysis is: The high cost of housing impacts and even warps almost every aspect of life in Hayward. We understand this claim may sound hyperbolic. But in the following section, we seek to support this claim by investigating the following concepts. Concepts that might also be thought of as consequences of the high cost of housing:

- Overcrowded living situations
- Homelessness
- Segregation
- Impacted neighbor relations

High housing costs create **overcrowded living situations** when 2 or more families move in together to defray the cost of rent and utilities. In our survey, 25% of interviewees report living with 2 or more families in a single domicile. This tracks roughly with the 30% of interviewees who report being worried about losing their housing situation. One consequence of so many people living together is a potentially more stressful living situation. For example, **Question #1** on the survey asks interviewees to come up with 3 words to describe their living situation. Words like *Crowded*, *Hectic*, and *Small* pop up a lot. As resident Allysa says about Question #1, “I would say hectic because there's a total of nine of us. From all different age groups. I think the youngest is three and the oldest is 82. I believe. So it's very hectic.

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It's crowded, there's nine of us." When Covid-19 drove Chabot College teachers and students into the world of Zoom, teachers for the first time could literally see into the homes of our students. And we saw that indeed such words are accurate descriptors. Frequently students will not even turn on their cameras or activate their mics. When we ask why this is, students apologize and say their house is too loud, or that there are too many people walking around in the background of the camera.

Crowding more people into a domicile than it is designed to hold also impacts the surrounding neighborhood. For example, Hayward staff shared with TEA that one of the most common complaints registered with the city is a lack of parking in some neighborhoods. This is hard to believe because many of these impacted neighborhoods are composed of single family homes with presumably ample parking both on the street and in driveways. But 28% of interviewees report that 5 or more people live with them, and if each person in the house needs a car in order to drive to a job—a job located outside of Hayward—to earn money in order to help the family cover the high cost of their housing—the result will be a scarcity of parking spaces.

Question #4 asks interviewees to share their perspectives about **Homelessness** in Hayward. They offer a wide range of responses about a very complex topic that we will explore later in this report. Everyone—not just the 400 interviewees—has an opinion about what causes homelessness, and no doubt there are myriad reasons. For this executive analysis, however, we believe that applying Occam's Razor is a wise course of action: **High housing costs create homelessness.**

In the recent San Francisco Chronicle article "The 4 most Toxic Tropes about Homelessness," Adam Johnson writes, "The 2019 San Francisco homeless count found that ___% of unhoused people had a home in the city before they lost it. That number was ___% in Los Angeles." In our English classes at Chabot we asked students to guess what the correct percentages are. Not one student guessed more than 10% for either city, and *most students said 0%*. The actual figures—perhaps shockingly—are 70% for San Francisco, and 75% for Los Angeles. Our 30% of Hayward interviewees who fear losing their housing situation, may not be thinking that there is a potential for homelessness in their future. But the same can be said about the 70% of homeless San Franciscans who once had a roof over their head in their city.

This is the answer to **Question #7: Hayward is segregated.**

93% of the 400 interviewees say they see areas of Hayward that are segregated. Of all the questions that Chabot students asked, this one had the most residents in agreement. 93% is a ridiculously high answer to ANY question, much less one whose topic is fraught with as much history and pain as segregation is. And even the 7%--31 people—who don't notice any segregation, conceded that either they are new to the city, or they live in a gated community, or they have simply never seen any other parts of town. They were not willing to say segregation didn't exist, just that they had not seen it—yet.

The 93% had no trouble identifying indicators of segregation: Trash and Litter, Homelessness, Violence and Crime, Liquor Stores, Food Deserts. (*We take deeper dives into these concepts elsewhere in this report.*) Interviewees also noted those folks living in segregated areas of the city were overwhelmingly people of color. They have less educational attainment and belong to a lower economic strata than folks

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who live in more affluent areas. This is of course pretty obvious. Having less money is WHY people would move to these parts of town. But even here, housing costs are steep.

For this executive analysis, and indeed for this entire report, TEA is endeavoring to supply answers, uncover trends, show linkages between concepts—in short be value added to the Hayward staff and to the city. But for Question #7, we are stuck with many more questions than answers.

- Why did no interviewee say, “MY neighborhood is segregated.”
- How can over 90% of residents say they see segregation, but less than 10% say they have ever been discriminated against?
- Residents see discrimination as a personal act. Why do they not see segregation as personal?
- Isn't segregation the RESULT of discrimination?

And this question: **Why** is Hayward segregated?

It is almost as if community members see segregation as something that just IS. It is out of their control, or anyone's control. Segregation is something that HAPPENS, not something that someone or some “thing” DOES.

You segregate me makes 'segregate' active. Someone is DOING the verb.
I am segregated makes the verb passive. No one DID it. It just happened.

Question #5 asks interviewees to “talk in detail about your relationship with your neighbors.” Numerous interesting trends surface with this question, and we will be sharing them later in this report. For this executive analysis, however, we will supplement Question #5 responses with the findings and experiences we have obtained over the last 5 years in our work with the Tennyson Thrives Initiative in order to explore this question: *Why is community so hard to create and maintain in so many Hayward neighborhoods?*

Community is referenced just 24 times in Question #5. These references are evenly divided between 12 residents who consider their neighbor relations to meet the standard of a community, while the other 12 bemoan a lack of community, or talk about how they *used to have* community. So, in total, 12 residents out of 400 feel strongly enough about the relationship with their neighbors to call it a “community.” This is only 3% of respondents.

Our concern here is that positive neighbor relationships—and indeed interviewees do cite them a fair amount in their responses—are not enough to create true community. Positive neighbor relationships may not even be the most important prerequisite. Other prerequisites are needed:

- Organizations and community assets to coordinate and sustain activities
- Assets and services located *in* the neighborhood, or at least close by
- Residents with enough extra money on hand to pay for and support activities
- Residents who have time to take on leadership roles—for example, parent coaches for youth soccer

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In our work with Tennyson Thrives, we saw over and over again that South Hayward residents usually did not have access to *any* of these preconditions for building community. We made the point in Question #2 above that many residents do not feel local assets and services are functioning as well as residents might need. Of course, in more privileged communities, these kinds of assets would be taken for granted. But for many residents of underserved areas of Hayward—to paraphrase Gertrude Stein—there is no *community* there there.

Over the last 5 years, we have met dozens and dozens of long-time Hayward residents who shared how their neighborhoods used to feel like a community. We recall the uncle of one of our students standing in Palma Ceia Park, pointing at different areas and saying, “There used to be basketball courts right there.” He pointed at empty grass. “Over there was the baseball field, and the snack shack.” More empty grass. “Here is where we had our soccer field. I played here every weekend.” No goals, no lines, no grandstands. No nothing. He stood in the desolate park: it felt like a ghost town. And actually, *he* looked like a ghost—a 40 year old ghost.

For Tennyson Thrives, Chabot students conducted interviews with hundreds of South Hayward residents. They uncovered a host of reasons why community has withered. These same reasons are found in our current interviews with the 400 residents:

- Residents work too much. They have no time to volunteer for anything.
- If they do find any leisure time, they leave Hayward to engage in it.
- Residents don't trust or know neighbors—and often see them as “sketchy.”
- New neighbors come and go all the time.
- Neighborhoods appear desolate and empty of people. There is no ‘Life.’
- A pronounced schism exists between long time home owners and new renters.
- There are no local assets except parks, but parks are rarely used.

Many of the problems listed here are the product of high housing costs and related economic troubles. But these problems are not limited to Hayward. Over the last 20 years, numerous studies have been done and books have been written that investigate the rising problems plaguing suburban neighborhoods in the United States. Suburbs have the fastest growing rate of poverty in the country. But despite this fact, suburbs are often left to suffer in silence and anonymity. And although the reasons why suburbs suffer these problems are well understood, oftentimes any potential solutions are drawn from the experience of addressing urban poverty. But these solutions do not always work for the suburban milieu.

In Michelle Chen’s article for The Nation, “Why are America’s Suburbs becoming Poorer,” she writes, “Suburban families are both structurally and culturally disadvantaged in accessing many services. Unlike denser and more socially vibrant cities, suburbs make it harder to travel to sources of help—it might take a full tank of gas to travel to a food bank, or to look for a job in the next town, for example. And for individual families, maintaining community cohesion has become a challenge as economic hardship leads to growing social alienation, particularly as jobs evaporate and basic services like schools and local charities unravel.” Ms. Chen could be talking here about many areas of Hayward.

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We have largely been organizing this executive analysis by moving from question to question, and summarizing trends and concepts that we notice within each question. For this next section, we need to change that, and organize directly by concept. This is because the following concepts show up in so many different questions.

- Crime and Safety
- Trash and Litter
- Broken Neighborhoods

Chabot students never asked a specific question about **Crime and Safety**, but interviewees nonetheless brought it up frequently, almost 100 times. References to crime show up in literally every question students asked, including **Question #12**, “What song encapsulates living in Hayward?” (The song is “Somewhere Over the Rainbow”—as in, that is where crime doesn’t happen.) In **Question #5** about Neighbors, interviewees fear that those who are doing the crimes may well live next door. In the Segregation question, interviewees surmise that crime is more prevalent in the more isolated communities of Hayward. In **Question #11**, “What is your biggest Dream…” residents envision getting away from Crime for good. In the “Good Memories” question, residents recall a happier time when there was less crime. And so on for each question. Clearly, Crime and Safety are on the minds of Hayward residents. Residents are fearful that they may be next—their catalytic converter may be stolen, or their house robbed. This fear also manifests in other ways. Residents may be leery about interacting with neighbors, which puts a damper on building any community. Residents may not want to take advantage of local assets and services, such as Parks or Transit, for fear of becoming a victim of crime. As Kathleen, who has lived in Hayward for 16 years says, “It’s scary to go to the store, Target, 7-11, etc. I never want to leave my house because I am afraid I am going to get robbed.” Crime induces residents to isolate themselves from life.

Similar to Crime and Safety, **Trash and Litter** came up in many different questions. The TEA team must admit that of all the many serious topics that the interviews brought to light, we were not prepared for the vociferousness, anger, and sheer heat the topic of Trash and Litter engendered in both interviewees and students. Students became very worked up in class when we discussed it. And in the interview transcripts you can feel the anger, disgust, dismay—all wrapped up in a feeling of resignation. Trash cannot be stopped. It’s a tsunami. As Chabot student Danielle writes, “For residents who live in areas that are more affected it has become very overwhelming and the fact that not enough has been done to address this issue is discouraging. Many residents are willing to help but don’t know where to start and are simply just not informed and aware of resources out there. In addition to being misinformed many Hayward residents sadly cannot afford many of the resources that are available for a fee and unfortunately this illegal dumping problem we are facing is a result of that.”

In class, Danielle shared that for her project “Slam Dunk the Junk” she drove around Hayward photographing illegal dumping. Residents came out of their houses and asked what she was doing—did

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she work for the city? Danielle said No, she was doing a research paper about illegal dumping. The residents then asked, "But can you still help us? Can you help us clean up our neighborhood? Can you talk to the city?" Hayward residents need help. As interviewee Marleni says about all the garbage on her street, "I have school and homework. I can't clean up everything."

Trash, litter, and illegal dumping are just one aspect of a larger issue that can be gleaned from the interviews. Many residents think that they live in **Broken Neighborhoods**. The word "broken" shows up over 50 times in the transcript. Not to mention synonyms like: ruined, trashed, smashed. And what is it that is broken? In some neighborhoods, most everything. This puts in mind Bob Dylan's song, "Everything is Broken." With apologies to him and to all, we have adapted his lyric lines to reflect what it is in Hayward that interviewees say is broken:

*Broken windows Broken Lights
Broken Bones from Neighborhood Fights
Broken Bottles Broken Toys
Broken Eardrums from the freeway noise
400 people in Hayward have spoken
Look around—Everything's Broken*

*Broken Plumbing Broken Jaws
They're Breaking into broken down cars
Broken Sidewalks Broken Road
What we really have here--
a Broken moral code
400 people in Hayward aren't jokin'
Look around—Everything's Broken*

*Broken Mattress Broken Schools
Broken Glass Broken Rules
Broken Fences --What more can we say--
There's Broken Hearts in the Heart of the Bay
400 people in Hayward have spoken
Look around—Everything's Broken*

As might be imagined, Hayward residents are not at all sanguine that everything is broken. They understand that if too much gets broken around you, it can cause *you* to break. Residents want things fixed. We know because "fix" shows up over 75 times. "Cure"--22 times. "Solve"--26 . "Solution"--16.

Hayward residents have an intuitive understanding of the "Broken Windows" theory—that small problems left unattended can snowball into an avalanche of issues that then *will* become unfixable. Interviewee Anna shares how overwhelming it can be when problems compound: "The thing that bothers or preoccupies me is there I see a lot of trash in the streets. Wherever I turn. Wherever I look. There's a couch, or a refrigerator, or a bed, and just garbage everywhere which saddens me and feels like a grave lack of respect. And I don't know who can control that. The city? In reality, I don't know."

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A Tale of 2 Cities

As the TEA team sorted through the 400 interviews, and read the many student essays and presentations, something became clear: Hayward residents are acutely aware of the issues that the city faces. They speak about these problems with a level of concern and insight that is truly humbling. That being said, residents are also very cognizant that not every area in Hayward suffers from the problems this executive analysis has tried to lay out. And not every resident in Hayward faces these issues. In fact, there are residents—some of whom are among the 400 interviewees—of whom it can be safely said, they do not face ANY of these issues.

The differences are stark—and daily life varies immensely—depending on where you live in Hayward. So much so, that Hayward really can be described as a Tale of 2 Cities. Residents know exactly where the more privileged folks live. They reference “hills”—as in Hayward Hills—over 90 times in the transcript. They also know how things look and feel in more affluent areas. The Hayward Hills area is described as “clean” 17 times.

Residents also understand that cultural, social, and economic forces play a role in the bifurcation of Hayward. They invoke the word “privilege” 15 times and “gentrification” 20 times in support of their analyses of the situation. They also understand the role that race plays in this equation. Everyone knows that it predominantly is white people who live in the hills or who otherwise have an easier go of things. In fact, white people say as much about *themselves* in these interviews. When Hayward resident Sarah was asked had she ever been discriminated against, she bluntly replied, “Nope. I am a white person. You can add that in.”

In some ways, describing Hayward as being a Tale of 2 Cities, should not come as a surprise. After all, this was the *reason* the TEA team was invited by Hayward staff 5 years ago to work with them. Hayward city council and staff recognized that certain areas of the city, such as B St and downtown, had been paid more attention, while other areas such as South Hayward were being relatively ignored and underserved. 5 years later, the 400 interviewees make it clear that these inequities still persist.



We teach students in our English classes that one technique for wrapping up an essay is to ask this question about all that you have just written: “Why should anyone care about all of this?”

So we ask this question now, hoping to appear neither flippant, nor naive. Why should anyone care that Hayward in some ways lives a tale of two cities? Why should anyone care if some people in Hayward—perhaps even a great many people, perhaps even 14,000 families—have a rough go of things?

Of course there are many ways to answer this because there are many reasons we should care. However, we will focus on just one reason. We should care because even though the residents of Hayward are fighters, and they are willing to struggle, if the battle becomes too difficult, even these stoic, stalwart fighters might decide to throw in the towel: *they might decide to leave the city of Hayward.*

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From the point of view of the city, this is the worst case scenario. Residents decide finally that they cannot win, they cannot achieve their American Dream in Hayward. So they leave. Frankly, we were alarmed to note how often interviewees talked about getting out, or leaving, or going to a cheaper city, or saying they just about had enough.

The city of Hayward is the sum total of all its people. Nothing more, nothing less. The parks, libraries, city hall—none of it means anything without residents. They are empty holes unless they are filled up with people like Hayward resident Gabriel. He is in his early 40's. You can feel the love he has for his hometown. It would be a tragedy if he didn't feel the love reciprocated—if he began to feel the city did not have his back. Gabriel's self-described grit, and his thick skin—these are strengths forged by Hayward. These are strengths that no city can afford to lose.

We give Gabriel the last word: *“The resilience and strength of people who live in low income areas and that live in challenging areas, throughout this whole city—like from South Hayward to Cherry land—it is nothing but people of color, who are facing the challenges of living in the Bay Area. Everyone is on some level, struggling a little bit more than they should be. When you leave Hayward like we'll have students that go to UCLA or to any of these colleges, right, and they come back and the first thing they say is, “These people don't even know what diversity is because they talk like they do, but they've never lived in a place like Hayward where you walk outside at six o'clock and it's smells like every food from every country, you know, on your street.” Hayward, it's a blue collar city. We don't come from privilege so there's just like this Grit if you will, this thick skin. This strength that I think we share across the board. We all know it because we live here.”*



community
spacious
friendly
safe
peaceful
home
family
secure
nice
annoying
busy
crowded
good
comfort
happy
unsafe

Interview Question #1

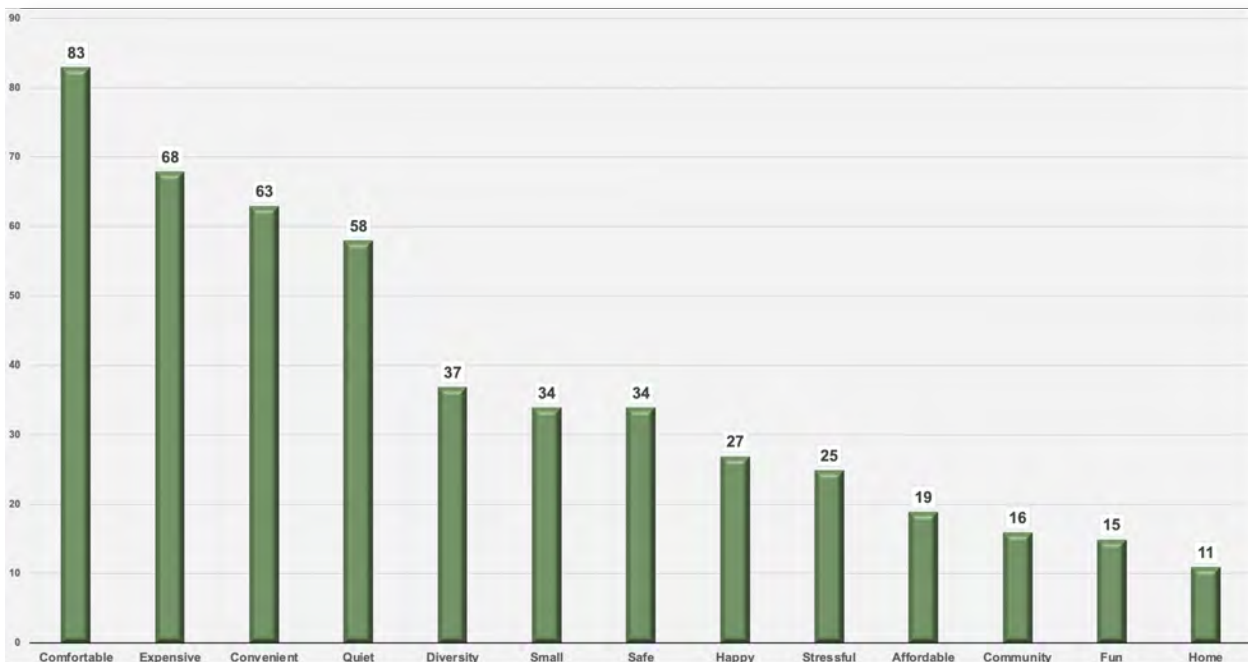
What are three words you would use to describe your current living situation? Please talk about why you chose each word.

diversity
able
blessed
lively
cramped
dangerous
fortunate
central
pleasant
affordable
great
accessible
sensitive

Observations: Three Words

- Community members use “Comfortable” to describe their living situation. Even in more challenging circumstances, community members who are worried about eviction or who live with multiple families or many people in the same domicile find Hayward to be comfortable. The factors that enabled interviewees to select this word include their proximity to family and friends, positive relationships with their neighbors, and the duration they’ve lived in Hayward.
- Community members are well aware of how Expensive it is to live in Hayward and the Bay Area. The cost of living prevents many interviewees from achieving their dream of owning a home. In some cases, residents are willing to burden the high cost of living for the comfort and convenience of living in Hayward. For other residents, Hayward is the most logical place to live for them because it is centrally located.
- One of the appeals of living in Hayward is how Convenient it is. Many community members enjoy living in Hayward because of the ease of access to other regions of the Bay Area especially for work. The slogan “Heart of the Bay” is a point of pride for community members. In addition, community members find Hayward to be “Convenient” because of the resources and amenities the city offers. Access to resources and amenities will be explored further in this report specifically in connection with segregation and privilege.
- Diversity is a topic that community members repeatedly discuss during their interviews. Diversity enables the community to feel safe and connected to one another. Interviewees repeatedly stated that they appreciate the expressions of Diversity in Hayward through the food, art, music, programs, etc.

Most common words used to describe what it's like to live in Hayward



Residents Speak: Three Words

"Comfortable because we have a lot of help here and there are a lot of good resources for example with medical attention and Medicine here in Hayward I think it is very good so I feel comfortable here."
Elvira/36-45/SFH

"I like where I live because of the friendly neighbors that I have met throughout the years. Everyone here has treated one another like family. This allows me to feel comfortable in my own home."
Steve/36-45/SFH

"Small and Expensive. We live in a one bedroom apartment and could certainly use more space. Expense is what keeps us from being able to get more space. All of one bedroom apartments are the same cost. Even if you can find something that is lower, it's usually in an area that is either too far to commute or just has a myriad of other problems that doesn't make it cost effective."
Caroline/36-45/Apt.

"Convenience. I feel like it's close to everything, as far as if you want to go somewhere. It's not too far."
Andrea/26-35/SFH

"It's probably one of the most diverse cities in the United States. And that also makes it safe because people are bringing different heritages and people are learning and sharing about each other. And it requires cooperation to live together, otherwise it just wouldn't work."
Jibrail/36-45/Apt.

"Diverse, which is why I really loved Hayward so much. I grew up with a lot of different cultures around and that's one thing I appreciate."
Jerrika/36-45/SFH

"It's a very safe community because the local police force is good and a lot of them feel like the community. A lot of people have lived here for a generation or a long time. So it's a very tight knit community."
Jibrail/36-45/Apt

"Home--since I lived in Hayward my whole life and I do consider it as the heart of the Bay due to how central everything is, which is why I have chosen to stay in Hayward."

Jerrika/36-45/SFH

Residents Speak: Three Words

"Loud because it's around a lot of neighborhoods. Always firecrackers and fireworks going on and neighbors with loud music or fighting." Janet/26-35/Duplex

"Unruly: Loud music into the late hours of the night (while a pandemic is happening), illegal parking, excessive use of illegal fireworks, second-hand smoke coming into my home, lots of trash sitting on sidewalks and freeways, too much weirdness and thought-provoking characters around the FOODMAXX shopping center and the 7-11 across the street." Ignacio/46-55/Duplex

"I think it's **stable**. Again, the neighborhood is really good. Crime is low, I think where we are and so usually at night when I turn off the lights, I feel safe doing it. I think my living situation is pretty stable and the mortgage for us is not too too overwhelming." Peng/26-35/Condo

"It's definitely **small**. I live in a little apartment. I mean, it's Hayward. I'm not gonna find a whole bunch of mansions. But it's **cozy**. I'd say cozy is another word. Because even though it's small, I make it comfortable for myself." Liane/26-35/Apt.

"Boring, lovely, a work in progress." Sofia/26-35/SFH

"Family. Family oriented is that one word?" Cedy/36-45/SFH

"Crowded. We only have two bedrooms and we have two kids and my husband is working from home. So it's very crowded for all of us." Zhe/26-35/Condo

Word cloud of most frequently used words to describe living in Hayward



Hayward Housing Project



Interview Question #2

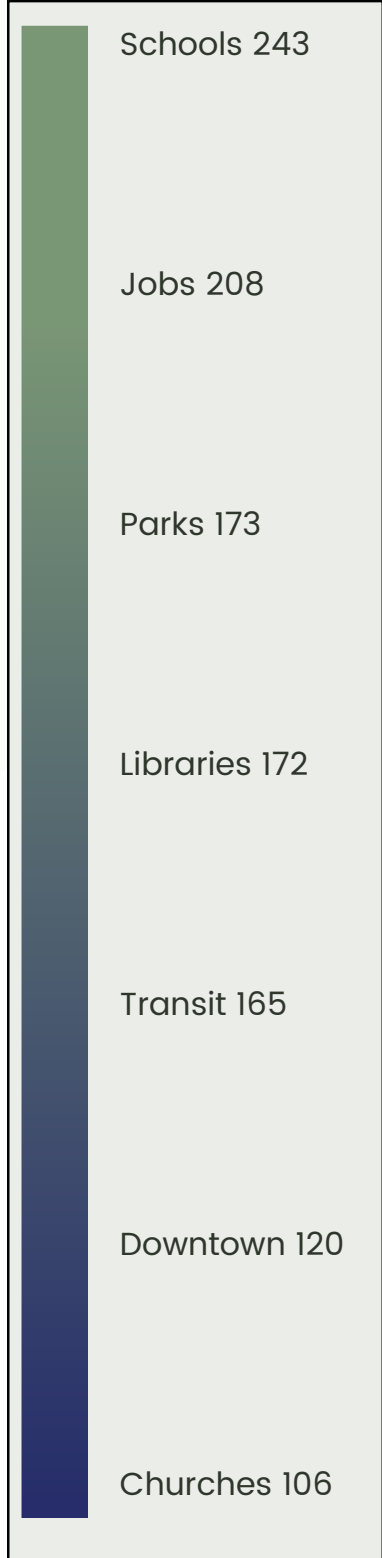
On a scale of 1-5, rank how important each of these assets in Hayward are to you.





Ranking: Assets & Services

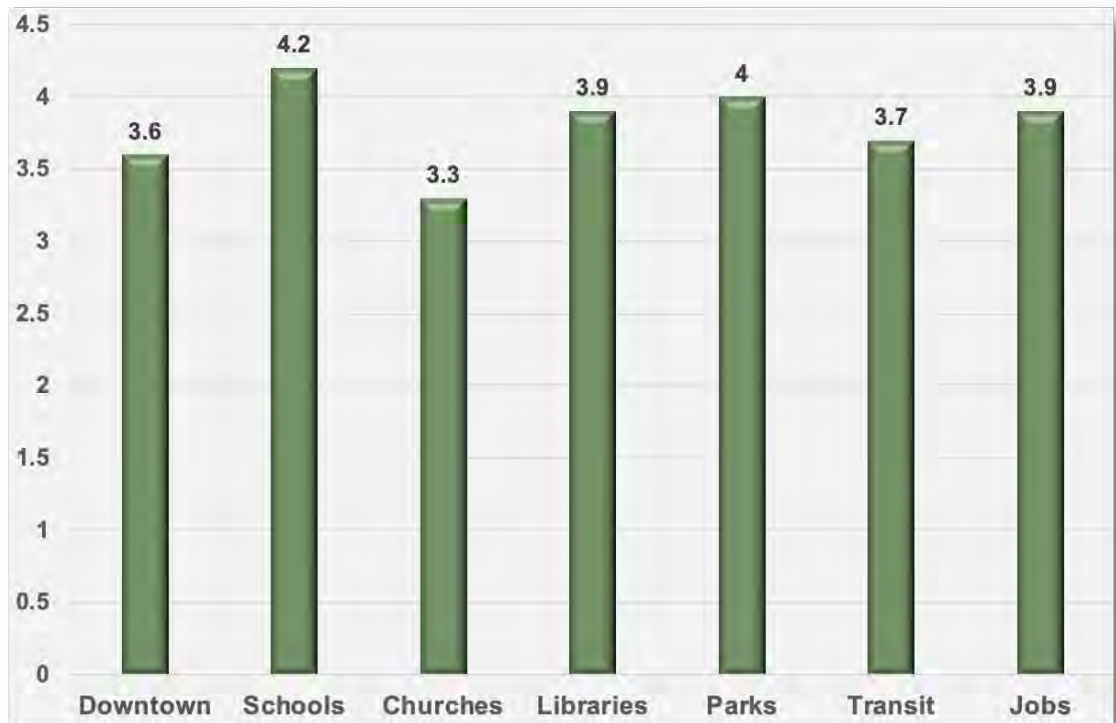
Ranked by total number of 5s



<http://tiny.cc/0d7suz>

Click the link to explore community assets identified by Hayward residents

Average combined score by asset



Residents Speak: Schools

5

"5, because I have a teenager and education is very important to us. He goes to Hayward High, it's good other than the school's morale. He went to Bret Harte, also a good school and then he was really lucky enough to go to Stonebrae Elementary."

Sheila/46-55/Duplex

4

"Schools are a very important asset to Hayward, I would say 5. I also went to school in the Hayward elementary, middle and high school. And I've always thought that Hayward has a pretty good school district as far as ratings like nationally or you know, just California wise. It's not the best rated but growing up in Hayward and going through the schools, it's not a bad school system."

Reina/26-35/Apt.

"Education is everything. So I'm a firm believer that schools are definitely a vital asset to a community. And you know, schools are responsible for just carrying on the next generation of leaders. 5 for me for schools."

Rainier/26-35/SFH

3

"Honestly, I would have to say a 3. I'm neutral on schools. Moving here we didn't have children. And when we did have children, we knew the schools weren't the best so that's why we sent them to private school."

Susan/46-55/SFH

"The schools in Hayward I would also give a 3. Because the parents have to work a lot and can't dedicate too much time towards their children to support them in homework, projects, and take them to programs."

Anna/46-55/SFH

"For school I say around 2 or 3 because my kids don't go to the Hayward school district."

Grace/46-55/SFH

2

"The first school I went to was underfunded as hell and the second school they didn't give a shit about us. They are also underfunded. So basically they are broke, ghetto, no funding, no money. But then they decided to remake an entire elementary school for girls. What are six year olds gonna do with fucking Chromebooks?"

Alejandro/-25/Apt.

1



HaywardHigh School

Residents Speak: Jobs

5

"I would give jobs a 5 in importance– they are incredibly important but from experience and currently working in Hayward I can say that they really aren't the best– so as important as they are they aren't good." Sofia/26-35/SFH

"Jobs - 4 but I think we need more jobs in Hayward there needs to be more jobs to help the community and especially more union jobs. Jobs that respect the worker and value the worker." Jose/46-55/SFH

4

"3 because most jobs are not in Hayward." Caleb/26-35/SFH

"I guess better jobs or the higher paying jobs would be just outside of Hayward. But yeah, there are some good jobs here as well." Cedy/36-45/SFH

"Hayward is a great place to commute from to find work, but I don't know if it has the best employment opportunities itself." Stephanie/46-55/SFH

3

"I wouldn't recommend anyone looking for a high quality job to choose Hayward, because all the jobs here are usually minimum wage jobs that don't offer many benefits." Rayanne/26-35/SFH

"Jobs. I say 2 to 3. It does have some jobs, but I know most of those job are labor intensive." Grace/46-55/SFH

"I do work part-time downtown, but I honestly like the people more than I like my job, so I think jobs is tied for second to last on my list." Grace/46-55/SFH

2

"I believe there should be more options to be in Hayward. I think the expansion of jobs also goes in hand in hand with education. I think there should be more job options to be offered in Hayward." Eduardo/-25/Apt.

1



High Tech Jobs in Hayward

Residents Speak: Downtown

5

"Growing up in Hayward, it didn't used to look like the way it does today, where we have a new library and new restaurants. So downtown is now a source of entertainment for my friends and I so I'll rank that a 5." Kristi/26-35/Duplex

4

"Maybe it's a romantic notion, but I really like when there is a central area that a city has. The city is grounded to that and has a strong historical value, and is utilized and celebrated and used as a place for the community to essentially feel centralized to it and be together." Evan/26-35/SFH

3

"B Street is kind of the only realistic hang out. But it's a very small area. Still, I believe it's important because a lot of people go there to hang out with their friends after school. Get tea, grab a drink or get some food, watch the movies because that's the only movie theater nearby." Alex/-25/Apt.

"I really dont go often but when I do go down there I like the kind of ambience it has. It feels like a little hometown, kind of like Kansas. Feeling like Kentucky. Like a main street of America." John/36-45/SFH

2

"2.5 based on it being very small—there is a movie theater, a couple restaurants, cannabis clubs, a few bars, but there's a lot of sketchy people in that area as well. No parking, pretty dirty down as well and low lighting." Malcom/26-35/Apt.

"It's not important to me. Especially Hayward downtown. We live in South Hayward, kind of far from Hayward downtown. So we go there very rarely. Like once every 2 or 3 months. For shopping we usually go to Costco or Walmart, but Walmart is actually in Union City." Zhipan/36-45/Apt.

1

"Downtown is probably a 1 for me, I don't use it as an asset. If I am ever going out with people, I am willing to commute to nice places." Rayanne/26-35/SFH



Farmers Market on B St.

Residents Speak: Parks

5

"Parks get a 5. I spend a lot of time at parks especially since I have one so close by. Having nice outdoor space makes my whole house feel bigger actually. You feel less trapped."
Rayanne/26-35/SFH

"I love parks. I'm always studying at the park when I want to get out of my small, cramped apartment and annoying roommate. Sorry Ashley. I love having a park near me cuz it calms me down and eases my tensions."
Maria/26-35/Apt.

4

"Parks--4, they are helpful to our community but I think they should be safer so people can feel more comfortable going by themselves. I also think they need more things like soccer fields since there is not a single one in Hayward which sucks. So they're super important but should be better."
Ranier/26-35/SFH

3

"As for the parks, it's like they've been renovating a lot of parks. Before, a park wasn't as important but with COVID times I feel like kids need parks-- they can't even go out to see their friends in school. I think parks are vital. So definitely ranking them pretty high I reckon."
Ranier/26-35/SFH

"I have kids, so parks are a necessity for me. We enjoy going to parks, especially during the summer. It's nice to get off the games and electronics to go out to get some air at the park."
Lisa/36-45/SFH

"They are important but around here I would give them a low rating. Because a lot of homeless live in the parks. So you really can't comfortably go to the parks anymore."
Ted/46-55/Duplex

2

"Parks are good, parks are important but the parks in Hayward would get a 1. They aren't important because they aren't good. There are no good parks, there are no places where kids can play sports and where I live there is no place for people to play soccer or something like that."
Jose/46-55/SFH

1



Kennedy Park Train

Residents Speak: Transit

5

"We definitely take public transit all the time. So I'm going to give that a 5, being able to go to the Amtrak station and in Hayward and going all the way to Sacramento or going all the way to San Jose on the Amtrak train. Also Bart is everywhere."
Graciela/46-55/SFH

4

"I think it is very important because nowadays gas, it's expensive and all of that. So transit is rated a 5 since it saves on gas, which is expensive and you know, like in order to protect the environment and all that."
Sandra/26-35/SFH

3

"It's essential for a lot of workers but also people who are commuting back and forth are using the AC Transit or the BART station. There's never a day where those are not used. And people rely on the transit to go to work, to see family, or to go home— so I would definitely rank that as a 5."
Ranier/26-35/SFH

"Definitely a 5. I used a lot of transportation, public transportation while going to school in my early years of college. It's a huge necessity for a lot of people to get around town or get around different cities."
Vanessa/26-35/Apt.

2

"Transit? A 4 because I think the transit in Hayward is pretty convenient for me. We live in an apartment very close to the south Hayward BART station and it's within walking distance. When we go to places we take Bart often."
Zhipan/36-45/Apt.

"I would say a 3 for me, you know, we have multiple vehicles in the family. So we're not taking public transit. very regularly. We would take Bart occasionally maybe. It's important but not necessarily to us personally."
Paul/36-45/SFH

1

"I haven't ridden public transportation in a long time but when I did ride, it was a little difficult because I stayed in the Hayward hills and in the Hayward hills there were only two buses that went up there."
Andrea/26-35/SFH

"I sleep at a bus stop but can't actually take the bus. So it is not important."
Michael/56+ /Homeless



The 99 bus

Residents Speak: Libraries

5

"Oh of course libraries are a 5, even a 10 if I can. I have always loved the library and it is so important to me."
Paige/-25/Apt.

"Libraries at a 5. Supporting education, having students being able to have access to books of different genres and ethnicities and different information, fiction, nonfiction, so that they can grow their minds and also have a place for a tutor center and students to come together."
Mindy/36-45/Apt.

4

"Libraries are probably a 4 or a 5 in terms of accessibility, and I luckily live very close to both Hayward Public and Alameda County and Castro Valley, so it is important."
Caroline/36-45/Apt.

"Like a 4. Libraries are super important because I pretty much raised my kids in libraries and storytime and going to bookstores all the time. I'm an author, so I live around libraries."
Graciela/46-55/SFH

3

"They definitely increased the bar on that so I'd say a 3 or 4 because they built the new Hayward Library, which is super nice and there's a really good coffee place in it, which is cool, because it attracts people to the library."
Sarah/26-35/Apt.

"Honestly, I would have to be a 3. I haven't gone to the new library only because of COVID but I found the downtown library a little lacking. The main library on Tennyson has a lack of parking so that was difficult."
Susan/46-55/SFH

2

"I give Library a 1. We have everything on the internet. I just don't think the library is that important anymore."
Victor/46-55/SFH

1

"Libraries I would say is a 1 because I don't really read books. I don't need to go there to use anything like printers so I would say a 1."
Stephanie/-25/Duplex



The new Hayward Library

Residents Speak: Churches

5

"I would give churches a 5. I think having the city enables churches to succeed and to carry out their mission is an important aspect of government in the sense that they should not be getting in the way."
Stephen/56+/SFH

4

"I see churches in Hayward step up a lot when it comes to homelessness or dealing with our homeless population. Churches are a lot of the places that will feed the homeless, that will have clothes for the homeless and I do think that we have a lot of good Catholic churches."
Reina/26-35/Apt.

3

"I'm a person of faith. So, for me, it's a part of my daily week. It's something I attend to most out of all of these options. So I think that that is just more important to me to have and have accessibility to where I live."
Cassie/-25/SFH

"Church is where most of my relationships are built and community building activities originate. I spend most of my time there."
Barb/46-55/SFH

2

"3, as a center for community and resources for people."
Alexa/26-35/SFH

"I grew up in the church and I know that it's a staple of the community for many, but I also no longer attend so for myself I guess it's 3."
Julia/-25/Apt.

"I'm about a 2 on that because I'm not very religious myself, but I understand how important it is to some people. And so I think if people find value in that, then that's important. It's just not really for me."
Nick/-25/SFH

1

"I am Catholic so that explains churches."
Vanessa/26-35/SFH

"I don't go to church. So like a 1."
Mia/46-55/SFH



All Saints Church



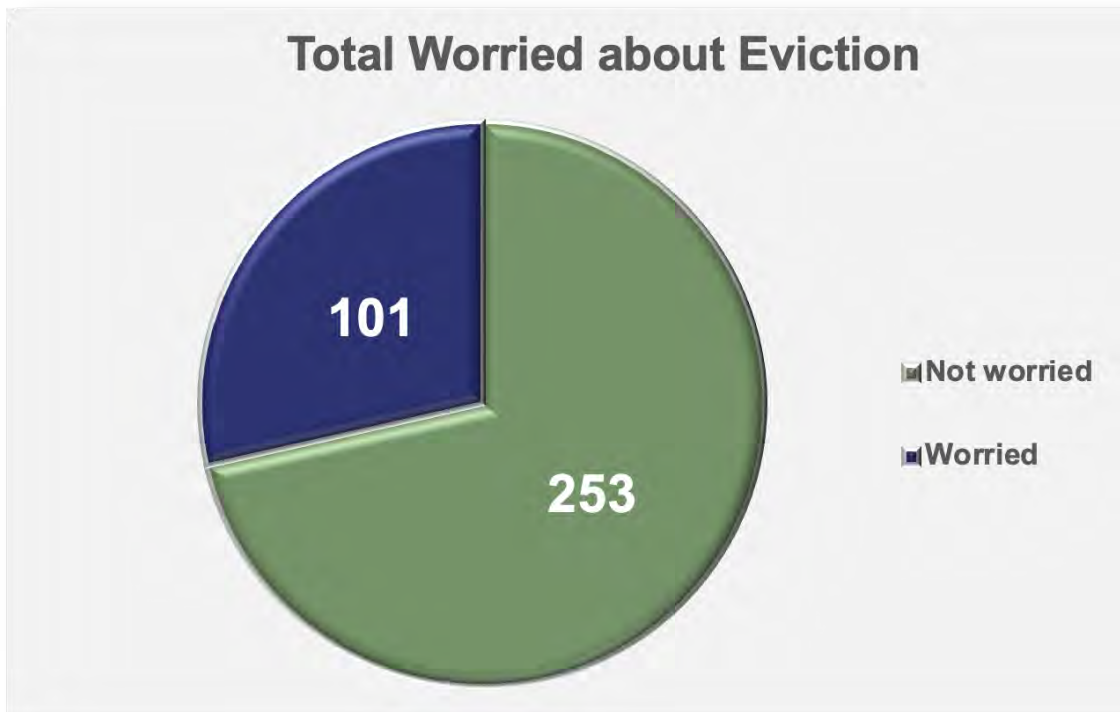
7 assets and services that are important to Hayward residents

Interview Question #3

How much do you worry about being evicted or losing your living situation? Do you think your housing costs too much? Why or why not?

Observations: Eviction & Housing Costs

- 71 community members are well aware how costly it is to live in the Bay Area, and residents worry that this is because of forces that are well beyond their control, or even understanding.
- At least 28 community members are aware of their privilege of owning a house, not being worried about eviction or mortgage, or the security that comes with living with one's family. Words like "luckily," "fortunately," "thankfully," "grateful" were frequently used to describe this sentiment.
- 42 residents who do not actively fear eviction, expressed an undercurrent of unease about eviction and housing uncertainty. In some cases, this is coupled with a sense of gratefulness or relief that, at least for now, "it's not something I have to worry about" because they have a stable job.
- 38 community members said they do not worry about eviction because they are either highly educated, have "stable" jobs, or have deep generational roots in Hayward and do not have to pay for the house because it has been in the family for decades. In fact, 30 of these interviewees used the word "stable" to describe their circumstance.
- Although only 1 community member discussed Gentrification and seemed well versed in the concept, at least 16 residents discussed their concerns about the consequences of rising prices in the Bay Area and Hayward. These 16 residents discussed living pay check to pay check and that they are concerned that their current job does not pay enough to cover the costs of living in Hayward. This concern is echoed in the responses to question #9 about high-quality jobs.



Residents Speak: Eviction & Housing Costs

"I worry pretty much every month because there's no control what the city controls in rent with the living situation and the inflation in the city." Sal/36-45/SFH

"Something unexpected happens and there goes their living situation -- they'll get kicked out or you end up in a shelter. I know a lot of people that live in shelters and they say that they rather sleep on park benches or bus stops than live in a shelter. Because of the dangerous situations in them." Sal/36-45/SFH

"Although I have not feared eviction in my current home, with gentrification and rent being raised on a regular basis, there is a struggle to maintain where we live." Julia/'-25/Apt

"My family lost our previous home in Hayward during the recession in 2008 and we got the apartment we live in now a few months later as a temporary living situation. However, the increasing cost in housing makes it stressful to maintain our living situation, let alone find a better one." Julia/'-25/Apt

"I have experienced losing a living situation, but I don't worry about it too much anymore. The bay is very expensive. This is my family's first time in a house instead of an apartment, this is the place I hope to keep the most." Barb/46-55/SFH

"I'm lucky enough to own a house and so I'm not concerned about that, but I just know that it's like so front and center for a lot of people. So it feels like that's a tension that a lot of people in my community and friends have to live with."

Stephanie/46-55/SFH

Residents Speak: Eviction & Housing Costs

"I worry very much. The housing prices have only gone up. Therefore mortgage prices are only going up. It's so uncomfortable how much we pay."

Catherine/36-45/SFH

"I worry about being evicted because it was really hard for me to find a job that was hiring with a good amount of pay. Housing costs too much for me and I hope that it can go down because I have a family to support."

Michelle/46-55/SFH

"I worry every day about this. House prices are literally insane. That's why I'm renting an apartment, but apartment rent is still crazy expensive. I barely make enough to cover rent, so I had to get a roommate, or else I can forget about eating food."

Maria/26-35/Apt.

"I do think that the housing cost is for sure too much. Um, especially since a lot of people in Hayward have trouble affording, even living in Hayward. You need a good job to really afford it. That's why most people have to get like a room to rent or live with family."

Caleb/26-35/SFH

"I'm worried because there are some people not making enough live in Hayward, because the cost of an apartment is like from \$1700 and above. So I think they need to put a law to prevent rent increases in apartments so people can survive in this community."

Sil/36-45/Condo

"Although I have not feared eviction in my current home, with gentrification and rent being raised on a regular basis, there is a struggle to maintain where we live. My family lost our previous home in Hayward during the recession in 2008 and we got the apartment we live in now a few months later as a temporary living situation. However, the increasing cost in housing makes it stressful to maintain our living situation, let alone find a better one."

Julia/-25/Apt



Excerpts: Student Essays

Eviction concerns

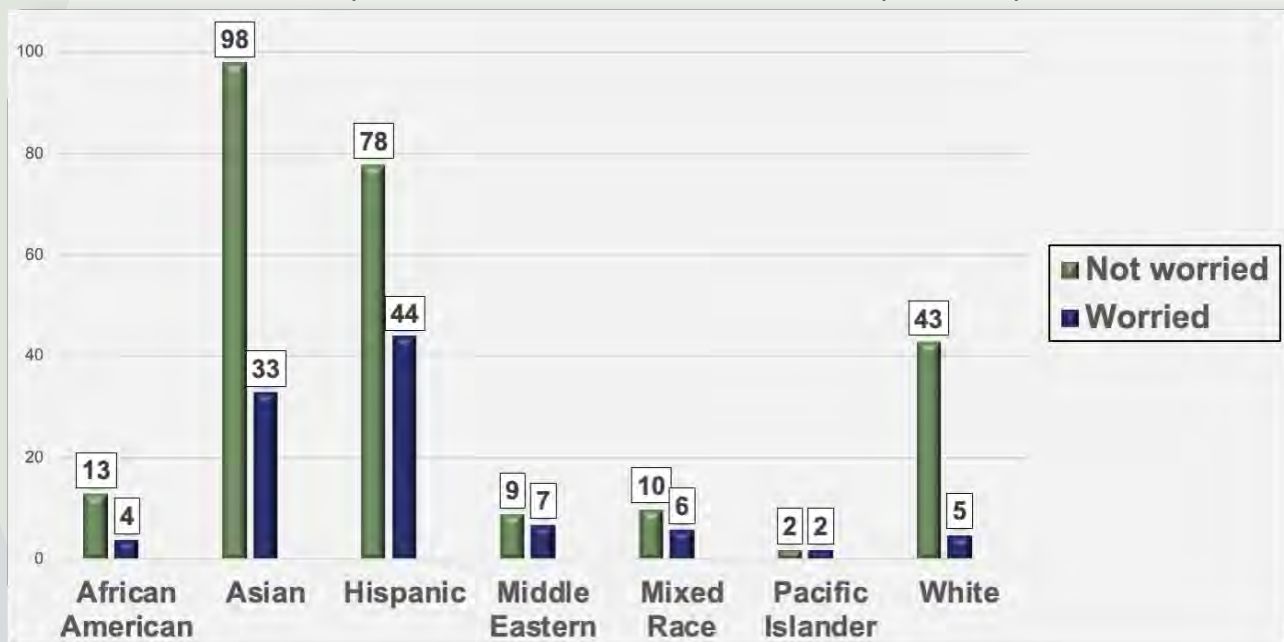
Eviction is a growing fear, and it's completely understandable why so many fear eviction like what Carlos mentioned. With skyrocketing prices everywhere, I can imagine how many people and families worry about getting kicked out of their homes, a fear that many experience.

Maribel goes on to say when talking about her housing costs, "It's not too expensive; we actually purchased before house prices skyrocketed, so we got lucky." Maribel, like many other homeowners who bought their homes before the Bay Area housing market drastically increased, definitely dodged a bullet. People like Maribel and Carlos are very fortunate, and due to their stable jobs, living situations, and overall luck, eviction isn't at the forefront of their minds. However, this isn't the case for everyone, and countless people fear being evicted.

Eviction can happen to anyone, even to people that seem to have it all together. Numerous people are not forcibly evicted but are experiencing "soft evictions" where landlords pressure renters to move. According to The Urban Displacement Project and their film "Pushed out: Displacement today and lasting impacts," soft evictions by landlords are done by "Engaging in harassment, cutting off utilities, removing parking, ignoring requests, or failing to address other substandard conditions that threaten the health and safety of tenants." All these issues may lead to renters moving because of the unlivable conditions, which is quite a stressful situation that no one should experience.



Community members worried about eviction by ethnicity



Excerpts: Student Essays



Gentrification

Nearly 40% of low-income households are at risk of displacement. This leads low-income homeowners in the Bay Area with only two choices: pay the increasing housing costs or move out of their homes. This is extremely upsetting for low-income homeowners who call the Bay Area home, because it puts them at risk of not only losing their homes but possibly losing the opportunity to live in the Bay Area because gentrification affects the Bay Area as a whole.

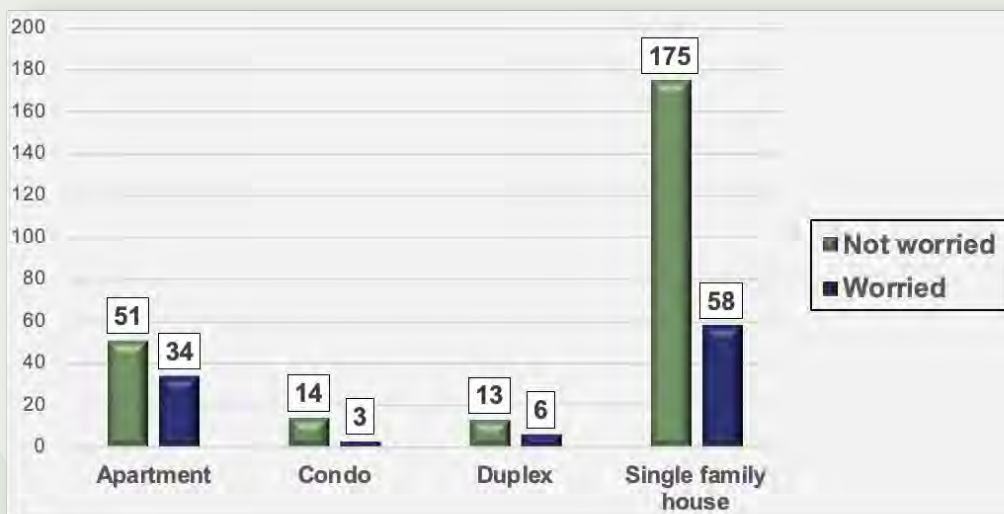
It's honestly really sad how the average low-income family can barely afford living in an apartment in the Bay Area; this is what results in large families being in homes or apartments that are too small and crowded to be comfortable. A common situation for low-income families in the Bay Area is a family of 4 living in a one bedroom apartment and that in itself is an unfair situation to be in just because housing costs too much.

High cost of housing – residents moving out of the city

I had an aunt move out of Hayward not long ago because housing was so incredibly expensive and she plans to move out of California for good soon. I understand that housing is expensive but people should at least be getting what they are paying for. Lucy, who has lived in Hayward for most of her adult life, said, "I am paying a lot for where I live because the place I live in has deteriorated and it needs a lot of work to be done. Almost everything needs some work on doors, walls and things are cracked and doors don't close."



Community members worried about eviction by living situation



Excerpts: Student Essays

Support from the city

A reasonable number of residents have the necessary resources to maintain their homes, as is the case of Juan. Juan expresses, "Right now I'm grateful for something that I don't worry about at all. You know, I have a stable job and I pay the rent on time." Juan is a family man with three children, and his wife works part-time. Perhaps Juan does not have enough income to afford a life full of luxuries, but he recognizes that he has enough with the income he earns to cover his basic needs and those of his family. Like Juan, that is the state many residents find themselves.



Needles in the Haystack art show, 2018

Due to all the misfortune that residents go through due to lack of income and the concern of being evicted, the Hayward City Council voted to fund rent support to help tenants avoid eviction. According to the article, "Hayward Extends Eviction Moratorium," by Peter Hegarty, he states that, "Hayward has provided 459 grants – up to \$2,500 each – to residential tenants to help people pay their rents, according to the city. The city has committed \$745,000 and anticipates providing an additional 260 grants."

Community members worried about eviction by years living in the city





Further Exploration: Eviction & Housing Costs

How do interviewees' deep generational roots in the city impact their anxieties about being evicted or feeling like they need to leave the Hayward for cheaper housing?



Palma Ceia Fest, 2019

Only a few residents were aware of Hayward's role in housing. How might the city reach MORE residents with news about programs or strategies to alleviate housing problems?

What strategies and tactics do residents employ to combat high housing costs? How can the city support or learn from these strategies, and pass them on to other residents?

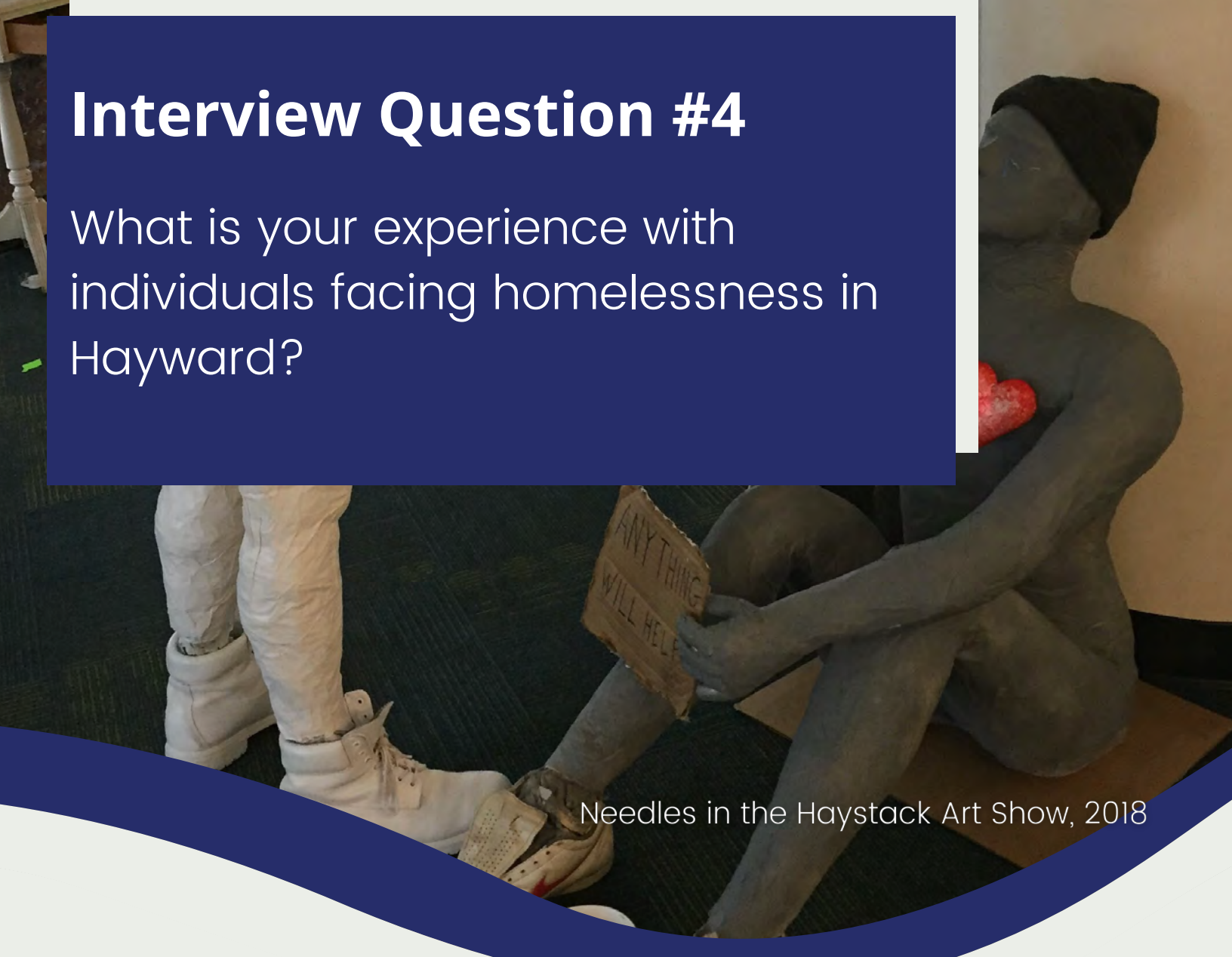
How much stress (or even trauma) is caused by living day in/day out in an area with such high housing costs? Are there resources to address this?



The world is a dan
place, not because of
who do evil, but beca
of those who look on
do nothing - Albert Ein

Interview Question #4

What is your experience with individuals facing homelessness in Hayward?



Observations: Homelessness

- 264 community members see homelessness on a daily basis. They see homeless people mostly in downtown, South Hayward, and near bridges, freeways, BART stations, and libraries.
- 76 residents believe that homelessness has gotten worse. That said, residents often say that they do not really have any contact with the homeless, nor do residents have an accurate accounting of the problem. It seems to be left at “it’s getting worse” or “the homeless are everywhere now.” This expression was also stated in the responses to question #2 specifically about downtown Hayward, parks, and libraries.
- 20 residents blame the pandemic for the rise in homelessness.
- One of the main themes that courses through this project is that Hayward is in some ways a “Tale of 2 cities”—rich and poor, white and not white, Hills and Flats... This 2 cities paradigm plays out in the homeless issues as well: some residents say they simply do not see homelessness, in large part because of where they live. Other residents who DO see homelessness all around, express a sneaking suspicion that some areas of Hayward simply do not have the problem.
- 26 residents express fear or trepidation about the homeless, and say they actively avoid areas where homeless individuals congregate. Residents have some resentment about having to do this. It is most often the case that single women or mothers adopt this strategy.
- A free floating empathy hovers around this issue. Over 70 residents say that they wish they could do something, but don’t know what to do or are afraid about helping them. These same residents want the city to do more to support the homeless.



<https://vimeo.com/264712427>

Scan the QR code or click the link to watch a short film created by former Chabot student Emmanuel Ledbetter as he spends an evening with members of Street Ministry delivering care packages to homeless people in Hayward. This film was created for the Tennyson Thrives Initiative.

Residents Speak: Homelessness

"These buildings have been lying empty for years. Why not make them into studio apartments and take in the homeless. Let them get on their feet and then they can move forward. Life is about helping people. It's not about as long as I'm okay, I don't care about anybody else. That's a cruel society."

Rachael/56+/SFH

"They are the only ones who know their situation; they are the only ones who know how they got there. Many times they are born into situations like that or they have addiction problems, which make their lives very difficult. I respect them and I help them when I can."

Elvira/46-55/SFH

"I was at a store with my sister and a man came up to me asking me just for a simple quarter. I didn't even have a quarter to give him. And he actually took out a dollar he had in his pocket and wanted to give it to me. Here he was asking me for a quarter because he needed money and saw that I didn't even have that so he wanted to help me. If I am being honest I wanted to cry because as much as he was struggling he thought I needed more help than him."

Elvira/46-55/SF

"I have worked with students and adults who have been housing insecure and have been relocating into another places such as Stockton, Tracy or the Central Valley because it is more affordable."

Robin/46-55/SFH

"I feel very privileged to have housing and to be able to work a job that pays more than low wages. I've been trying to find ways to like donate or just like teach myself about casual disparities."

Stacy/26-35/Apt.

"A lot of my friends and family have come on the verge of facing homelessness. Of course, I've lent a hand and let them stay with us until they get back on their feet. It hurts to see. It's awful."

Aadhya/26-35/SFH

"They are still very good people even though they are going through difficult situations."

Elvira/46-55/SFH

Residents Speak: Homelessness



"I see homelesses around Hayward to be honest. Sometimes, around the bus stops. It's concerning honestly. It hurts to see their tents and how the rising living cost is not helping at all. They are all great people though. I have talked to a few and they are fun people to talk to. I wish I could do more to help." Raveena/26-35/SFH

"Well that was almost me so I feel for them a lot. Its tough out here trying to make enough money to live. I've lived in Hayward my whole life so to move somewhere less expensive is not really an option so I feel trapped as I'm sure a lot of those people do as well. Once you add drugs and mental illness you can forget about even trying to find a decent place to live." John/56+ /Apt.

"I think it's ridiculous you know because people are losing their homes but they still have a job--usually you would think if they have a steady income they could pay their rent." Joel/26-35/SFH

"It's just kind of a part of life. As terrible as it sounds, I have become desensitized to it. I feel like society makes it hard for us to see these people as people we need to help and not just walk by. It's something I am working on." Kristian/26-35/SFH

"She told me the reason why she decided to live in her car was because the rents were expensive. She wanted to save her money." Silvester/36-45/Apt.

"I went to Chabot College and I had a lot of friends that struggled while they were trying to go to school and working and trying to move out. And so I did have a couple people who slept in their car." Sarah/26-35/Apt.

"It is more visual than anything else, and I see that as reducing the usability of these parks because of those issues." Bob/56+ /SFH



"There's definitely a divide in Hayward where a lot of homeless people are and where they aren't."

Caleb/26-35/SFH

Excerpts: Student Essays

Increase in homelessness

There is an increasing number of people experiencing homelessness, not only in Hayward but the Bay Area as a whole. Michelle mentioned, "I see the homelessness just growing more and more." As she commutes from Hayward to work, Michelle consistently sees people who are homeless. This is during a year in which the pandemic was at its peak and a recession occurred, thus the housing crisis has become even more of an issue in the Bay Area, causing an increase in homelessness. A large part of these issues come from the housing crisis, homes that are unaffordable and scarce. In the article "Bay Area Homelessness: New Urgency, New Solutions," it was strongly stated, "The Bay Area's high rate of homelessness is inextricably tied to its housing shortage."

"There's a lot of homeless here and I think it's so sad. This is with buildings lying empty. There's one that I saw today. I think it's called the Plaza Center. And on Foothill Boulevard they're offering office retail space that could be made into apartments to help the homeless."

Rachael/56+/SFH




Tiny Houses

Manuel states that you see homeless people almost everywhere now, on the streets, with their shopping carts, in parking lots, and so on. It is evident that Hayward has an increasing homeless epidemic which seems to be growing as the pandemic continues. You go out in the streets of Hayward, and you will see homeless people almost everywhere. Alicia, 39, a Hayward native, has not had any firsthand experience with homelessness but has noticed an increase in recent years. Alicia states, "I have seen an increase of homelessness in the last couple of years, especially now that you know the pandemic hit." She even goes on to say she's starting to see homelessness in her neighborhood as of recently, which she's never seen up until now.

Excerpts: Student Essays


Fear of homelessness



Many homeless people have mental illness, and alcohol and drugs addictions compound this and that keep them living on the streets. This problem generates concern and affects the communities, because the daily life of residents is interrupted by the constant encounter of homeless people in different parts of the public thoroughfare. Janet comments, "Since the pandemic, there has been an increase of homeless individuals especially near our libraries." Janet is a single mother of two who lives with her mom in south Hayward. She works long hours, and when she has days off, she likes to take her children to the library near her home, but the increase in homeless people seeking shelter around the library causes Janet to worry and fear that someone might attack her or her children. This same situation can be observed in shopping centers, gas stations, and fast-food places where homeless people settle temporarily or consume drugs.



This shows how even parks, a place made for the community and families, have a large homeless population in them. The Weekes library in Hayward is currently open but many may say that the homeless population there still remains so the library feels off limits for citizens. Despite most homeless not being major causes of issues, many people still may look down on the location and feel as if their safety is being compromised. It also has a lot to do with cleanliness.



"Terrible, so scary. Especially, when the homeless like follow me, I tried to get out of their ways or I tried to stay away from them but they kept following or they got close to me-- it made me so nervous."

Jesky/36-45/SFH

"I know that the homeless people of Hayward need a lot of help so that they can get out of the situation that they are in. But as much as we want to help, people are a bit afraid to help and I am afraid to help."

Lucy/36-45/SFH

Excerpts: Student Essays

Experience with homelessness

Ethan, a Hayward resident who was actually formerly homeless, understands the struggles and the difficulties one may face to get out of the situation. Ethan said, "I have to take public transport to get to my work so I take Bart and so I see homeless people quite often; and I just wish there were a few more services available for the homeless people in Hayward, especially coming from personal experience definitely with credit because some people have no history of credit and for them to be building up their credit from nothing is extremely hard and for them to, you know, get an apartment, get housing - it's extremely difficult."

I think Maria's view is that, even though the number is not as big as other cities, the homeless are congregating in the poorest and/or most abandoned zones of Hayward. Perhaps that is why some people with above average income think that the number of homeless in Hayward is low, because they actually never visit the worst parts of their city.

"I have been on my own since I was 12 years old and homeless since 2007 due to a reverse mortgage."

Michael/56+/Homeless

I have not been in this situation but you know I can only imagine it's tough being in that situation. And I feel for them but do you know if there's any government assistance that they can get?

I am all for some of our tax money going towards that to support that. I wish there's more that we can do, that the city can do."

Catherine/36-45/SFH

"I'm at the risk of being homeless."

Jeff/-25/SFH



Further Exploration: Homelessness

The fear that women have around interacting with the homeless is real, but is often ignored. Women are expected to just “deal with it.” How can their fears be allayed?

How can the city or other organizations tap into, and leverage, the generalized empathy that many residents have for the homeless problem?

The typical Hayward resident does not have a clear understanding of the scope of the problem. How can the city share a more true and complete and accurate accounting of the issue with residents?

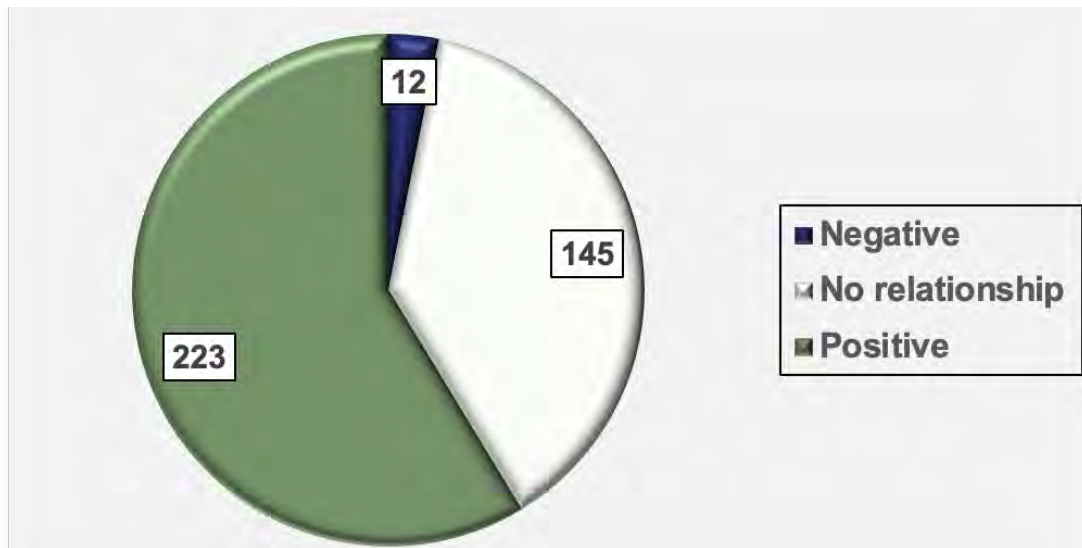
Interview Question #5

Talk in detail about your relationship with your neighbors.

Observations: Neighbor Relations

- A common feature of a positive relationship with one's neighbor is Reliability. 69 community members felt like they could rely on their neighbors for borrowing tools, asking for help, keeping watch over their house or pets, picking up packages from their porch, sharing food, etc. 7 of the 69 interviewees said they could rely on their neighbors even though they indicated that they do not have a close relationship with them.
- There are varying degrees of how community members explained what constitutes a positive relationship with neighbors. For some, a positive relationship might be simply waving to one another. For others it means having long conversations or feeling comfortable enough to ask to borrow a tool. Other positive relationships were depicted as enjoying meals together, sharing food, spending holidays together, etc.
- 4 community members shared stories of how they have been discriminated against by their neighbors.
- 4 interviewees discussed the importance of shared community assets when it comes to building community and fostering positive neighbor relations. These assets include churches, fully programmed recreational areas like parks, community sports leagues, etc.
- Only 12 residents--3%--used the word "community" to describe their relationship with neighbors.

Community members' relationships to their neighbors





Observations: Neighbor Relations

- 25 community members seem lonely. They yearn to really connect with neighbors, celebrate special occasions, and act as a community. We have seen this phenomenon repeatedly in the 5 years we have been investigating Hayward.
- 13 residents express awareness of, and pride in, how truly diverse Hayward is. Residents see diversity as a real strength, even if they don't tap into it as often as they might like.
- The topic of Crime was brought up by over 17 residents in response to this question, which is interesting, given that the question made no specific reference to the topic. Some residents hinted at their neighbors being the perpetrators of crime. Some residents brought up Crime in this question for the rather obvious reason that when Crime happens TO them, it usually happens in their neighborhood.
- 22 Community members expressed a lot of nostalgia about how their relationships with their neighbors used to be. There were many stories of community members sharing interactions they had with old neighbors before they moved as well as the changes they've noticed in their neighborhoods and Hayward at large. They had deep and long ties with those neighbors. But sometimes with their new neighbors, they don't have that close relationship. This sentiment is a trend throughout all 400 interviews.
- 38 Community members are also okay with not having a deep bond with their neighbors. They like to "keep to themselves" and appreciate how "quiet" their neighborhoods are.
- Many community members discussed reasons why it's difficult developing a close relationship with their neighbors. These reasons include not speaking the same language, age gaps, never being home, COVID (11), being new to the area, being too busy (31) implying that if they didn't have to work so much, they could have time to develop relationships with neighbors.

Residents Speak: Neighbor Relations

"We're close to our next door neighbors. When our kids were younger, they would go out and play with them and it's a little small gated area so we felt comfortable talking with them and everything but you know everybody kind of keeps to their own."
Mindy/36-45/Triplex

"We're definitely not close with our street neighbors, which was different from when I was growing up where the neighbors were pretty friendly. But over the years I noticed that a lot of people kind of keep to themselves and you know, it's kind of sad. I miss the closeness that used to be."
Mindy/36-45/Triplex

"So when I was younger, I used to have a very, very close relationship with my neighbors and we used to get along very well, all of us. But as we got older, conflicts arise. And we aren't necessarily close anymore."
Mia/-25/SFH

"Our families were very close knit. We'd have dinner together every once in a while. It was kind of like a family. They'll give each other a hand."
Mia/-25/SFH

"We keep to ourselves because we had an incident several years ago and now we just ignore each other. I try not even to go outside if they are out there. It's a shame but it's better than fighting with them all the time."
John/56+/Apt.

"I would say I don't have a tight relationship with any of my neighbors--when I see you I say hi or I smile, and that's about it. With my neighbors I do notice that there's a lot of turn around in my apartments. I've been in this apartment since early 2020. And I've had two new neighbors in that timeframe."
Raina/26-35/Apt.

"I would like it to be more tight knit. When I grew up in apartments it was tight knit, our families all knew each other because they all had kids and they all played with each other outside."

Raina/26-35/Apt.

Residents Speak: Neighbor Relations

"I can't tell you anything because we don't really talk. I'm 43 my neighbor is 80. We don't have any conversation, just different age gaps." John/36-45/SFH

"Don't have any relationship, I like my privacy." Melanie/46-55/SFH

"I'm never home. I don't even know who they are." Jeff/-25/SFH

"The gentrification pieces, just like you grew up in, in a neighborhood where it's all like brown and black folk, right? Like Asian folks living in our communities too, especially Filipino folks. And then like, growing up, it's just we all have very similar values that as the place gentrified like you get people with different values coming in. And it's not always super easy to like, align with them. So there's those pieces too but yeah, it's a mix of reasons." Alvaro/26-35/SFH

"My neighbor is my enemy. I have a big tree in front of my house. When the leaves fall, they fall on her house. So she swept the leaves and put them in a bag and put it in front of my door. She said cut your tree and we won't have a problem in the neighborhood." Kinda/56+/SFH

"My relationship with my neighbor is really bad, I hate them. They are rude and I think they don't like Asian people. Before I came to this house. So in the street parking lot, literally everyone can park there, but he said to me only his car can park there. He said he will get a gun and kill my family if you park there one more time. They are very rude and they see we are Asian people. They yelling very bad things at us like go back to your country." Nancy/26-35/SFH

"When I first came to this neighborhood, first couple weeks I came here, when I walk around, there was one white woman, so I said hello to her. She just replied 'get out of here, go back to your country'." Jesky/36-45/SFH

"It's really hard living in an apartment and having neighbors."

Excerpts: Student Essays



Neighbors supporting one another

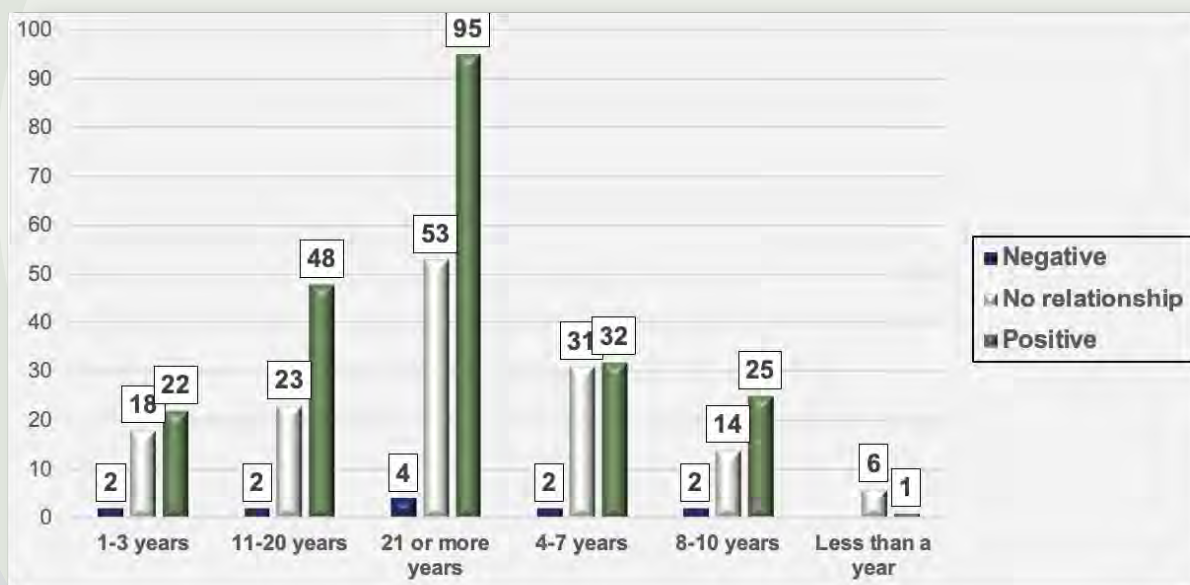
I think it's one of the most refreshing parts of Hayward, people love the other people here and we all get along here. Like in the case of Lucy, who says, "For me as someone who is far away from my blood relatives and no blood related family members, I have a lot of people here who have become part of my family just from being around them for so long and becoming very close."

Having lived in Hayward my whole life, I can attest that I have never had an experience where my neighbor was an absolute nightmare or where they made my life incredibly difficult. Now to be quite honest I used to think that maybe I was just lucky with getting nice friendly neighbors and not having to deal with backwards people, but after all of this time I'm starting to think that maybe this is just the quality of the people in Hayward.

It is fascinating to see how people can count on others when they have a problem. Every community should strive to have a relationship like most of the citizens of Hayward. As a supporter of this idea, Patrick mentioned that he does not have a close direct relationship with his neighbors (above all because of Covid), but they keep each other informed through social media. He pointed out that "a lot of it (relationship with the neighbors) is done through online social media, social platforms like NextDoor, where you are able to communicate a little more with neighbors." The Covid era has made us more isolated. However, thanks to social media, people have not forgotten to help those around them. Even in these dark times, people should not forget that they need others in order to survive.



Interviewees' relationships with neighbors by years living in Hayward



Excerpts: Student Essays



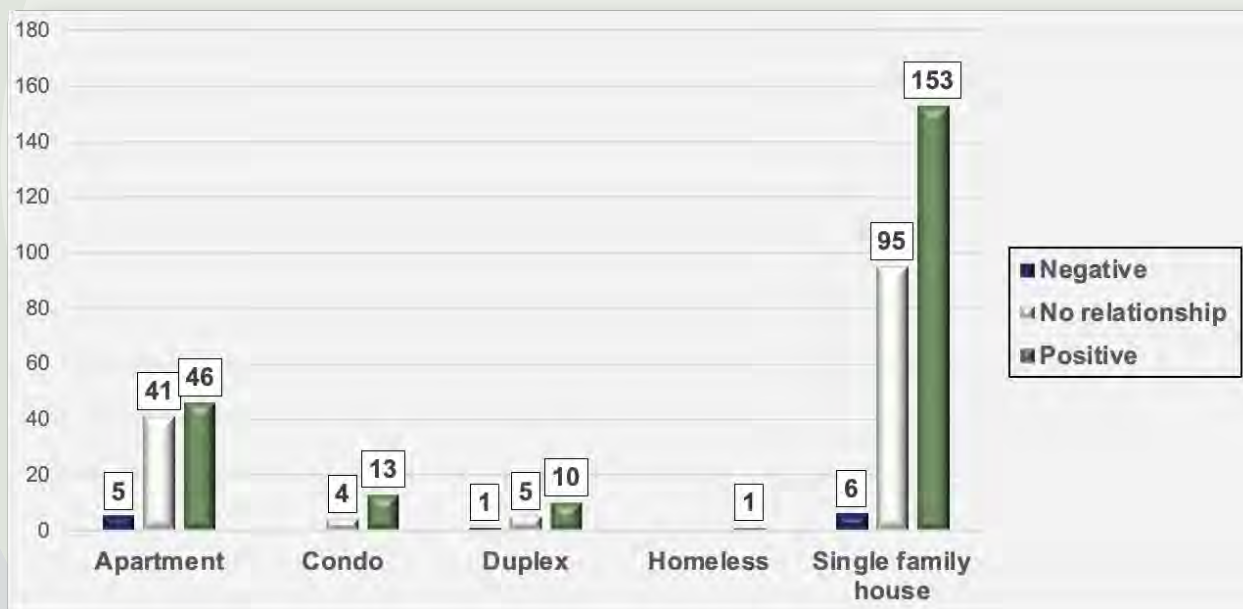
Hayward's Diversity

An additional benefit of living in Hayward can be the diversity of ethnicities, age, gender, and sexuality. When looking for homes, having diversity in a community can be important, especially for people of color and people who are a part of the LGBTQIA+ community. A city with a lot of diversity in all different areas can be important when finding a home or a place to rent. This allows landlords to be exposed to people of different ethnicities, ages, gender, and sexuality, decreasing chances of potential discrimination towards the vast amount of people who are trying to find places to live. Because of the diversity of Hayward, residents of Hayward may not feel that they were discriminated against. As Alina said, "Ethnicity wise, I don't feel like I've ever been discriminated against when it comes to finding housing."

To be discriminated against in any way needs to be brought to awareness at all times. Luckily, the city of Hayward does provide resources on their online website to help file against those who discriminated against or harassed an individual. On their Hayward website, they give a resource, "Fair Housing: If you believe you have experienced illegal housing discrimination or harassment, you can explore filing a complaint with the California Department of Fair Employment and Housing at (800) 884-1684". As a way to support residents of Hayward, the city provides resources that can help bring individuals justice and further prevent others from going through similar cases. It can ensure that the city can provide some form of resource, but sometimes a phone number is not enough. Constant awareness against all types of discrimination needs to be spread across Hayward, the state, and the country.



Interviewees' relationships with neighbors by living situation

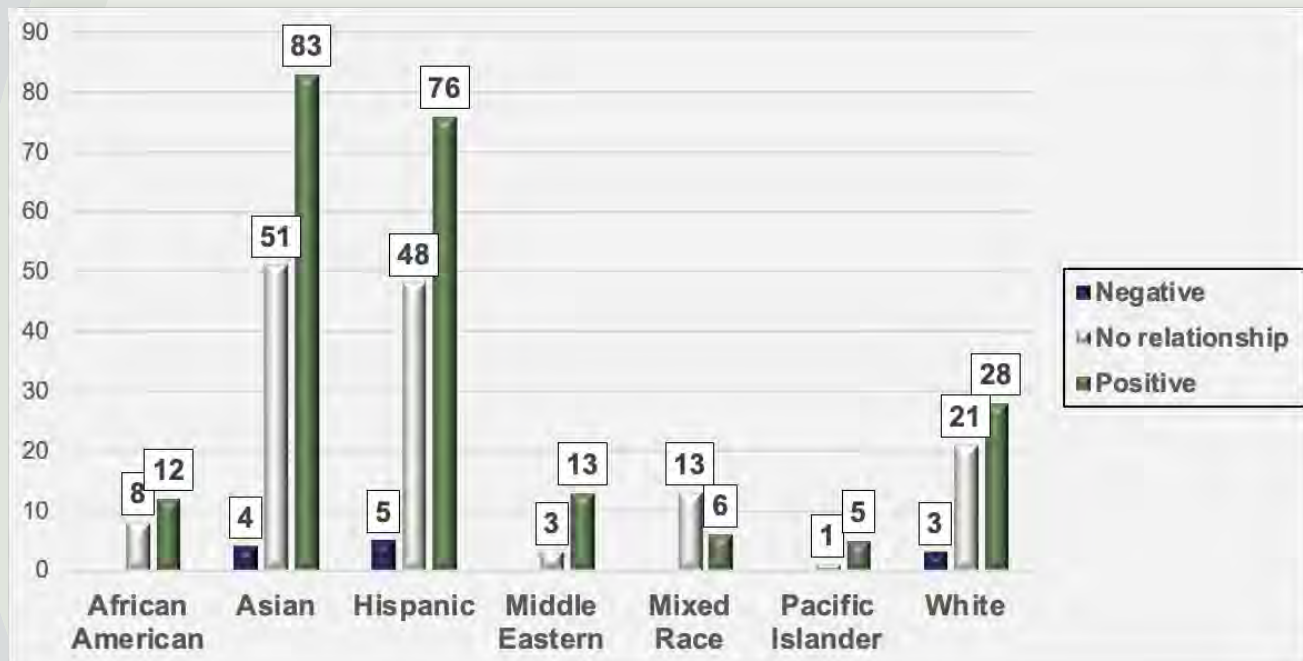


Excerpts: Student Essays

Neighborhoods strengthened by Diversity

Diversity in a neighborhood is very important because it provides opportunities for exposure to different ethnicities and cultures, allowing fair-mindedness, diverse networks, and settings, and open-mindedness. To have these positive effects of diversity in a neighborhood will create a sense of community. This sense of community among neighbors can ensure a safe environment for everyone. As Stacy mentioned, “Despite the language barriers--because it was a pretty diverse neighborhood--my mother will go out of her way to let our neighbor know what she was cooking smells amazing!” Creating a safe and welcoming environment benefitted Stacy’s mom because she was able to form a relationship with their neighbor while exchanging recipes.

Interviewees' relationships with neighbors by ethnicity

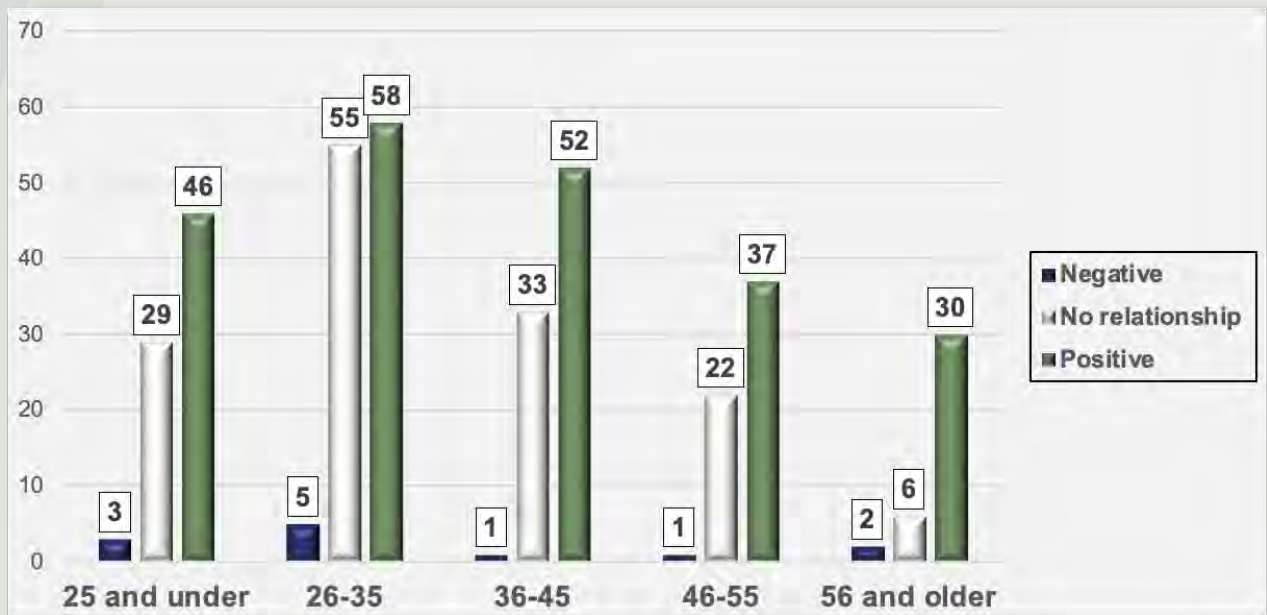


Excerpts: Student Essays

Neighbor problems

Maribel has an interesting relationship with one specific person living in her neighborhood. She says she has one neighbor that's not so pleasant and constantly calls the police and city on her and her family. One example she can name is, "She called the police because my dad had parked right in front of her house and he was like, two inches from the red part of the curb. And the police, of course, had to come, and they were really annoyed."

Interviewees' relationships with neighbors by age



Excerpts: Student Essays



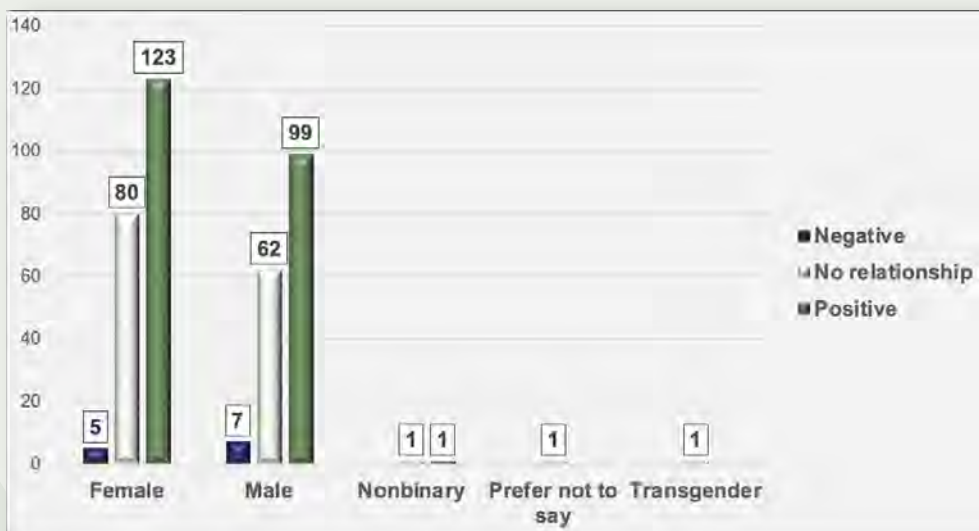
Crime in neighborhoods

Just as there are people who live happily, enjoy, and are part of the community, there are also people who live in fear of the high crime rates within the city of Hayward. In the words of Kathleen, who has lived in the Cherryland area for 16 years, "It's scary to go to the store, Target, 7-11, etc. I never want to leave my house because I am afraid I am going to get robbed. If not robbed, someone is definitely going to approach me and ask me for money. I can't stop and pick up groceries or anything on my way home from work because I always have my work backpack with me, and I cannot take the chance that I will come out to a window smashed." It is terrible that Kathleen, and others--especially other women--have to live like this. Despite Hayward having a strong network of neighborhood relationships, it doesn't stop criminal activity completely, specifically when it comes to stealing and car jacking. A city that tends to have a lot of crime is representative of the idea that people need to steal in order to make a living. However, this in of itself creates a negative feedback loop in the community where one party benefits while the other is in complete detriment.

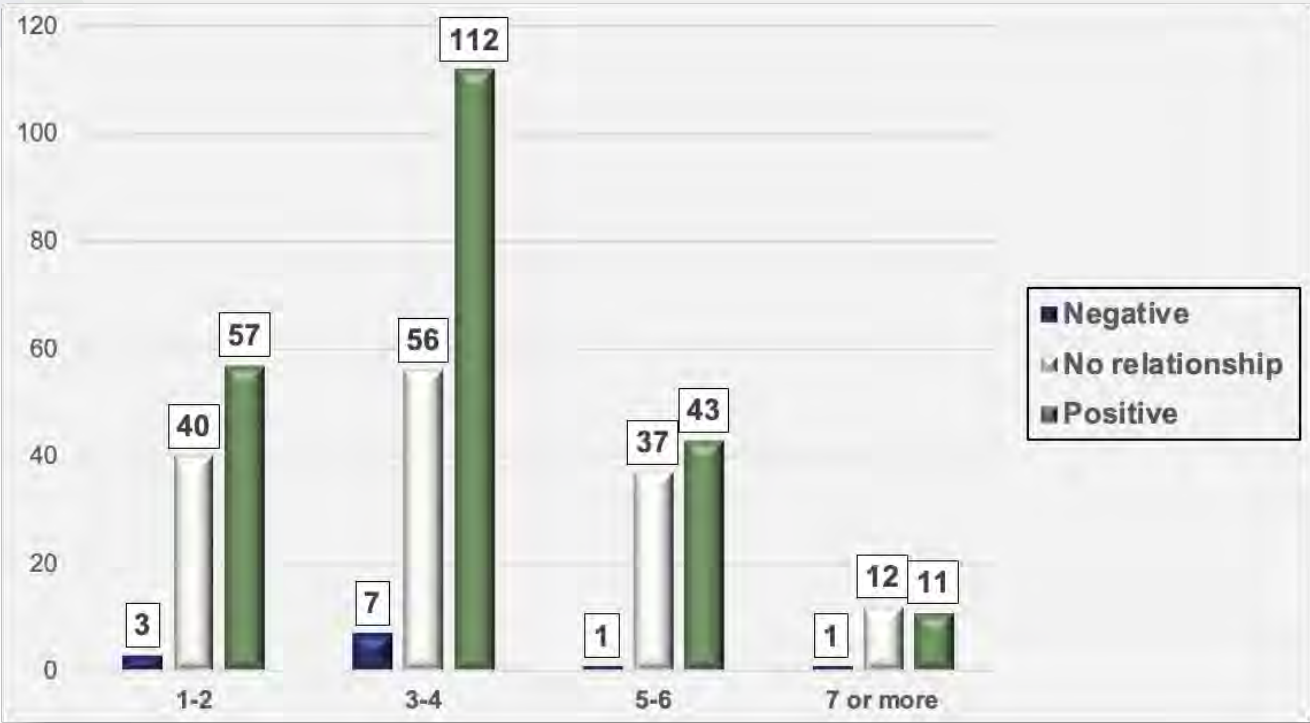
Perhaps the criminals who steal cars or car parts have this mindset in which they believe what they're doing is justified, and that the city doesn't do anything to help them and therefore they will take their own individualized action. In fact, according to a Healthline article on the psychology of stealing, it states, "Some people steal as a means to survive due to economic hardship." This clearly shows that a person who attempts to steal a single car from a single victim provides the clear picture that Hayward has an issue when it comes to stealing-- all stemming from the psychological stress of finances.



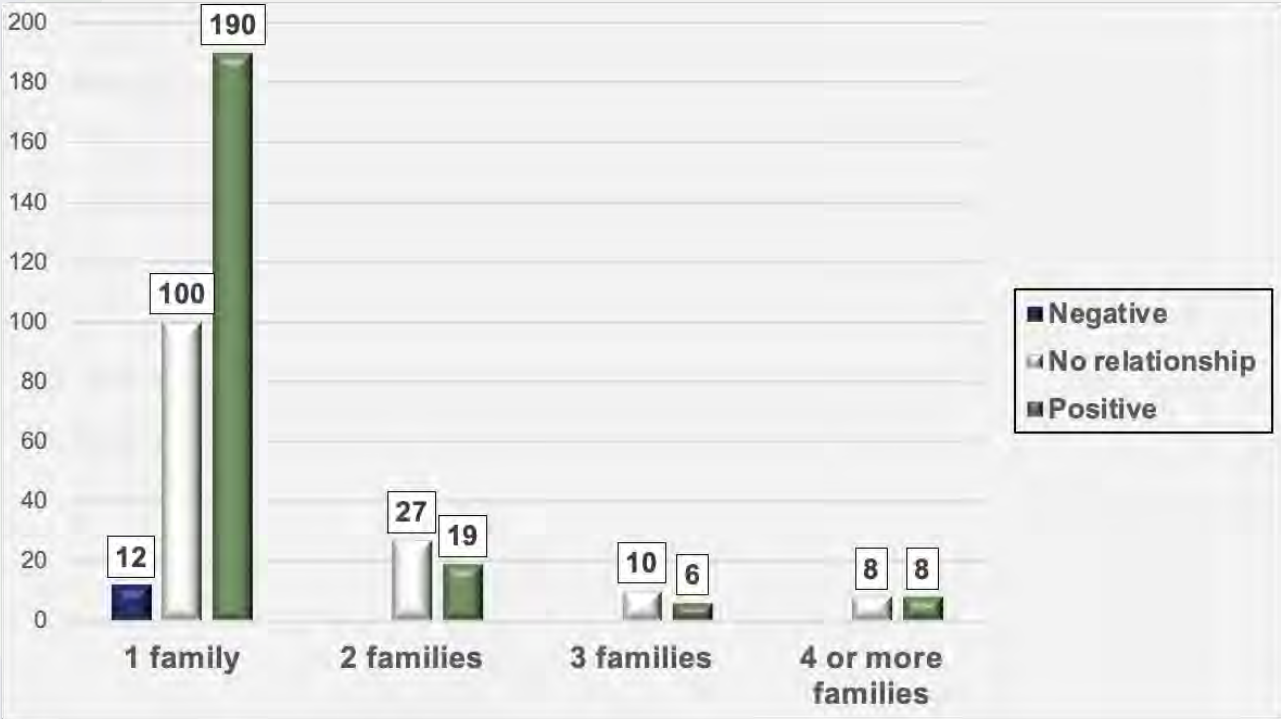
Interviewees' relationships with neighbors by gender



Interviewees' relationships with neighbors by number of people in household



Interviewees' relationships with neighbors by number of families in household





Further Exploration: Neighbor Relations

How can the city facilitate and encourage positive neighbor interactions? How do residents spend their leisure time?



Friends gather at Eldridge Park

How does proximity to public spaces and resources foster positive neighborhood interactions (like parks, stores, etc.)?

Does a community member's relationship with their neighbors influence whether they want to stay in or leave Hayward?

How can Hayward's diversity be highlighted, feted, and leveraged, in order to increase neighborhood cohesion?

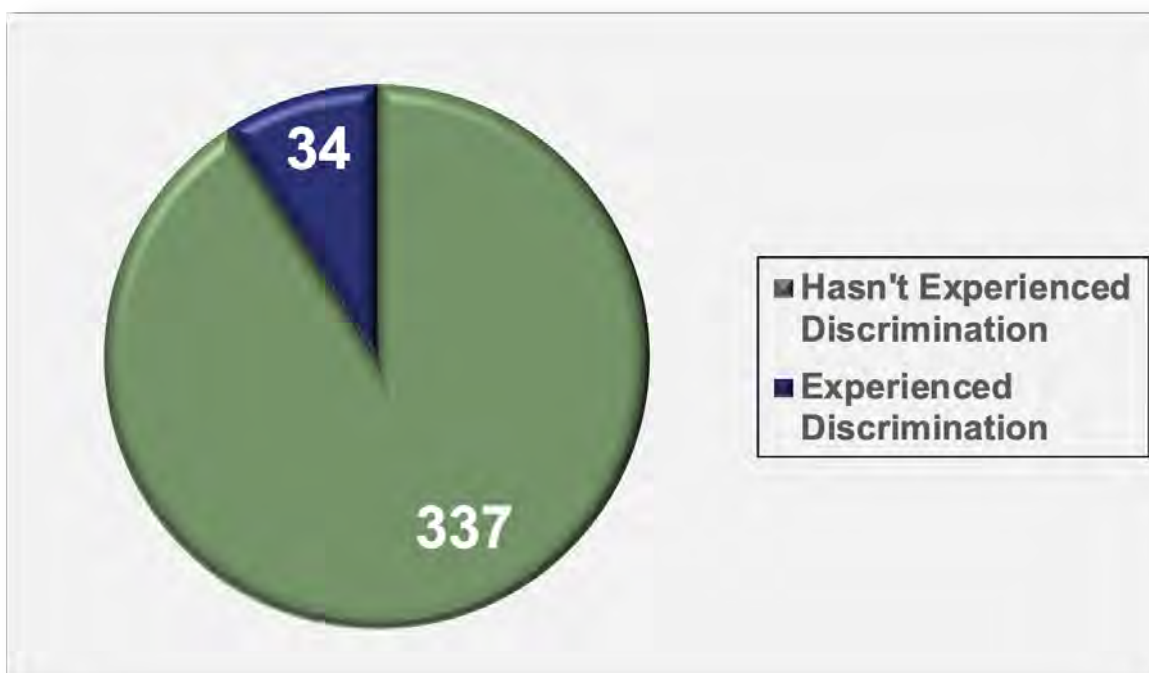
Interview Question #6

When it comes to housing, have you ever felt discriminated against or treated unfairly based on your ethnicity?

Observations: Discrimination

- The concept of "Passing" was brought up 8 times. 8 Community members stated they "pass as white" and therefore do not experience discrimination.
- Like we've seen in many questions in these interviews, 5 community members stated that living in a home for a long time has enabled them to evade discrimination. Our analysis also shows that the largest group that does not experience discrimination is community members who have lived in Hayward for more than 21 or more years (132).
- Having landlords who are of the same ethnicity as the community member prevents discrimination (18). This sentiment was also expressed in question #3 about Eviction when community members described having positive relationships with their landlords. In addition, living in a community that's predominately the same ethnicity as the community member prevents discrimination (11). This creates a sense of safety and inclusivity as community members can bond over shared life experiences.
- 11 white community members stated they do not experience discrimination because they are white. A few Mexican and Asian community members said they also don't experience discrimination because they are Mexican or Asian.

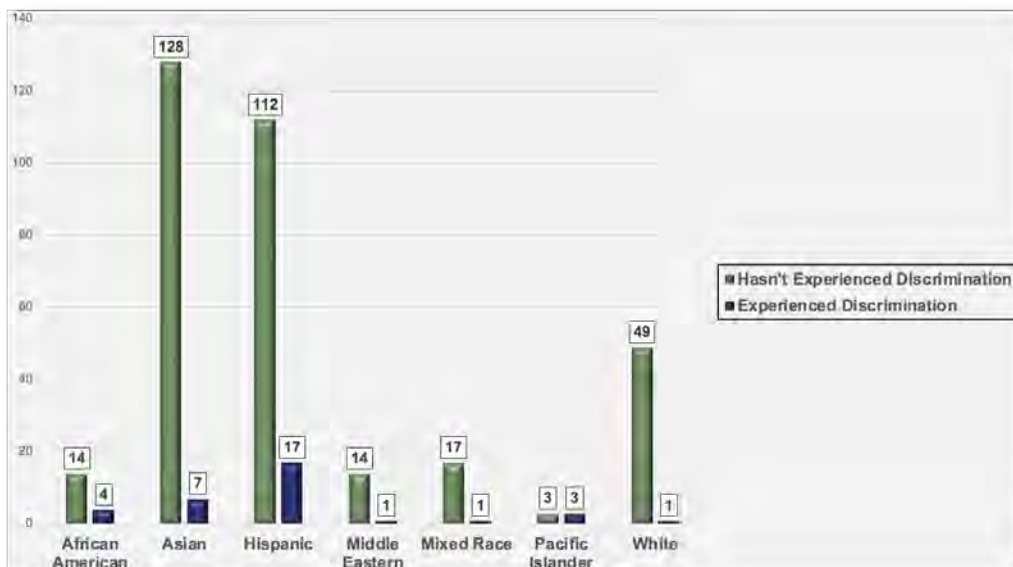
Community members who have experienced discrimination



Observations: Discrimination

- 6 interviewees shared that while they may not have ever faced blatant or obvious discrimination, they still have to be vigilant about combatting subtle or stealthy forms of unfair treatment. This surfaces in relationships to neighbors. Community members will avoid talking to neighbors to avoid the risk of being discriminated against. This sentiment was discussed 12 times. 2 community members stated that having a positive relationship with their neighbors subdues discrimination. However, it may be that living in a nonprejudicial community is a prerequisite for having a positive relationship with one's neighbors.
- 26 interviewees felt that they were discriminated against because of factors other than their ethnicity: socio-economic standing, gender, age, and housing situation.
- 30 community members said they never experienced discrimination because of how diverse Hayward is and how living in multi-racial communities make them feel safe and included. These traits provide a sense of safety and security. Diversity is seen as an antidote to Discrimination.
- As with other issues uncovered in this project, Privilege is seen as being a buffer against problems, in this case, discrimination. Life is seen as "easier" for those who live in more exclusive neighborhoods and who are more affluent. It is curious that Privilege pops up in the answers to this Discrimination question 15 times, given that it is never explicitly asked about, nor were students instructed to bring it up.
- 34 community members have noticed discrimination to others but have not personally experienced discrimination.

Community members who have experienced discrimination by ethnicity



Residents Speak: Discrimination

"We're very, very lucky to have grown up in Hayward because it's such a diverse city. We grew up with Filipinos, Latino, Black, Polynesian, Asian--every color of the rainbow and I can count on one hand on how many times I've felt discriminated against and it was never in my city of Hayward."
Cedy/36-45/SFH

"Yes, I was discriminated against and it was because of my ethnicity. I believed it to be my ethnicity. Because I'm Asian Pacific Islander, they assumed me to be of a different class and a different financial status."
Justin/26-35/SFH

"Not because of my ethnicity but because of my status, because I'm the only renter in my townhouse. They're owners so yes I feel it, that and my kids are a different class status."
Rachael/36-45/Townhouse

"I've never felt discriminated against based on my ethnicity. It was actually really easy to get this apartment, I would say I didn't have any troubles and this is the first time I've ever gotten a place on my own in Hayward."
Reina/26-35/Apt.

"Never. Maybe because of the color of my skin. I'm lighter skin and people think I'm American but in reality I was born in a different country."
Cesar/36-45/SFH

"I think the reason why we don't talk to our neighbors is because our ethnicities are not the same. I feel like the same ethnicity, it would be easier to approach them."
Pravnoor/-25/SFH

"We all look out for each other. And I think if we, if any of us, as a community ever saw that we would definitely speak up and stand up. So no, to be honest, I haven't. I haven't really been. I feel really lucky to say that."

Cedy/36-45/SFH

Residents Speak: Discrimination

"I have a slim white passing, so I feel like that helps."

Alina/-25/Apt.

"I feel I belong where I am--everyone is so welcoming. I'm surrounded by great neighbors--it feels like such a tight and close community."

Raveena/26-35/SFH

"I feel like I'm being treated unfairly because of my ethnicity, that's why I'm not very close to my neighbors."

Tran/26-35/SFH

"Yes but not as in racism, but discriminated due to the fact that I'm homeless. I mean I understand why they would discriminate but at the same time it's the reason why I can't find a job."

Michael/56+ /Homeless

"There are a lot of men here who's listed prostitution, but just because I'm homeless doesn't mean I'm a prostitute."

Lalita/36-45/Homeless

"Because in my in my street, we have different ethnicity. Some people are from Iran, some African American, Some Americans, some are from Hong Kong. So we just have mixtures of different people. And everybody is nice to each other. Yes, so often you're not gonna feel discriminated."

Chibiya/26-35/SFH

"Since our landlord is white and we are Mexican, she thinks she's higher than us."

Jacqueline/-25/SFH

Excerpts: Student Essays



Discrimination

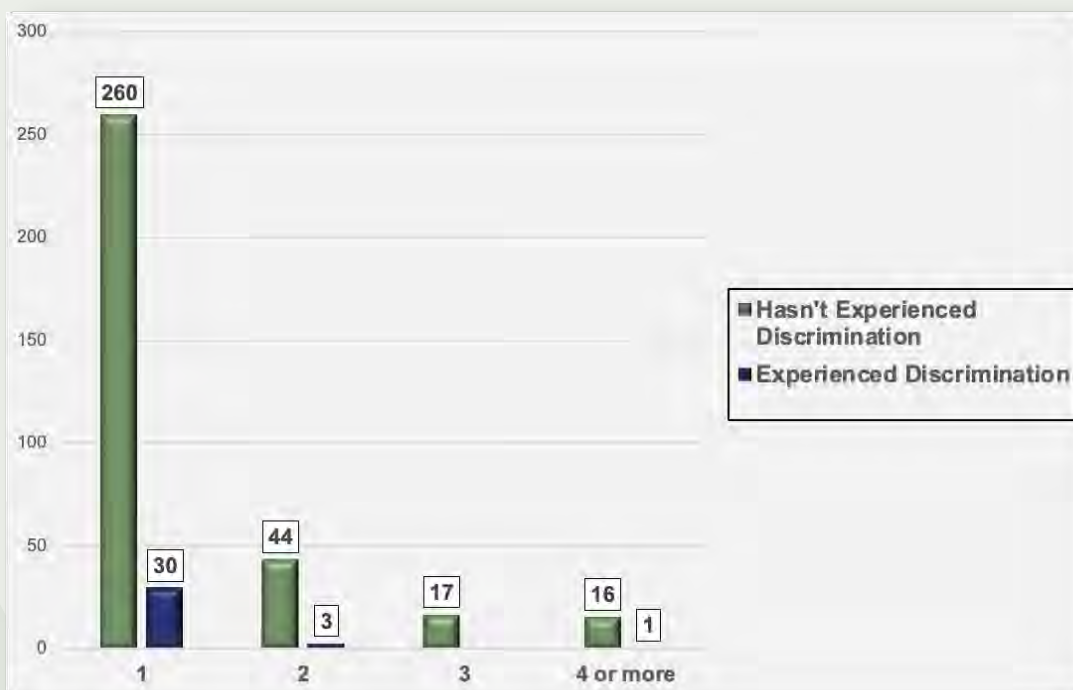
Another way landlords discriminate is to put too many requirements that people cannot meet or to falsely declare that the house has already been rented to another person. Emilio, who has lived in Hayward for 26 years, comments, "When they see you Latino or you don't make good money, sometimes [landlords] do not give you the place for renting. So that's a real problem."

One of the conflicts that many Hispanics face is the lack of legal documents that allow them to live in the United States. Unable to prove their immigration status, many families are forced to rent rooms from other families or spaces within homes, since they cannot acquire their own homes. The second conflict that Hispanics are confronted with is a lack of communication. The lack of basic English to communicate sometimes closes the doors for Hispanics to rent a home.

There are many downsides to living in high-poverty neighborhoods: it makes one less likely to make it out of poverty, education is not as good, upkeep isn't as good, higher pollution, etc. Housing discrimination is a very real situation in the United States and there are many housing laws with an unsaid racist intent. America has a racist history when it comes to housing.



Community members who have experienced discrimination by number of families living in a single domicile



Excerpts: Student Essays



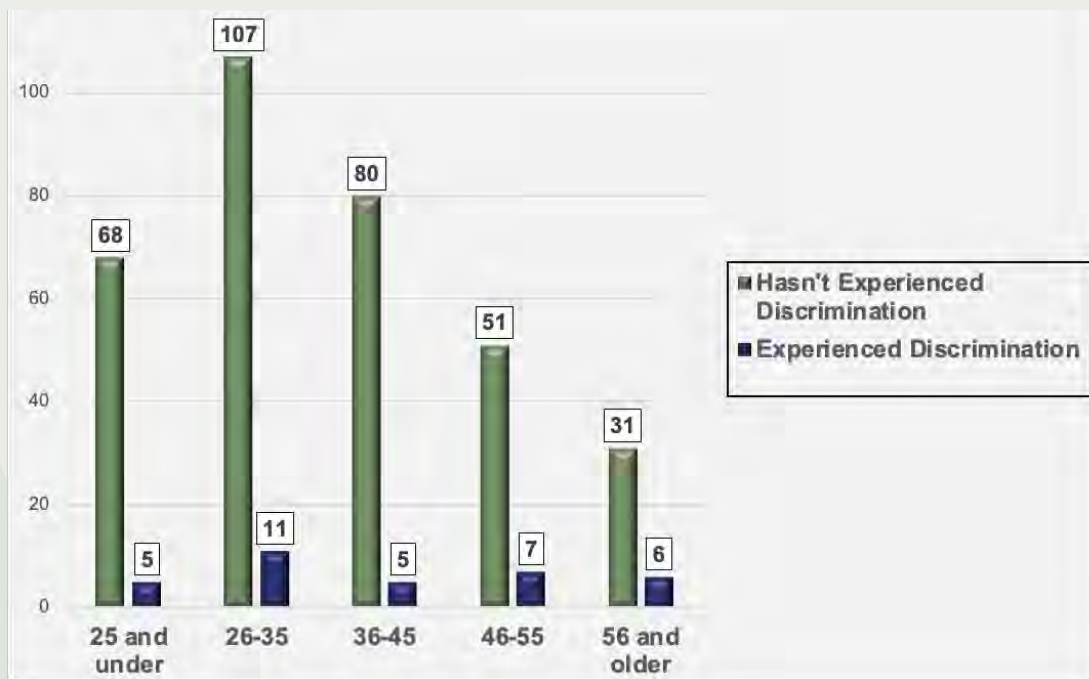
Discrimination

One other trend that I noticed was that people have felt discriminated against when it comes to housing in Hayward. It is not blatant discrimination where they are telling them that they aren't allowed to buy or rent a house here because they are Mexican. Rather, it was more subtle, like making it more difficult for people to get a house. Putting them through many hoops so that they feel discouraged. Jose said, "As a Latino I feel that they ask you for a lot more things when even applying, and they also ask for it in very unpleasant and often demeaning ways." These subtle little attempts to discourage people and to make people feel unwelcome when they are renting somewhere are effective in discouraging people. And thus when it comes to discrimination in housing I feel it's the little things that we must focus on.

The American community has come a long way since the days of discrimination and white supremacy, but, despite this social improvement, the ghost of racial discrimination is still present in today's community. It is possible that blatant discrimination and segregation may have ended long ago, but their consequences are affecting some sectors of Hayward nowadays. Racial segregation in Hayward is a serious problem that is affecting many Hispanic, Black and Asian residents of Hayward. Also, it is not a coincidence that in these sectors of Hayward one can find big levels of poverty and disorder. Unless the city of Hayward starts working on this unfair situation, these residents will constantly fall into an abyss of poverty, where they will not be able to progress or change.



Community members who have experienced discrimination by age



Excerpts: Student Essays

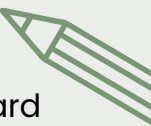


Diversity prevents discrimination

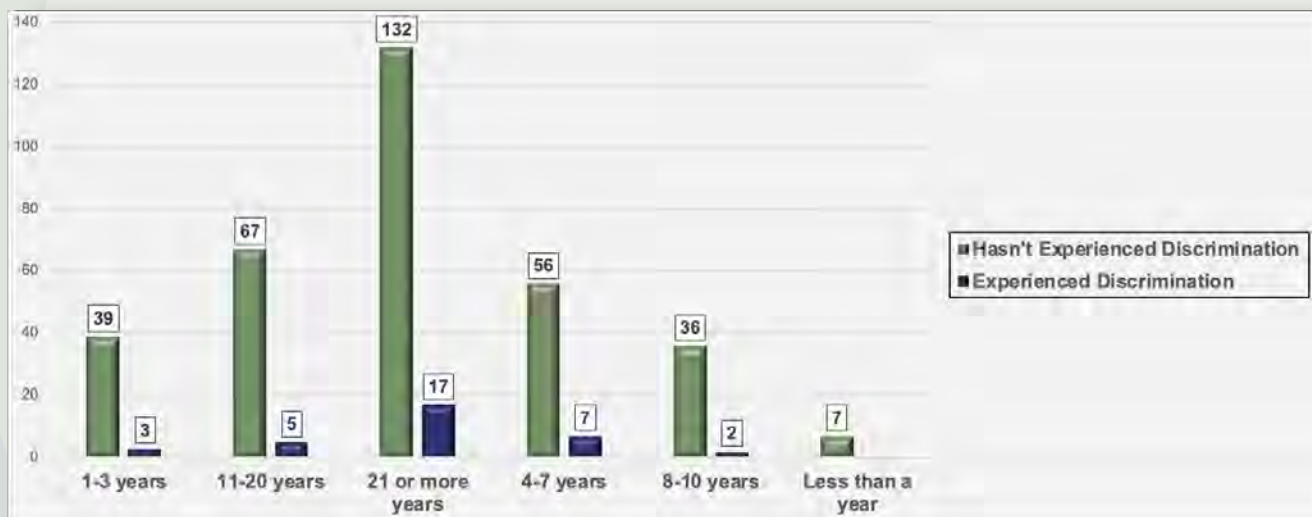
Places like the Bay Area are filled with diversity, and it is one of the many great things about living here and something residents like Carlos are thankful for. Carlos, a Mexican resident of Hayward, currently rents from his father but has lived in other areas in Hayward and can't recall any discrimination he faced when it came to housing. Carlos had this to say why he thinks he hasn't been discriminated against: "Where I live is very diverse and I never felt discriminated against, some of my neighbors are Filipino, Chinese. There's a gay couple across the street, a lot of Hispanic and black families living here too." Carlos gives a great example of how incredibly diverse Hayward is and how neighborhoods are filled with a variety of families, which is why he hadn't faced discrimination.

Diversity can definitely prevent discrimination; being exposed to multiple cultures can make you more open-minded and less biased compared to areas with a lack of diversity. Sandra, a Mexican immigrant, hasn't faced any discrimination regarding housing. Sandra goes on to say, "you know, being in the East Bay, there's such a diverse group of people." She adds that even her short period living in San Jose was great as well, and she never ran into any issues involving her ethnicity. Living in the Bay comes with many privileges, and diversity is one of them;

Despite coming from a South American country, Maria did not suffer any kind of discrimination in all her time sharing her apartment with her friends because "my friends and I came from the same country, and when we moved to the apartment, the apartment's landlord knew our situation. He has always been kind to us. I do not think I ever felt discriminated against, at least with respect to housing."



Community members who have experienced discrimination by years living in Hayward



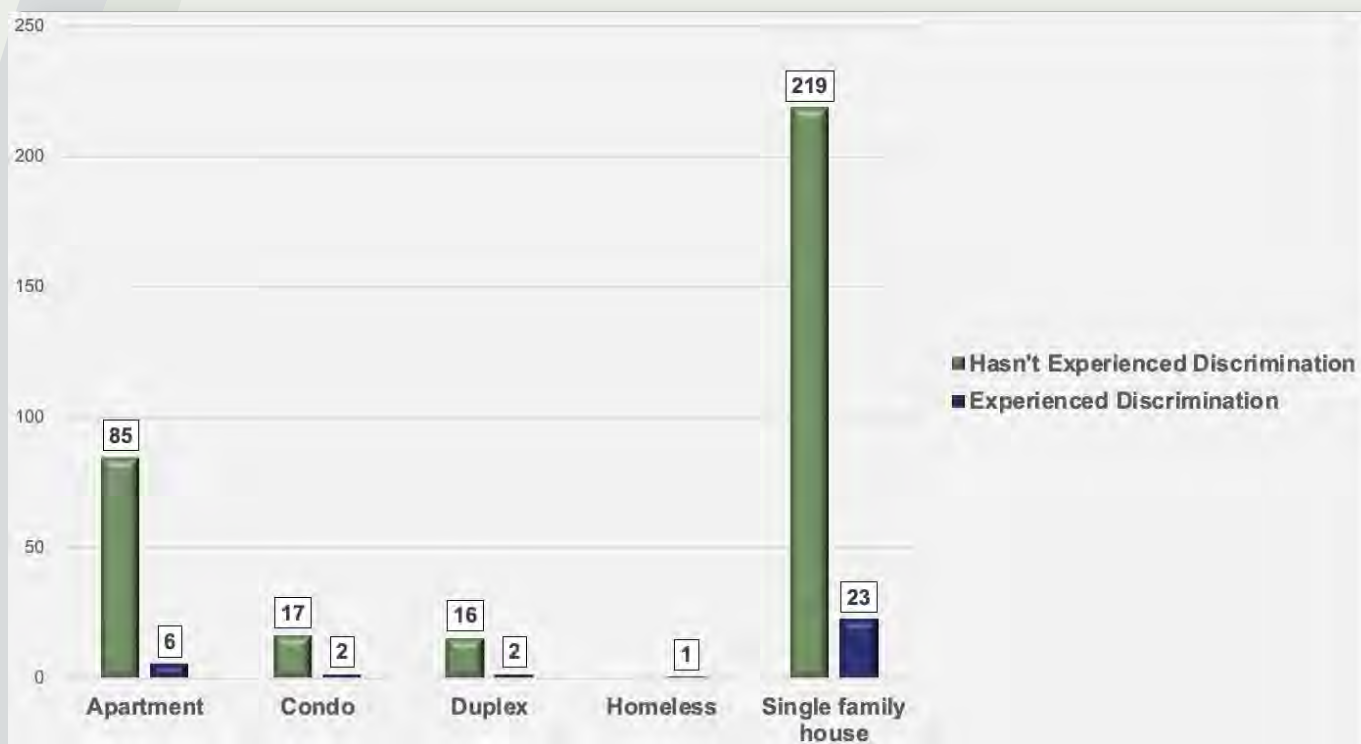
Excerpts: Student Essays

Privilege

In Hayward, neighborhoods within the Hayward Hills typically consist of higher income and richer individuals as opposed to areas like North Hayward. This is an observation that many residents in Hayward have noticed as well. Duyen, a 33-year old long-time Hayward resident and parent, said, “I do notice that in the hills, the houses are very nice. There’s more space. If you go down to where I live, it’s very crowded and it’s a bunch of townhomes. So no one really has a backyard or front yard where their kids can play and stuff.” This exemplifies how there is a major physical and aesthetic difference in neighborhoods in the hills as opposed to other Hayward areas.

Nurse Allysa said, “In the hills, they have gated communities, they have multiple cars, multiple rooms. I feel like people don’t think rooms are a luxury but they really are.” This further supports the observation that living in the hills is more spacious and considered more “luxurious” living. It’s a very real thing, the Hayward hills look like a completely different city than what many people know as Hayward. Hayward hills consist of multimillion dollar homes, nicer parks, nicer schools, etc. It’s a privilege to have a home in Hayward Hills.

Community members who have experienced discrimination by living situation





Further Exploration: Discrimination

How can over 90% of residents say they see segregation, but less than 10% say they have never been discriminated against?



No Room For Racism in Hayward

What is the relationship--if any--between Discrimination and Segregation?

How can Diversity be leveraged and activated in order to build community power and limit Discrimination?

View from Hayward Hills

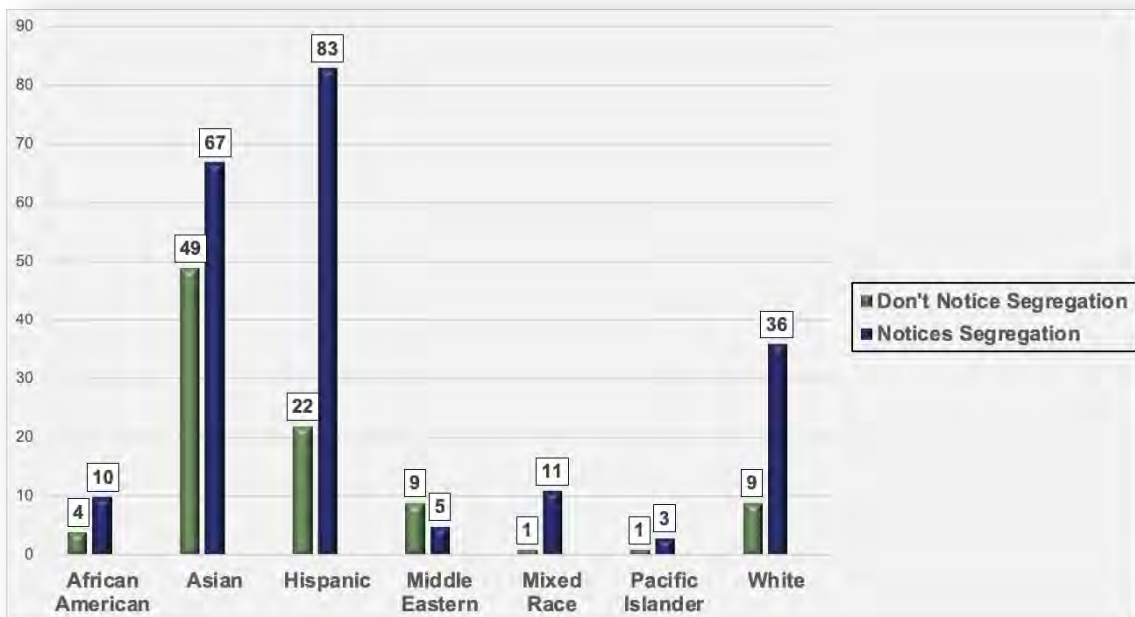
Interview Question #7

Do you notice areas in Hayward where there is more segregation? Or more people living in poverty than in other areas? If so, which areas? What do you notice about these higher poverty areas?

Observations: Segregation

- Community members were really thoughtful in their responses to this question. There's a lot of nuance in how people define segregation and describe its impacts. Some discussed segregation by race, income, or gentrification. 55 interviewees said they didn't notice segregation in terms of race, but they did notice it in terms of income, age, or gender.
- 63 community members compared the Hayward Hills to the "Flats" (specifically Tennyson and South Hayward). Community members claimed that people living in the Hayward hills have better resources including infrastructure like roads and more amenities like grocery stores and better schools.
- 30 community members declared that they aren't familiar enough with Hayward to answer this question because they just "live" in the city but don't spend time in the city or that they just moved to Hayward, so they don't know the city well enough to make any claims regarding segregation. That said, 9 of these 30 community members have been living in Hayward for 21 or more years.

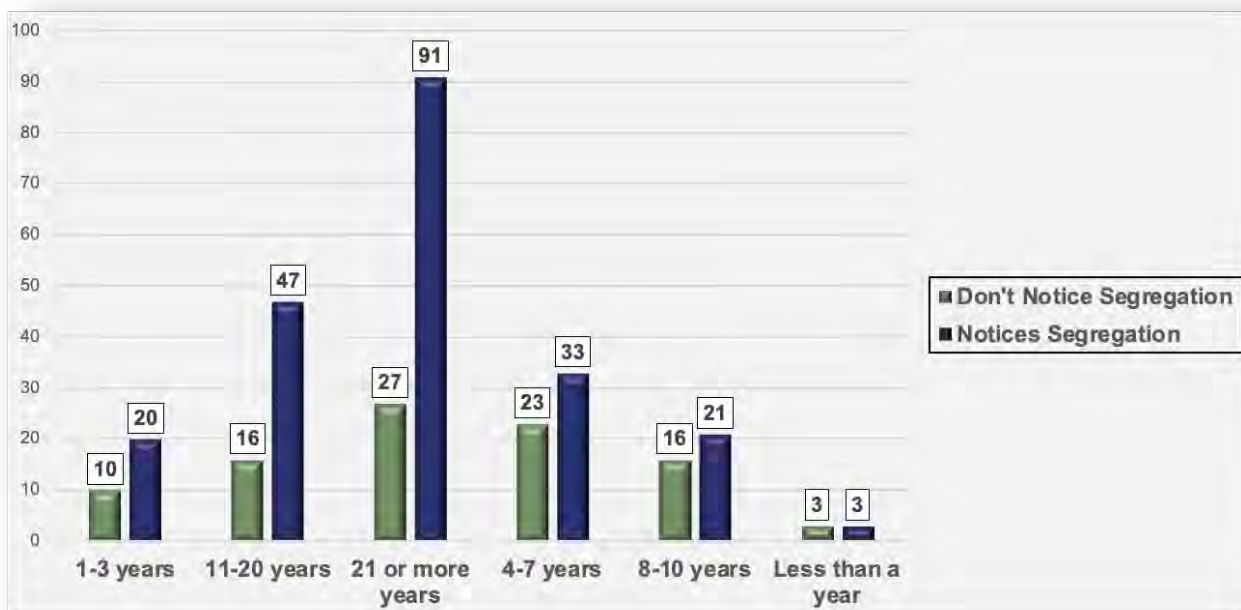
Community members who notice segregation by ethnicity



Observations: Segregation

- 24 of the interviewees who said they didn't notice segregation in Hayward believe the city is really diverse and integrated and that diversity protects people from segregation.
- Community members observed segregation in a variety of ways. 41 community members said segregated areas have higher rates of crime and violence, which induces a feeling of being unsafe.
- 49 community members suggested that segregated areas have more trash and litter. 17 community members observed that more affluent areas of Hayward like the Hayward hills are "cleaner."
- 46 community members associated segregation with homelessness. In addition, 9 community members pointed out that areas that are segregated have more liquor stores than more affluent areas of Hayward.
- 29 community members noticed segregation in predominately LatinX neighborhoods while wealthier neighborhoods are predominately inhabited by white community members.
- No one identified their neighborhood as being segregated. Community members described other areas of Hayward as being segregated but not their own. 3 community members did say their neighborhoods were diverse and not segregated.

Community members who have experienced segregation by years living in Hayward



Residents Speak: Segregation

“Places like South Hayward or Cherry Land are traditionally in lower income areas. There are pockets of low income housing, but Hayward does a really good job of not embarrassing our poor.”
Gabriel/36-45/SFH

“I know where Section eight housing units are. They're beautiful. They have beautiful little parks for kids. They have classes for parents if they want to learn something like computer skills and stuff and they're in good areas.”
Gabriel/36-45/SFH

“Tennyson and part of A street are are a bit more ugly and lacking resources with potholes and a lot of different issues. It feels like those areas are not taken care of and it is usually a lot more Latinos living in those areas.”
Jose/46-55/SFH

“I definitely notice areas with more segregation than others. Like you can really tell the difference between areas experiencing uncomfortable living situations versus a concentrated area of lower income families occupying those spaces and struggling to make ends meet. They live in overcrowded conditions and they're more at risk of eviction or displacement.”
Adi/26-35/SFH

“There's a really big divide between the hills of Hayward and South Hayward. The houses and living situation in South Hayward is definitely of a lower class compared to the hills of Hayward. The hills are generally affluent communities and neighborhoods as compared to South Hayward where we see a lot more homelessness and just a lower standard of living.”
Isiah/26-35/Apt.

“Around Tennyson area there's more poverty. There's a lot more trash and more broken traffic lights and things that aren't too well taken care of compared to areas like downtown. And then other areas closer to the Hayward Hills. There's a lot more quiet compared to Tennyson.”
Sandra/26-35/SFH

“Hayward is pretty integrated. My neighborhood is pretty diverse. That's one thing I like about the community is that it's diverse.”

Lynn/56+/SFH

Residents Speak: Segregation

"I'd say I'm very blessed that I live in the community that I am considering that it is a gated community and the area that I live in, there's not much of a high criminal rate. So I feel safe for myself and my children. I do not have to worry about much. Also with all the hate crime going on to Asians. Thank God I haven't been personally segregated but I see all over the news people getting hurt worst case killed. It breaks my heart."
Nikki/36-45/SFH

"I have noticed South Hayward It's a more poor area than others. There is a lot more crime and trash on the floor in those areas."
Kimmy/-25/Apt

"I wouldn't say there's really much segregation, I feel like it's pretty diverse. I do see a lot more poverty kind of around the Tennyson area, between Tennyson and Hesperian, I feel like that's where I see most homeless people. On top of that there is also a lot of pollution."
Myrvin/-25/SFH

"You can really tell the difference in areas experiencing a comfortable living situation versus like a concentrated area of lower income families occupying those spaces and struggling to make ends meet. They live in overcrowded conditions and they're more at risk of eviction or displacement."
Gabriel/36-45/SFH

"There are neighborhoods that have apartments that are cheaper and they live three families in one apartment because that's the only way they can afford rent. A lot of those families are going to be removed because they're building fancy condominiums around them so they might lose their place."
Gabriella/46-55/SFH

"There are certain areas in Hayward who choose to keep their neighborhoods specifically white."
Joanne/46-55/SFH

"You could tell when there's two different communities divided in one area."

Stephanie/-25/Duplex

Excerpts: Student Essays



Segregation

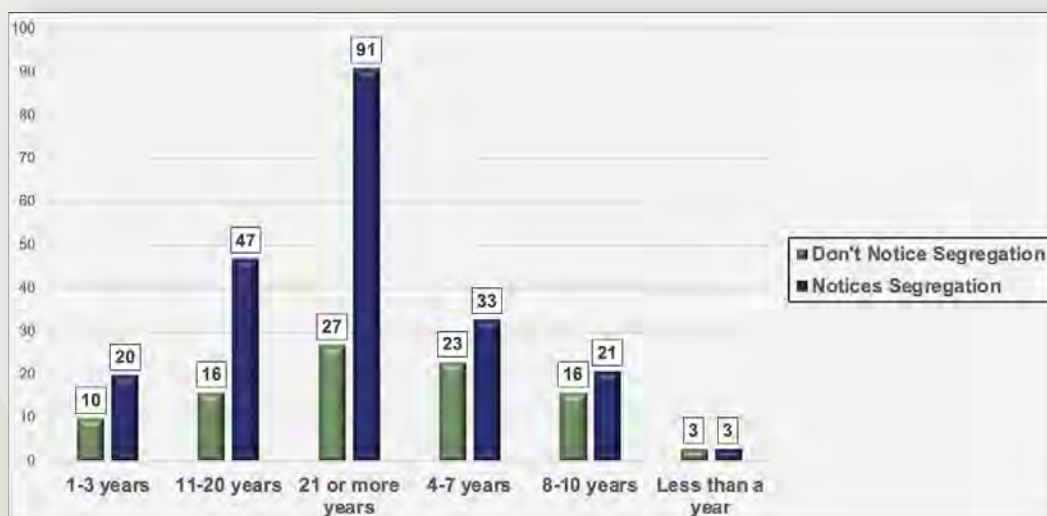
It is apparent that Hayward has its own segregation issues; minorities live in lower-income areas while the white and wealthy get to live in their mansions. Anyone can see how different south Hayward is compared to up in the Hills. The lower-income regions are riddled with litter, an obvious need for construction on roads and buildings, and there's a lack of resources. You look at the Hills; the streets are clean, everything is presentable, and there are clean parks, country clubs, and plenty of resources for the residents. Hayward is fueling this segregation by neglecting lower-income areas rather than helping them.

Sandra states areas like Tennyson, where the residents are primarily low-income and come of Latin descent, are heavily segregated from wealthier areas of Hayward. Sandra goes on to say, "The Carlos B or a Stone gray area where you have multi-million dollar homes and country clubs is definitely a big difference to lower-income areas like Tennyson. And all you have to do is go down the hill and a mile south."

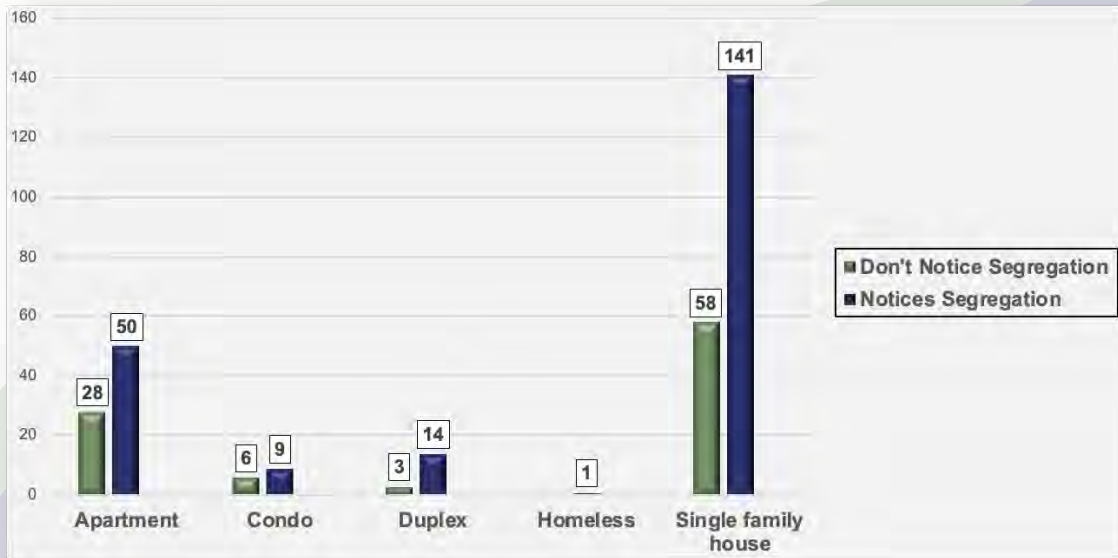
There could be a solution to this problem, and it starts with Hayward to stop perpetuating segregation. According to Habitat.org's article called "5 policy solutions to advance racial equity in housing," one of the five solutions mentioned is to stop perpetuating segregation which can be done by "Reforming zoning to allow mixed-income communities. By diversifying the types of homes allowed in their communities, localities can make them more racially and economically inclusive." Once you start mixing classes and racial groups, it not only diversifies neighborhoods but will lead to the city to have less of bias towards a neighborhood based on their class or race, creating more liveable and presentable communities.



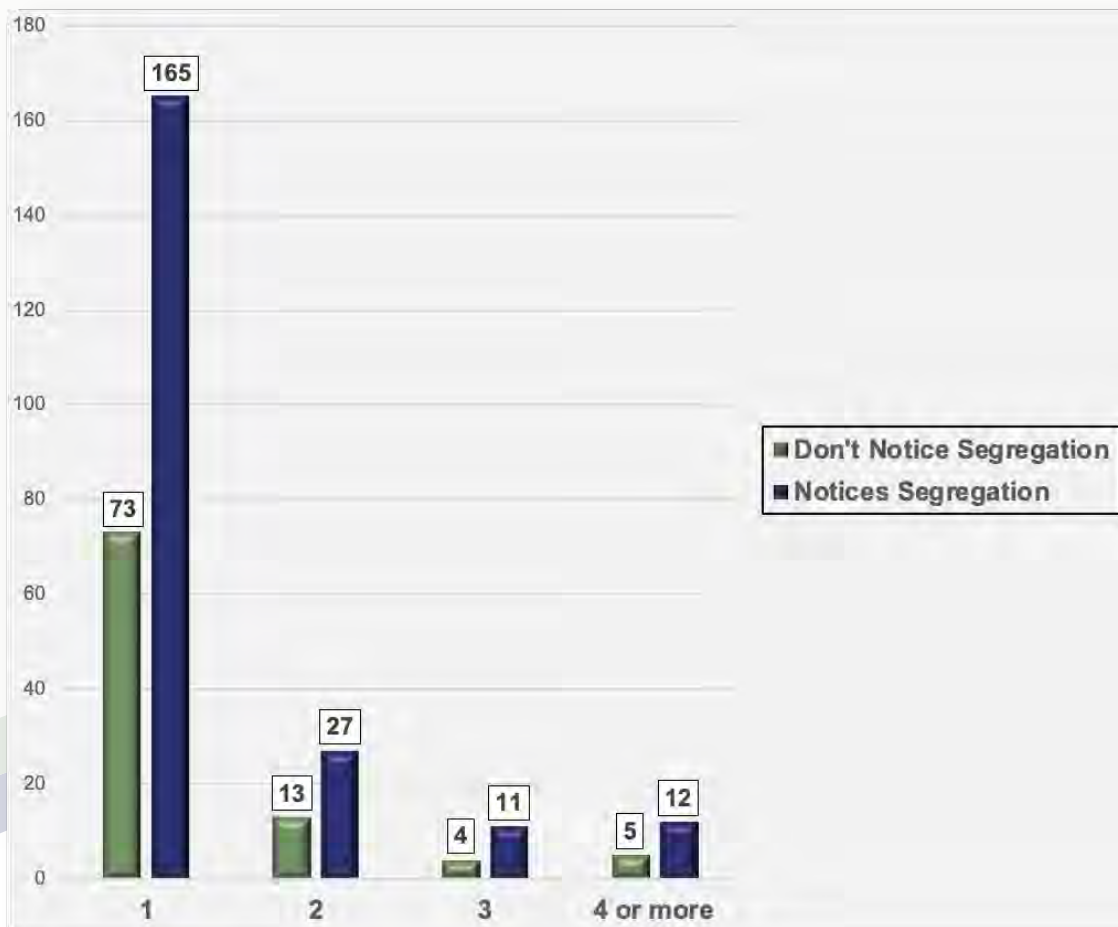
Community members who notice segregation by age



Community members who notice segregation by housing status



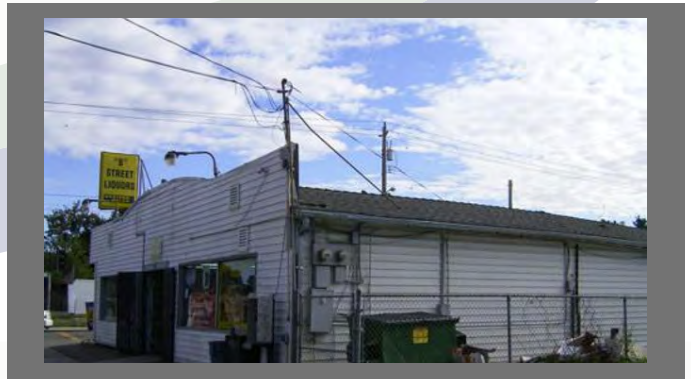
Community members who notice segregation by number of people living in a single domicile





Further Exploration: Segregation

Residents see discrimination as a personal act. Why do they not see segregation as personal?



Liquor Store on B St.

WHY, in fact, is Hayward segregated? What answers--if any--do residents have for this question? How does the city answer this question?

What tools, strategies, programs can the city employ to limit Segregation in Hayward?

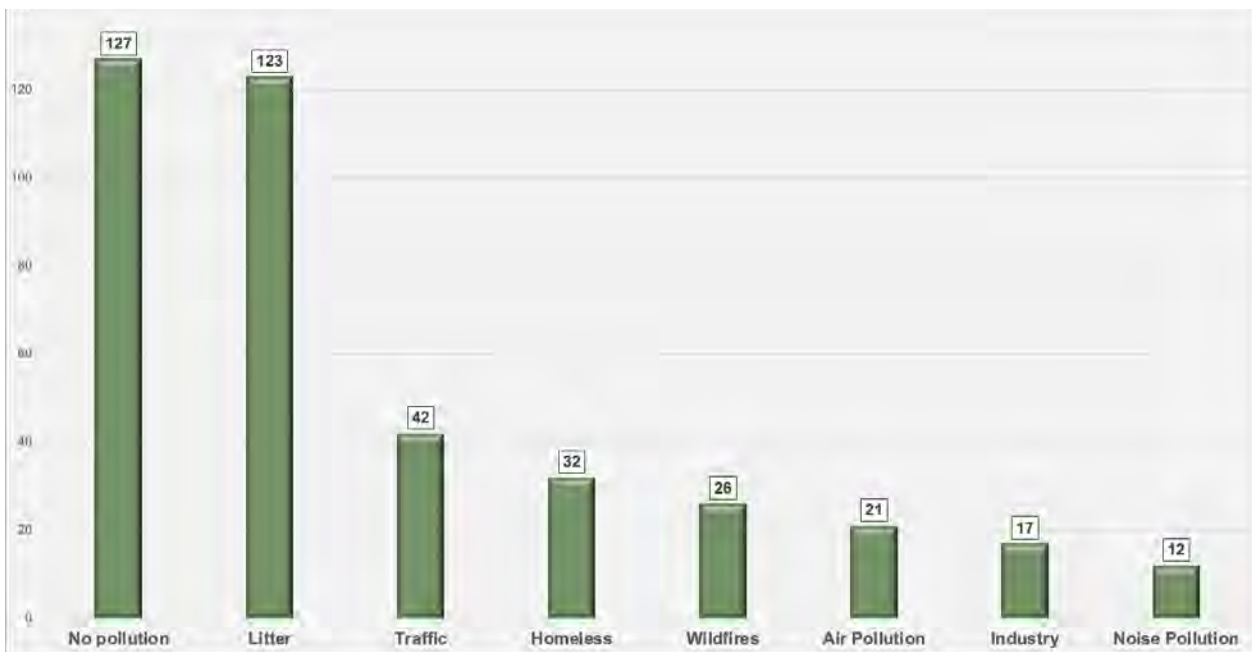
Interview Question #8

What environmental or pollution issues do you face where you live? What is preventing you from solving these issues? What support do you need to change these issues?

Observations: Environmental Pollution

- Of all the different issues that the 400 interviews uncovered, the one that surprised us the most was Trash and Litter. The topic of trash and litter was mentioned 123 times, and we were surprised how often it was discussed, especially considering that there is no specific reference to the topic in the question. We were also surprised how ANGRY and frustrated the topic made people feel. The community's frustration came predominately from how "ugly" it made their neighborhoods look and how unsanitary it is to have near one's home.
- 16 Community members were concerned about trash and litter contaminating creeks, hiking trails, and water systems in Hayward.
- While this sentiment wasn't expressly stated in response to this question, in question #7 about segregation and question #4 about homelessness, many residents are aware that those with more Privilege and economic status are far less likely to be impacted by pollution, and especially by Trash and Litter.
- 30 community members blamed the homeless for the litter around Hayward.
- There's a difference in how the 127 interviewees who responded that they "don't notice environmental pollution" responded to the question. 109 of the 127 interviewees do not notice pollution at all (19 of whom believe Hayward effectively manages environmental pollution) and 28 of the 127 interviewees claimed that they don't experience pollution in their neighborhoods but recognize it in other areas of Hayward.

Top identified sources of pollution





Observations: Environmental Pollution

- Community members were mixed in whether they felt like they had any agency to end or prevent environmental pollution. 34 interviewees said preventing environmental pollution was out their control and they wanted the city to do more and the community to work together to clean up litter and environmental pollution. 17 interviewees suggested that there should be more education around recycling and waste. 11 interviewees felt they could make a difference to end environmental pollution and they shared what they were doing personally to reduce waste or to work with city council members around pollution. But even these 11 interviewees acknowledged they alone cannot end environmental pollution without broader support from the government and the community.
- Although the phrases "climate change" and "global warming" were mentioned only 3 times, 61 community members discussed their concerns about the impacts of climate change including wildfires (26), air pollution (21), droughts (4), hotter temperatures (4), carbon emissions (2), sea level rise (1), etc.
- 39 community members described their living situations to be on the frontlines of environmental pollution. They were frustrated by and concerned about the proximity of their homes to what they perceived as sources of pollution including freeways, BART stations, construction sites, the Hayward airport, industry sites, the power plant, etc. They described a noticeable difference in the sounds (12 of 39) and the smells (10 of 39) near their neighborhoods compared to neighborhoods in Hayward that are further away from these sources of pollution. The environmental justice implications of this are significant. 10 of these 39 interviewees' concerns were amplified when they stated that the pollution they experience is out of their control and that they do not have the means to move to a new home away from any source of environmental pollution. One community member attributed her twins' asthma to living near the BART station.
- 29 community members suggested ways to reduce litter such as increasing education and awareness around the impacts of litter, adding more trash cans throughout the city, increasing the frequency of street cleaning, and organizing community clean ups.

Residents Speak: Environmental Pollution

"The people don't worry or they don't care about the amount of trash they leave on the streets in their daily life. All of that matters and sometimes emotionally."

Bertha/36-45/SFH

"There's a lot of homelessness in my area. They leave a lot of trash and waste laying around in the streets. I guess if it was cleaner, I would feel safer. But I haven't really thought about seeking help to clean the streets in my area."

Stephanie/26-35/Apt

"We have power plants and I see how they are portrayed in movies. They can malfunction, blow up and it will be a chaotic mess if something happened at the power plant here in Hayward. But what will I change?"

Juan/46-55/SFH

"I don't think I have environmental or pollution issues. If it's global for the earth, I feel like plastic will be a big problem because there's nowhere you cannot see plastic. It is everywhere and it's harmful for our environment overall."

Zhe/26-35/Condo

"A lot of people have anxiety in terms of how destructive climate change is. It's hard because climate change is something that people need to take more seriously or if they don't believe in it to find a way to take it seriously and learn about it. Our world is basically dying and we're living in it."

Stacy/26-35/Apt

"I don't have many problems but my last child had autism and I think the main problem was ambient because the fertilizer or chemicals that the people use on the garden affected my pregnancy."

Reina/46-55/SFH

"The reason why I think we live in a bad environment is due to the garbage that we see a lot in the streets."

Bertha/36-45/SFH

Residents Speak: Environmental Pollution

"My twins both have asthma. We live by the train tracks and also Bart, so I feel like that has correlation to their asthma. We barely got signed on this house that's big enough to comfortably house us all. But it's the best we can do with all of the money that we make. We can't move and you can't move Bart and you can't move the train tracks. So I don't think there's anything that I can do." Alysa/26-35/SFH

"Well, the complex that we live in is right next to the freeway. Something that does concern us is air quality." Juan/36-45/Apt

"The fact that natural habitats are being removed and developed, and so it affects the wildlife. That's one of my passions. The water and the Bay are so polluted." Elizabeth/56+ /SFH

"It's starting to feel overcrowded. The destruction of the beautiful Hayward hills for housing developments is also heartbreaking. I wish they would stop destroying what little natural beauty we have." Norma/26-35/SFH

"I need help from both the people and the government. You need more safe public transportation. So that's from the government. There is public transportation, but people try to avoid it because they are scared. Are they accessible? Are they reliable? So I think for both ways, it should be the government, provided services, and the people need to utilize it." Sharon/46-55/SFH

"Some of the smaller streets are neglected from being cleaned up or getting things working, fixing the streetlights, those types of things." Mindy/36-45/Apt

"We live in a nice, gated community. We never really had problems with pollution." Kristian/26-35/SFH



<http://tiny.cc/ud7suz>

Scan the QR code or click the link to watch From Earth to Chabot College. In this movie, Chabot students share their concerns about the climate crisis and what they'd like Chabot and the city of Hayward to do in response.

Excerpts: Student Essays



Trash and Litter

Trash and littering on Hayward streets is a growing concern. Littering along streets and highways is an issue that a lot of cities face and Hayward is no exception. Many reasons go into why people can feel the need to litter or why it occurs. Public trash cans are not disposed of regularly, trash can easily spill from garbage trucks, and there is not enough enforcement or education on the importance of not littering.

The City of Hayward is not exempt from these problems; environmental pollution affects society, and the communities are sometimes responsible for environmental pollution. Kathleen, who lives in the Cherryland area, says, "There is garbage everywhere. People just dump their old mattresses, furniture, garbage, everything on the streets! I noticed the dumping of things is mostly around the freeway, and apartment complexes near the Cherryland neighborhood."

Kathleen lives in a gated condominium complex, and when she goes to work, she notices the garbage that accumulates in the streets. The problem with garbage in the streets is that a percentage of it disappears into drains that end up in the sea or underground water currents. Garbage that goes down the drain ends up in the ocean and causes damage to the marine ecosystem.

Residents like Sebastian and Alicia are rightfully upset to see so much litter in their city; it can make the overall environment dirty and unappealing, something nobody wants for their city. So the question is, what can Hayward do to combat this ongoing littering issue? As stated previously, you can't really control people when it comes to littering, but is there a solution? According to Grist.org, they suggest involving the community to solve littering. For example, "Community trash pick-ups are a really simple way to bring together newcomers and longtime residents of a neighborhood." Many cities across the country make community trash pick-ups a crucial part of their communities, such as in Pittsburg, where they have the "Garbage Olympics," where neighborhoods compete who can pick up the most litter. This event not only brings the community together but helps reduce litter, so it is a win-win. Hayward could easily incorporate something similar, combating the ongoing litter and bringing the city closer.



Excerpts: Student Essays



Privilege and Pollution

The more affluent neighborhoods in Hayward tend to also be a lot cleaner and clearly have more upkeep than the lower income neighborhoods in Hayward and this isn't something that is distinctive to only Hayward, but is present in almost all cities all over the United States and maybe even some parts of the world.

According to Rahul, a Hayward college student, he notices a striking difference between the more affluent areas of Hayward and others. He says, "Definitely cleanliness, like the roads... you can tell Hayward doesn't fund certain areas, for sure. Like streets are completely wrecked, or there's a lot of litter that is definitely not taken care of." He believes that there is a difference in the amount of upkeep depending on the area, which probably has a lot to do with money.

Climate issues

In an article from Thinking Sustainably, How Does Littering Affect Climate Change?, Greenorb states, "Littering affects climate change because most materials like plastic will not break down over time or take hundreds of years to break down. This causes greenhouse gasses as well that leak into our atmosphere and causes our planet to become hotter." When trash does eventually break down over time, carbon dioxide and methane are released, causing greenhouse gasses. The greenhouse gas in the earth's atmosphere will cause the planet to become hotter, worsening climate change. Hayward is not the only place with this issue, it's worldwide.

To see trash on the streets is a constant reminder of what humanity is doing to the planet. As a concerned resident, Stacy mentions, "I think climate change is really something that people need to take more seriously". Climate change is a serious issue that affects everyone. Something as simple as throwing away trash and recycling can make a difference. Along with enforcing no littering, encouraging people to be conscious about the environment, and the use of environmentally friendly products, not only will it create a cleaner and more beautiful environment, but it can help prevent climate change.



Excerpts: Student Essays

Health Impacts of Pollution

Nurse Allysa, who is also a mother of three, has experienced personally the harmful effects of living close to a high pollution area. She shares, "Two weeks ago, I just got back from the doctor's with my twins. they're both five, and my youngest is three. So the twins both have asthma. We live by the train, the train tracks that's frequently used and also by Bart, and I feel like that has correlation to their asthma." She has researched that there are harmful health effects from living close to high traffic areas, especially for children. Of course, that is not the only possible root of the situation, but it does serve as a possible reasoning. Pollution is a growing issue all over the world. We're in an era that has to deal with the harmful effects of climate change. Pollution, especially in places near our homes, can be harsh especially for those who are immunocompromised.

Noise Pollution

Another issue affecting specific communities in Hayward is air and noise pollution. Lila, who lives next to the highway, suffers from this problem; she states, "My residence is behind the freeway which seems to have endless traffic noise. I don't think I have any way to address this issue, except to bring some changes in the acoustics of my dwelling." The constant noise caused by the traffic on the highway and the smog that the vehicles produce create an uncomfortable situation not only for Lila, but this problem also affects her neighbors. Lila cannot open the windows of her house or enjoy the backyard of her house without the discomfort of noise and smog that affects her health. She confronts a difficult situation, and it seems that she can not find a solution.



Construction in Hayward

Excerpts: Student Essays

Some residents don't think pollution is that bad

Not only does wealth buy cleanliness, but wealth also buys homes away from high traffic and highly polluted areas. Some may even say that wealth buys health. In Hayward, there's two Bart stations, a ton of bus stops, and, of course, a ton of busy main roads. Unfortunately, this doesn't stop homes from being placed around these busy, high traffic areas but the catch is that homes in these areas tend to be more affordable which brings more environmental and pollution issues for those residents. But for residents living in more affluent areas, they simply do not see or hear any pollution.

Unexpectedly, a great number of Hayward residents consider that there are no pollution problems, at least around their neighborhoods. All of them are pretty satisfied with how the authorities keep the city clean, and they cannot complain. As a matter of fact, Miguel, a 42 year old hispanic father, commented that he does not find any problems related to contamination.

In Paul's case, he thinks that pollution is almost nonexistent in Hayward. He cannot complain about the situation in his neighborhood or sound pollution in Hayward, because "in this area I do not see things like that--the area is kind of clean, kind of organized, it is not really noisy for the noise pollution, the area is kind of good. Basically, I do not notice any kind of pollution around here."



Chabot students tabling at Weekes Park Clean Up



Further Exploration: Environmental Pollution

What is the day-to-day reality for residents who live on the frontlines of pollution in Hayward?



Hayward Shoreline

How can the city and residents work together to shape a concerted response to the Climate Crisis?

How can residents be invited and supported to become more involved in grass roots responses to the Climate Crisis?

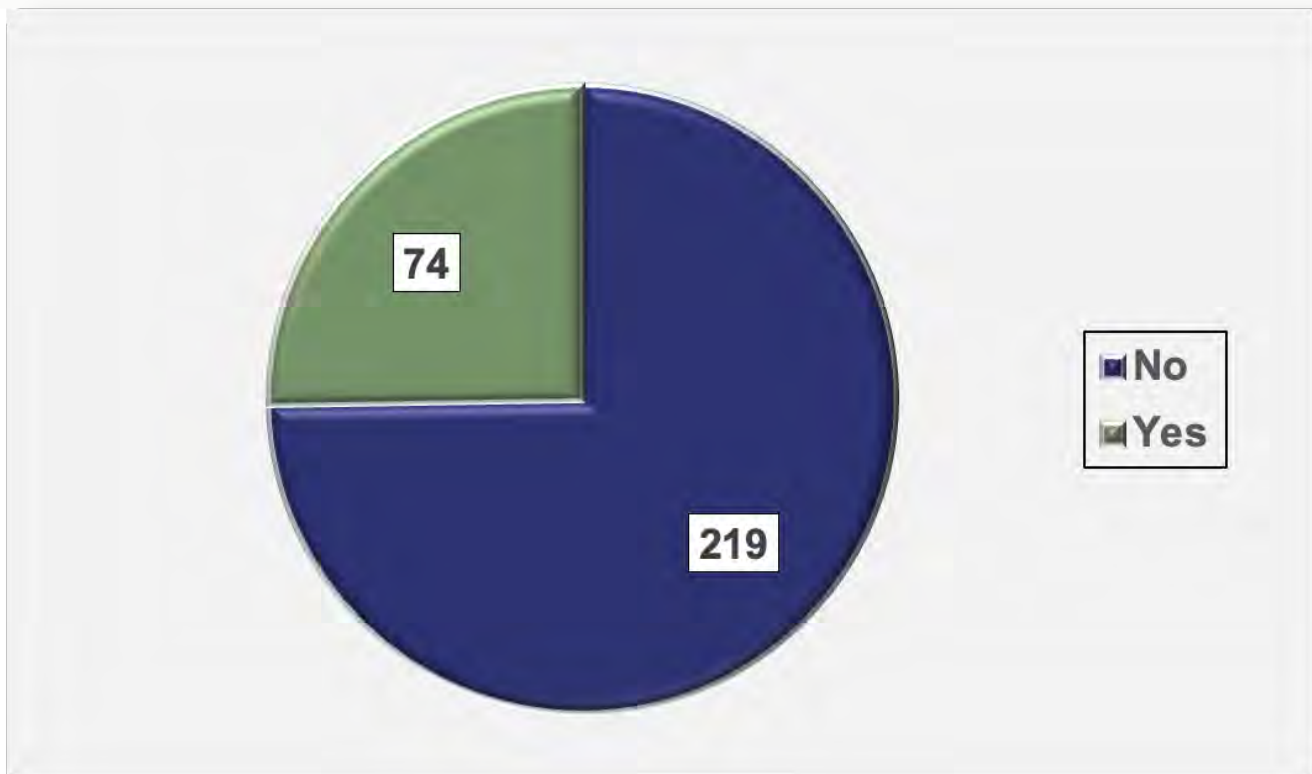
Interview Question #9

When it comes to high quality jobs, is Hayward a place you would look? Why or why not?

Observations: Jobs

- 47 interviewees equated high-quality jobs with tech jobs. They said Hayward doesn't offer high-quality jobs in tech, and you need to seek tech jobs in other cities.
- 54 community members acknowledged that Hayward offers high-quality jobs in city government, education, biotech, industry, as well as opportunities for small family businesses and warehouse work.
- 28 interviewees described Hayward as a commuter town, implying that Hayward serves as a hub from which to commute to jobs in other cities; it does not necessarily offer high-quality jobs in its own right. This sentiment was expressed numerous times throughout all of the interviews.

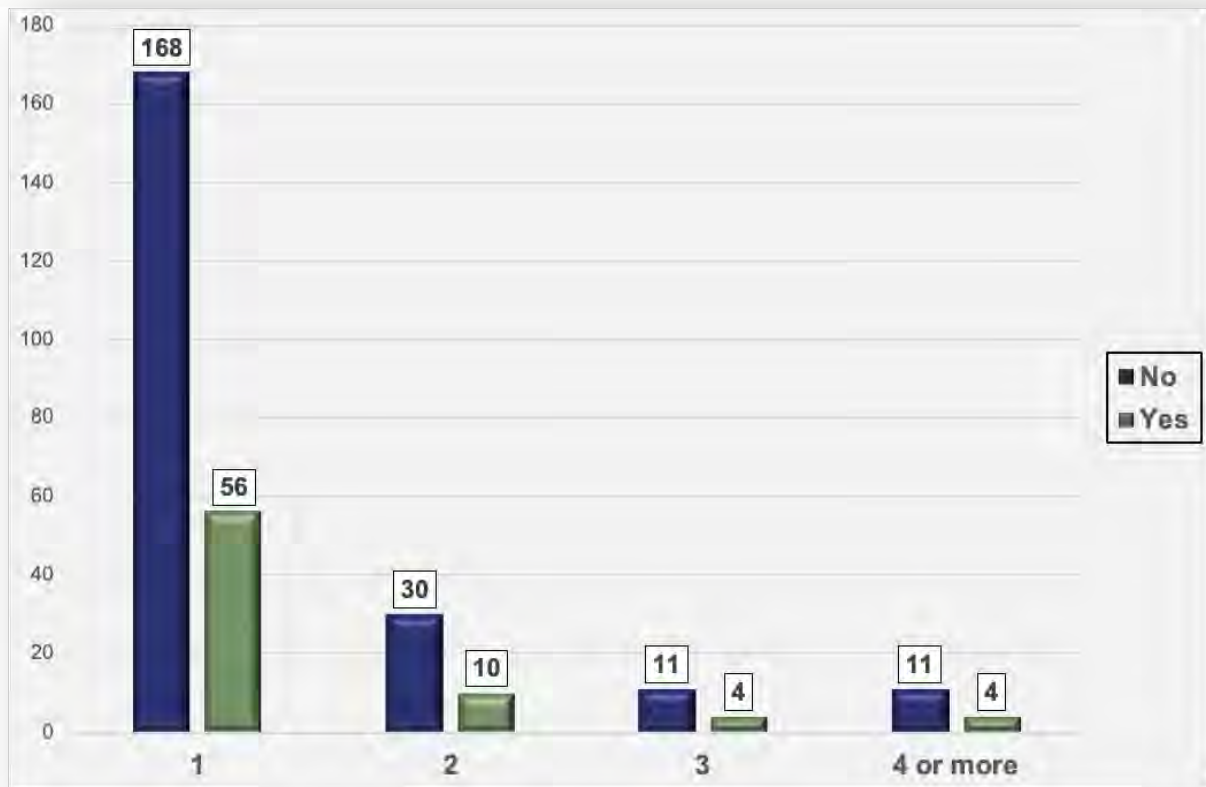
Community members who believe Hayward offers high-quality jobs



Observations: Jobs

- Community members are mixed in their opinion on whether the jobs in Hayward could support living in Hayward. 17 community members believed that jobs in industry, healthcare, or education enable residents to afford the cost of living in Hayward. However, over 27 interviewees were adamant that jobs in Hayward do not cover the cost of living in Hayward.
- While only 27 community members stated the jobs available in Hayward do not support the cost of living in Hayward, this sentiment was implied in many responses to many of the community members who commute to other cities for work. These community members used words like "suburb," "blue collar," "lower class," "poor," and "minimum wage" to describe jobs in Hayward.
- 8 interviewees broadened their responses about job quality to the entire Bay Area rather than focusing specifically on Hayward.

Interviewees who believe Hayward offers high-quality jobs by number of families living in a single domicile



Residents Speak: Jobs

"If you're a mechanic, it's a blue collar city so, when we say a high quality job here, it's a high quality blue collar job."
Gabriel/36-45/SFH

"Finding a high-quality job in Hayward is like finding a needle in a haystack. I think it's very difficult unless you have already had a career before and have been able to be successful."
Paige/-25/Apt

"It depends on what someone considers a high quality job. Being a resident my whole life, I've had jobs in Hayward and close by Hayward and you know it's a city that's definitely undergoing some development."
Cedy/36-45/SFH

"No. Hayward is more of an area that you live in and commute from to your job. And I don't really see good quality jobs coming into Hayward. It's more like the low and small jobs or normal ones."
Abdul/56+/SFH

"Someone can't make something of themselves such as owning a house; they wouldn't be able to achieve that by working here because here salaries are low. Secondly, the prices of houses here are very high."
Marcelino/56+/SFH

"No, because there is no higher paying jobs in hayward. It's a pretty much a suburb trying to be a small city."
Melanie/46-55/SFH

"I guess it's really just manufacturing. There's a lot of good work here in that area. There's also a wastewater plant. And so that's good. Those are great jobs if you're interested in that kind of thing. But these kinds of jobs are not like Google or anything like that."

Gabriel/36-45/SFH

Residents Speak: Jobs

"I don't think Hayward is the right place to find high level employment. You can find jobs here, but it's not going to take you far. You will just pay your rent and bills. If you have bigger plans, you have to look somewhere else." Cesar/36-45/SFH

"No, because I'm having trouble paying my rent because of high rent and not enough high paying jobs. There's not a lot here." Nate/-25/Apt.

"I don't know anyone who wants to live in Hayward and wants to work in Hayward due to the payment." Maria/36-45/SFH

"It can be very difficult to find a single job in Hayward that will help you afford rent food and other utilities." Elvira/46-55/SFH

"This place had a lot of great industrial jobs for a guy like me but not anymore. Hayward is not what it used to be." John/56+/Apt.

"Hayward is a good place because there seems to be a lot of companies and warehouses." Damariz/46-55/SFH

"There's no job here that can pay for living here."

Martha/36-45/SFH

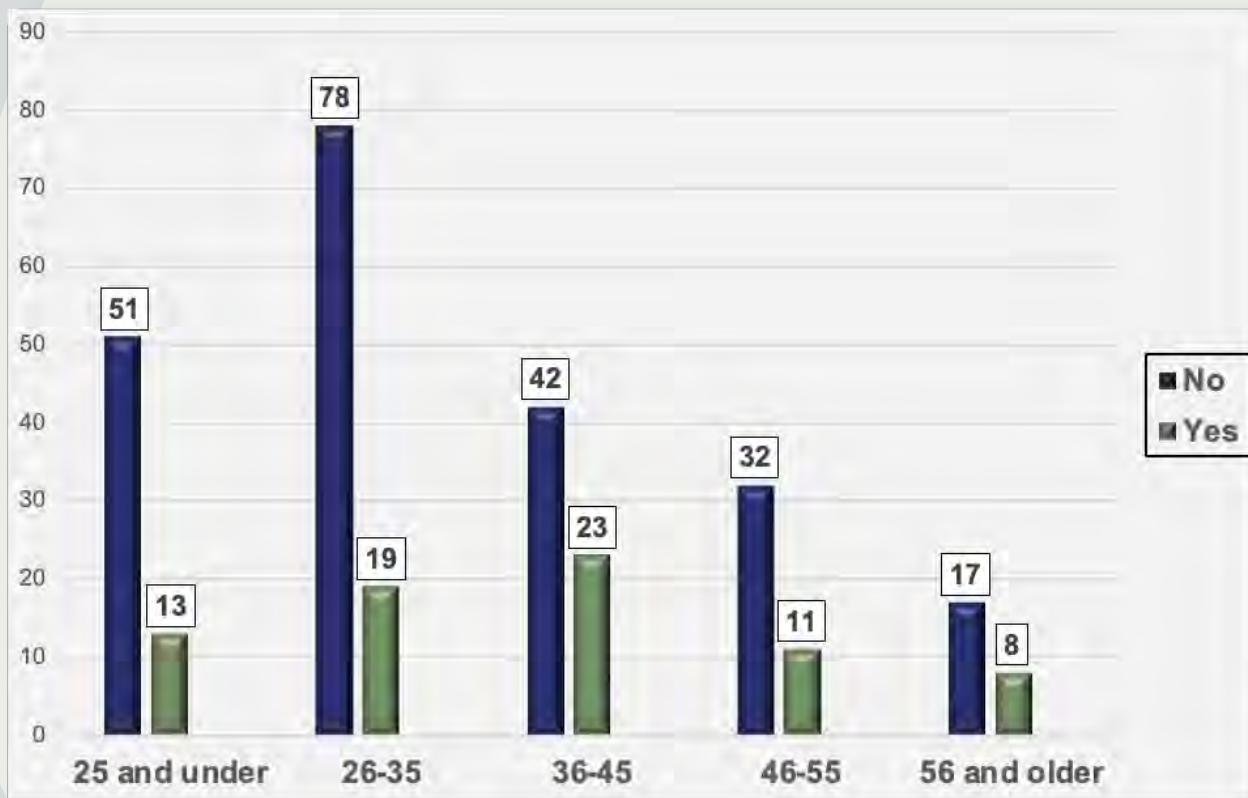
Excerpts: Student Essays

Jobs

Hayward should be working to help their residents afford housing as it would be beneficial to both them and their residents. Jenny, age 31, has stated that she would like to have quality and competitive paying jobs in Hayward, but it really doesn't exist. Despite this, Jenny feels "confident about me and my husband's job security to continue being able to afford a home." But overall, people living in Hayward aren't given the opportunity to sustain themselves in their own city.

Ernest, a business owner, doesn't think that there are many good job opportunities in Hayward. He compares Hayward to Silicon valley saying that "Hayward is mostly mom and pop stores, they're mainly like blue collar jobs." As you head towards Fremont and the south bay you'll start to notice more tech companies. Generally those are where the high quality jobs would be. But the issue with that is accessibility. People struggling financially are less likely to be able to find quality jobs in Hayward. They'll scour the city and realize all the good opportunities are outside the city. If these higher quality jobs were made more local it would incentivise people to not only move to Hayward but start to help the pre existing population sustain themselves.

Community members who believe Hayward offers high-quality jobs by age



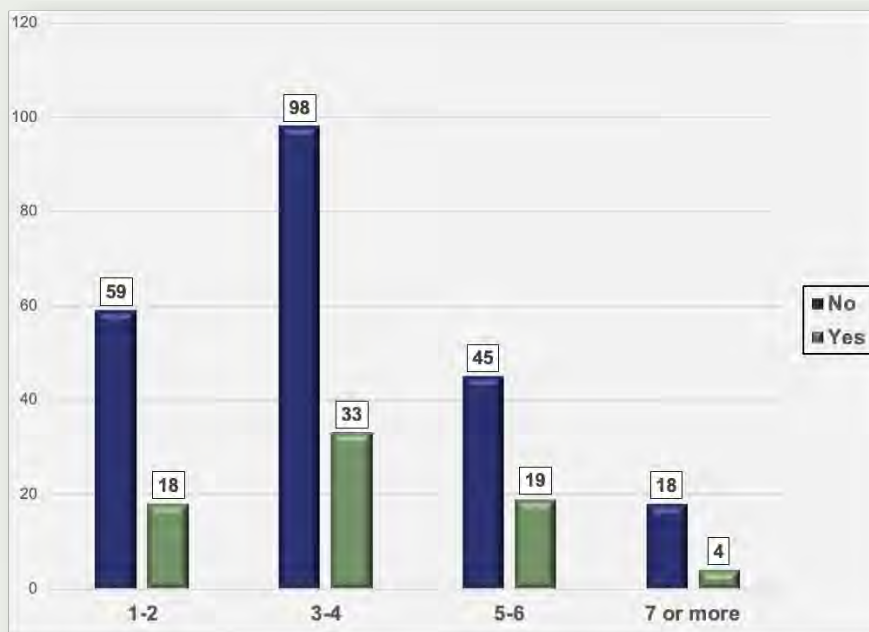
Excerpts: Student Essays

Jobs

Several people mentioned Hayward as a good place to live because its centrally located between many major job hubs, but no one identified Hayward as a place where they could find “high quality” jobs. There's a lot of industrial areas. But many people that live in Hayward commute to larger employment areas like the Peninsula, Silicon Valley, San Francisco, and Oakland. I think it's extremely rare for a person from my generation to even think about Hayward as a place that offers high quality jobs. I think back to when I was younger, there was the Mervyns Corporate Office, Hunts Cannery and Kaiser but all have since been shut down or moved out of Hayward.

In the case of jobs, citizens of Hayward often do not look to their own city when they are in the search of high quality opportunities. They tend to opt for places like Silicon Valley or San Francisco, where they know they can find a job which helps them to improve in their research and as a person. Hayward is known for having a hard-working community; unfortunately, if they want to progress in their career, they will need to look beyond their city. Patrick, a 42 year old caucasian hispanic citizen of Hayward, thinks that, as a technological worker, if he really wants to build his career, he will need to look into the big cities like San Francisco, Oakland or Fremont, because “I would look for companies that are based outside or across the bay... because I do not know and I do not think that the quality jobs that I would be looking for I could find them in Hayward.” Patrick feels Hayward is not an option when it comes to high quality job searching. His reason is that compared to the bigger and more technological cities, Hayward cannot compete with them.

Interviewees who believe Hayward offers high-quality jobs by number of people living in a home





Further Exploration: Jobs

How can the city get the word out about the quality and quantity of jobs in Hayward?



Downtown Hayward

What can the city do to attract more "career" or high tech jobs to Hayward?

Where do Hayward residents get their information about jobs? How accurate--in fact--are their opinions?

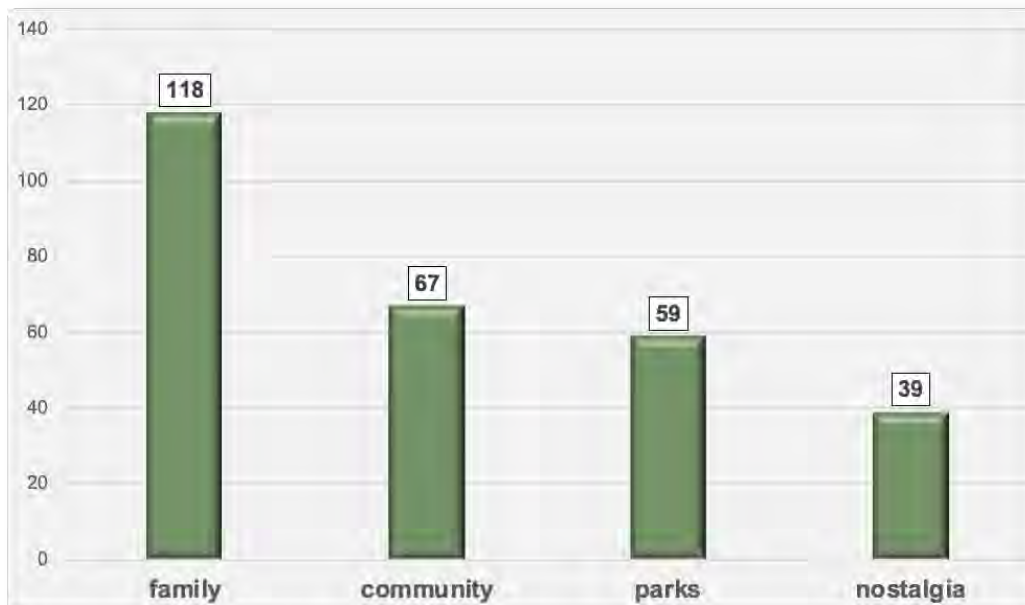
Interview Question #10

Please describe some good memories you have of where you live.

Observations: Positive Memories

- A point of pride for 84 community members was the duration they've lived in Hayward. Many community members grew up in Hayward and raised a family in the same house they grew up in.
- 37 memories were centered around downtown Hayward. Community members shared stories about dining with friends and family at local restaurants and taking advantage of resources like the movie theater and the library.
- 39 community members expressed a lot of nostalgia of their time growing up in Hayward. They recalled riding bicycles around the neighborhood as kids and playing with their neighbors. These community members also reflected upon how close they used to be with their neighbors.
- As interviewees reflected on their memories, 29 of them talked about the desire to have close relationships with their neighbors. Some interviewees have such relationships. Others do not.
- The city's and the community's response to COVID-19 elicited a lot of positive feelings for at least 4 community members. Community members are grateful to the city of Hayward for supporting them through the pandemic with resources like the food distribution. Many community members also expressed a lot of gratitude towards their neighbors for supporting them during the lock down.
- The shoreline, parks, Sulphur Creek, and other local green spaces and nature trails were sites of 96 interviewees' positive memories.

Most common sources of positive memories



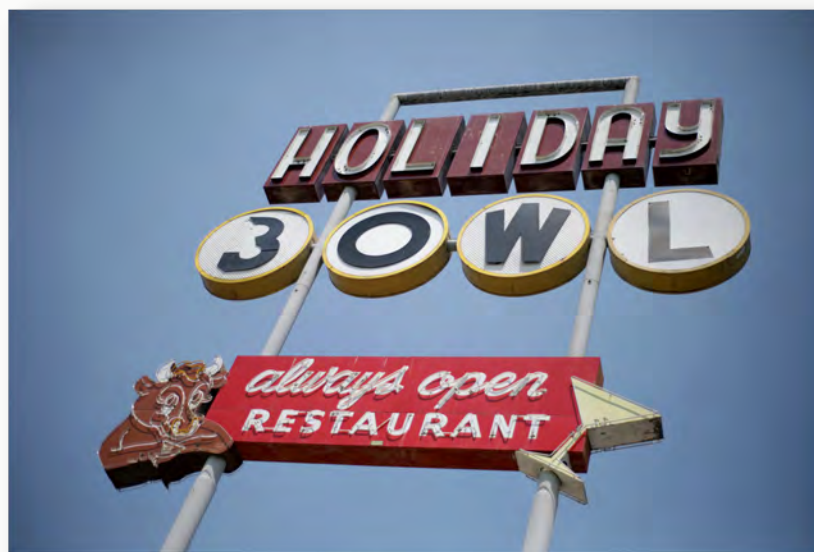
Residents Speak: Positive Memories

“There's so many good things. So I love the fact that there is so much to do for free. There's a lot of events that we do. We have a great library. I work for the historical society and we have a lot of free events that we offer. So as many challenges as there are in Hayward, there are so many advantages to living here in terms of accessibility in terms of Parks and Recreation.”
Caroline/36-45/Apt.

“I've lived in other places and this is the easiest place to be poor, as ridiculous as it sounds. But, you know, I've always said I would rather economically struggle in Hayward than anywhere else just because of resources and accessibility and parks and swimming pools.”
Caroline/36-45/Apt.

“Some of my best memories are from my elementary school days. Taking day trips on BART from downtown to places all over the Bay Area definitely made me happy. Living near downtown, always being walking distance to try new restaurants and catch a movie, and the summer street fairs is always something I've done since I was in high school. The movie theater was my first job, and it was a great place to work and make friends.”
Norma/26-35/SFH

“With the entire pandemic, I feel that there was a lot of help that Hayward provided. Looking back I got a lot of help from things like the food bank and getting weekly food boxes at different locations; so that is one good memory I have recently that people are willing to help each other.”
Elvira/46-55/SFH



Holiday Bowl

Residents Speak: Positive Memories

"Some good memories are bringing home my two children from the hospital to our small, cozy Hayward home. Playing with them in our big backyard and taking walks around the block, stopping to see the chickens on the front yard of a nearby house."
Julieta/36-45/SFH

"I have one neighbor, whom I truly love and respect. We walk together. We go to lunch, we go to each other's homes. She helps me out and I help her out. It's also just a really nice little area to live in because it's peaceful--it has really nice parks. I am close with my family, they're friendly people."
Najia/46-55/Duplex

"With living in Hayward for about 15 years, I would say the best memories I've had are with my family. Recently, my daughter got married and since it was in the middle of quarantine we did it at home. All of my family was there to see this beautiful moment of my daughter."
Lilly/46-55/SFH

"I grew up here, so I have built a lot of relationships throughout the years. I remember going to the park with friends and family, playing games, playing football, playing sports and having a good time. Even with my kids and our friends' kids that we can even help our kids grow, and be able to make relationships last like the ones we've had."
Juan/46-55/SFH

"I have a lot of good memories growing up in Hayward and going to the Mount Eden swim center and the community center at South Gate. There was a lot more things for kids to do back in the day. Riding our bikes to get ice cream at Dairy Belle after a long day of swimming at Mount Eden. It's sad to see that those places aren't utilized as much as before. Mount Eden Swim Center is no longer there. It's very sad to me that that's not available for the this generation."
Reina/26-35/Apt.

"It's really rewarding living here."

Caleb/26-35/SFH

"Every aspect of living in Hayward has been good because I planted my roots here."

Catherine/36-45/SFH

Excerpts: Student Essays



Memories

The Vice President of Marketing asked me what I wanted to do when I grew up and I quickly answered, “I want to be the CEO of Mervyns”. Obviously, those dreams would never come to fruition because in 2008, Mervyns filed bankruptcy and its building stayed vacant on Foothill Blvd for over 10 years. Now, the spot with lots of childhood memories for myself and nostalgia for so many others will now be the location for 476 apartments and 80,500 square feet of retail space. “Lincoln Landing is poised to become the cornerstone in the revitalization of the Foothill-Mission Boulevard corridor and the transformation of downtown Hayward,” said City Manager Kelly McAdoo. Many Hayward residents look forward to its opening but with slight skepticism around what it will do for traffic and the homeless population.

Jibrail says, “I played on the local Little League baseball team when I was a youngster. Hayward is where I graduated high school. It’s where my older siblings graduated from school. It’s where I graduated from, Cal State East Bay University. So a lot of good memories. You know, a lot of my best friends that I’ve met in life live in this area.” Even with the pollution and rise of housing prices, the people still are moving forward with their lives to maintain strength and to not dwell on the hardships of life, as patience is the key to success. Memories are made from experiences of life that have emotional or physical impacts that are stored in a human’s brain for a lifetime. Memories are not to be identical, but are unique because every person has a life of their own that is changing with time day by day. Lilly shares, “With living in Hayward for about 15 years, I would say the best memories I’ve had are with my family. Recently, my daughter got married and since it was in the middle of quarantine we did the ceremony at home. This would be a great memory because all my family was there to see this beautiful moment of my daughter.”



Hayward Little League Team



Excerpts: Student Essays



Memories

Chris, a young resident of Hayward, shared which are his good memories in Hayward. One of his happiest memories in Hayward involves a Japanese tea garden that was located near his house that he enjoyed with his wife. He deeply enjoyed it because “it is a nice place to go for walks, and on the whole, our apartment complex is pretty nice, meets our needs, and it is also the first time living with my spouse, for our first apartment, it really helped to make good memories”. He really enjoyed getting his first apartment with his wife in a nice apartment complex, and near a garden that relates with his culture. Not many people could have afforded to live in such a nice place and to have such nice opportunities, so definitely it helped that Chris had an above-average income. Some people would say that he only had happy memories in Hayward because he had the money. Nevertheless, money does not buy happiness, and I am sure that if Chris would have lived in poorer situations with his wife, he would have still made some good memories with her in his place.

Mark and Cynthia lived in Hayward for the majority of their children’s lives; spending time and effort raising their two kids for nearly 20 years. Both Mark and Cynthia resonate about the good memories they’ve had living in Hayward: “Basically, this is really where our kids kind of grew up. I mean, if anything else, all of those years, I can’t imagine looking at Hayward and not thinking about, you know, the kids. Because raising a family, that was like a good part of it.” I think Mark makes an excellent thought on the idea of understanding how his association with raising his kids and the town of Hayward have been intertwined as that’s where everything took place. Hayward in itself is filled with a majority adult population and has comparatively more affordable housing prices when compared to other major cities within the Bay Area, which means that there must be a lot of families also raising their children within the city as well.



Hayward Japanese Gardens



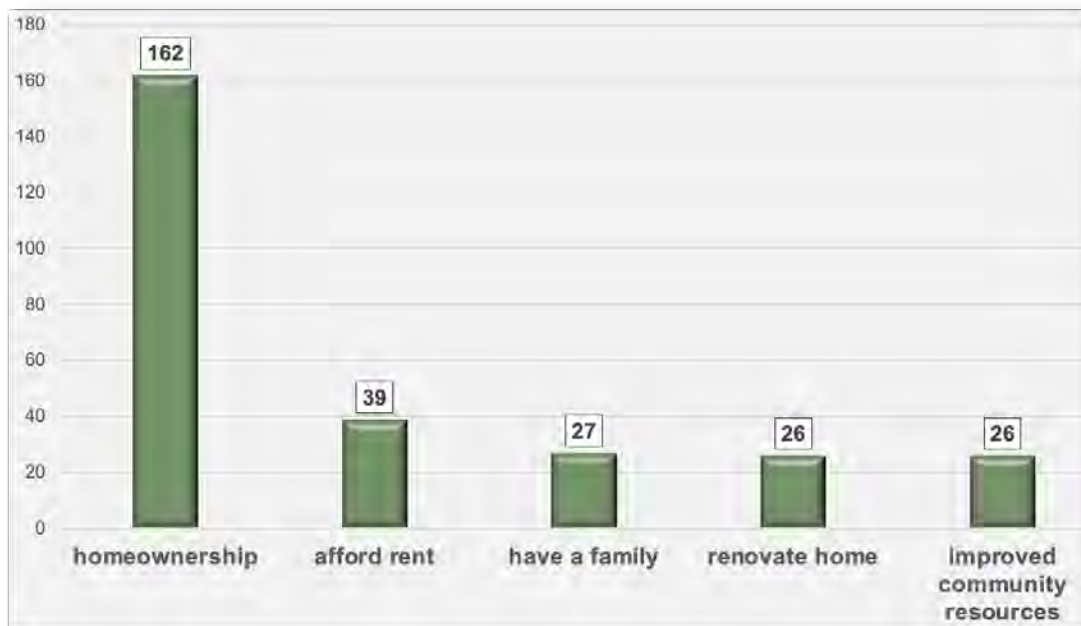
Interview Question #11

What is your biggest hope or dream when it comes to your living situation? What's preventing you from achieving your hope or dream? What support would you need to make it happen?

Observations: Hopes & Dreams

- No one said their dream is to headline Coachella or to win a million dollars. The residents of Hayward are thoughtful and practical. Their dreams really are the American dream. The pathos in this is that residents are well aware that the dream of a house and kids and a good job is not guaranteed, especially in the Bay Area.
- 25 interviewees expressed their intent to stay in Hayward for the following reasons: it's where they grew up, they have deep family roots here, their nostalgia of growing up in Hayward, they believe Hayward has a good environment, and the diversity of the city.
- For 27 community members, it's their dream to raise a family in the same city and house in which they grew up.
- 3 community members responded to this question by describing their frustration with the increase in development in Hayward. They were concerned about Hayward becoming overpopulated and crowded. This sentiment was expressed 46 times among all responses to the interview questions, especially in questions 1, 2, and 8.
- For 24 interviewees, their dream is to leave Hayward in order to secure more affordable housing.
- 26 residents stated their dream is to have improved community resources such as cleaner parks, improved schools, support for the homeless, reliable public transportation, etc. Many of these residents also expressed a desire for more connected communities.

Most commonly identified dreams



Residents Speak: Hopes & Dreams

"My biggest hope is that I don't have to wait for my parents to die in order to buy a house here--I don't think that's a unreasonable dream. I would like to stay in Hayward. It's where I grew up. I've lived in other states and I've lived in other places, and this is where I prefer to be. But at this point in my life, it will have to be my parents passing away in order for me to be able to afford to own a home in Hayward. I would inherit their home. But if I'm dreaming really big, it would be really great if I, as a three times college educated adult with a full time job, would be able to afford to buy a house in my hometown." Caroline/36-45/Apt.

"I hope the area improves, like we get nicer parks and schools are funded and better equipped." Liz/36-45/SFH

"My biggest dream would be to have a nice, safe, clean, charming city. What is preventing is probably a lot of renters, homelessness, and just the craziness that the world is today." Kathleen/36-45/Condo

"My dream would be to make my home a comfortable place for our kids and grandkids and the neighborhood. Where kids can feel free and they don't feel discriminated against, they feel just love and friendship as they come in through the door." Celeste/46-55/SFH

"Having the income to fix up the home and leave it to our children and be able to build it up and make modifications so the house will last a lot longer. I don't want to leave them a home that is going to be broken down." Celeste/46-55/SFH

"My dream is to buy a home in Hayward. What's preventing that is my financial situation. Being single, living pay check to pay check, not being able to save."

Kevin/26-35/Condo

Residents Speak: Hopes & Dreams

"My biggest hope in our living situation in Hayward is to someday see less crime in Hayward. To be able to freely walk without fear, or being able to leave your garage door open."
Sharon/46-55/SFH

"I think the main thing would be a stellar school district."
April/26-35/SFH

"One thing I think would be cool for Hayward is if we just had better bus routes for people. Safer buses that are a little bit nicer."
Sarah/26-35/Apt.

"The population is getting crowded and crowded but I don't think that's gonna be solved in the next 5 years if anything. The only one thing it's gonna get worse because the population is growing. So, I don't think my dream will come true because I really miss the day when I moved in, it was so quiet."
Eian/56+/SFH

"I don't want to live in Hayward. It's not the most ideal place to live. There's still a lot of issues."
Kristi/26-35/Duplex

"I hope to afford a decent living situation that won't cause me to move so far away from a place that I've always called home. Just because the Bay Area is very expensive, so to stay and live here. Like of course, I would want to stay and live here but if I can't afford it, obviously I'm not going to."
Mia/-25/SFH

"I hope to be more connected to the community. I haven't had enough time to connect with organizations to improve my ability to serve my community at a higher level."

Jen/36-45/Apt.

HAYWARD/RUSSELL CITY BLUES FESTIVAL

the Tradition Continues

Interview Question #12

What song encapsulates living in Hayward?



5-9:30 PM · FRIDAY

OCTOBER 15

DOWNTOWN HAYWARD CITY HALL PLAZA

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WHOLE FAMILY!**

FREE ADMISSION

BRING A LAWN CHAIR AND BLANKET

PLEASE WEAR A
MASK/SOCIAL
DISTANCE

TACO EATING CONTEST
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EL TAQUITO DOS

LIVE MUSIC
DANCING

CELEBRATING THE 25TH ANNIVERSARY
OF MARIQUITA
DE ORO

Hayward Residents' Playlist

“Just the Way You Are” by Bruno Mars

~Jedrick: “The song encapsulates life in Hayward because even though there are many things to be done, the city is fine the way it is.”

“Don’t Stop Believin’” by Journey

~Joanne: “Because I know our city will continue to improve.”

“Dear Mama” by Tupac

~Claudia: “Because he talks about growing up with her support and he couldn't imagine a life without his mom to help him grow up. She brings more stability to the environment.”

“ California Gurls” by Katy Perry

~Naomi: “Because we're all from Cali. I'm a California girl and I love my city.”

“What's Goin' On” by Marvin Gaye,

~Jamal: “Since he kind of encapsulates and brings up environmental pollution issues going on.”

Tiff: “There's a lot of older parts of Hayward, and there's like, newer parts too. So, Yeah.”

“Icy GRL” by Saweetie

~Jenn: “Because she is from Hayward.”



“I'm from Hayward” by Russell City

~Celeste: “ I am from Hayward. I grew up in Hayward. That's all I've known from all the different parts of Hayward. So I know the area. The song talks about the areas that as a teenager I hung out in.”

“My Shit Bang” by E40

~Elizabeth: “Okay, the lyrics and his song that says ‘sometimes I dress uppity, sometimes I dress scummy. Sometimes I just dress high class. Sometimes I dress bummy.’ I feel like this summarizes the people that live in Hayward. And you know, like when this song plays everybody dances.”

“I get Around” by Tupac

~Adi: “Because that's Hayward and between Hayward and the neighboring cities, like ‘I get around.’ It's just a positive song.”

Tell Me When To Go” by E-40

~Wendy: “It's the Bay Area. That's how I look at it. More just like the vibe.”

~Sidhant: “Hayward is the heart of the bay. It's like physically, centrally located. it's literally the doughnut hole of the Bay Area. So, the culture of Hayward is a good mix of all the surrounding areas.”

~Demonica: “Because I want someone to tell me when to go and leave the Bay Area.”

~Jessica: “ I was more with the Hyphy movement so I heard it everywhere and I loved it.”

“It's Hard to be Humble” by Willie Nelson.

~ Cesar: “I chose this song because when you try to be nice with everybody everyday but people don't help. I mean you get to the point where you are tired but you can't give up.”



Hayward Residents' Playlist

"It's Hard to be Humble" by Willie Nelson.

~ Cesar: "I chose this song because when you try to be nice with everybody everyday but people don't help...you get to the point where you are tired but you can't give up."

"We are Family" by Sister Sledge

~ Elizabeth: "We are in the middle of everything. Hayward is my family home."
~ Maria: "Growing up in Hayward it's songs like this I listened to in high school or elementary school."

"Love Will Lead You Back" by Taylor Dayne

~Melanie: "Because this is where your family is where you all grew up. Obviously if you ever leave one day, love will lead you back eventually to Hayward."

"The Bay" by Zion I

~Stephanie: "The song is just culturally what represents Hayward I think and the type of music a lot of people here listen to."

"Happy" by Pharrell

~Nancy: "I'm happy in my little casita and happy in my neighborhood."

"Movin' on Up" Jeffersons' Theme Song

~Kathleen: "Because I am moving on up my way out of here."

"De Colores" by Joan Baez

~Jen: "It is a song that includes lots of different backgrounds and people coming together."

"Mi querido Viejo" by Oscar Ovidio

~Gloria: "It means my lovely old man, it reminds me of my mother, because she always played it."



<http://tiny.cc/2e7suz>

Scan the QR code or click the link to be taken to a Spotify playlist of the interviewees' selected songs that encapsulate living in Hayward .



Towards Recommendations

The TEA team was on pace to submit this Final Report two week or three week ago. It was all done—all except for this last section that you're reading now. Why did we agonize so much over this Recommendations section?

One reason is that we were stymied by the fact that the problems the interviewees discuss—fear of eviction, out of control housing costs, segregation, crime, litter, etc.—all seem so intractable and widespread. These issues are not just happening in Hayward. So, no doubt thousands of city staff from around the nation have tackled these issues for years. If there WERE easy answers and obvious solutions, the city of Hayward would have given them a go—long ago. So how likely is it that TEA can offer an off-the-shelf recommendation for solving this or that issue and have the city reply, “Well, we didn't think of *that*. Thank you so much!” Not likely.

Not likely, because as we have seen in our 5 years of working with city staff, they are really smart, wise, and engaged. So it seems a bit presumptuous for a couple of English teachers to think they have the answers. We are not hoarding some monopoly on solutions that we are only just now deciding to share.

A second reason we struggled with this section is that any solutions that might exist are very easy to offer—but a whole lot harder to implement. It is not hard to suggest to someone that the way to win the race is to “just run faster.” Or the way to solve crime is to “lower the crime rate.” Putting any solution into practice is where the Devil's details emerge. So we were reticent to recommend anything that would add to the work load and stress of Hayward staff.

All that said, later in this section we *will* be offering recommendations to address the different issues raised in this report. We well understand that to bring many of these recommendations to life will take copious brainstorming and detailed planning. With that in mind, we see each recommendation as being more of a conversation starter, a seed to grow. They are intended to spark interest and TEA would welcome engaging with the city to explore any recommendation that the city believes we can contribute to.



The reason we call this section “*Towards Recommendations*” is because before we offer any recommendations, we first want to share some principles that have not only guided our work with Tennyson Thrives, but which we have road tested and are confident enough about to think they can also be value-added to the city and city staff.

To be perfectly honest, many of these principles we gleaned *from* Hayward staff, especially in the early years of Tennyson Thrives. We are in a sense offering them back to staff, to perhaps remind and inspire you about what you already know.

Towards Recommendations

The **first principle**, and the one from which all the others flow: *grow change from the ground up*. To echo that hoary real estate dictum about “location, location, location”—for us it is “grassroots, grassroots, grassroots.” We are under no illusion that this approach to improving communities is easy. On the contrary, it is exceedingly hard. But as Churchill famously said about Democracy: “It is the worst form of government, except for all the others.” We feel the same way about grassroots organizing: it is the worst way to create positive change, except for all the others. We are beholden to Hayward staff member Mary Thomas for her early guidance in helping us to develop this approach to change making in communities. And we are especially thrilled to see the current grassroots and participatory budget initiative—The People’s Budget— that she and other staff members are implementing in Hayward.

The **second principle**: *Activate and Leverage the Core Strengths of Residents*. In the executive analysis, we detailed 4 Core strengths that contribute to Hayward residents’ resilience. Accessing these strengths in support of initiatives, and in order to solve civic problems, is a win-win for both residents and the city.

The first core strength is Diversity. Developing initiatives, events, or ongoing projects through the lens of Diversity releases a huge amount of civic potential energy. Residents are grateful when this strategy is implemented, and you can feel the synergy between people percolate and grow. One example of this: for one of our community events, we invited residents to bring and share foods from their respective cultures. This was a huge success—residents ended up trading recipes, and sharing stories about the cultural and familial history of the dish they brought. Chabot students seized on this, and came up with the idea of creating a cross-cultural cookbook—complete with recipes from all over the world, and with pictures of the residents and their families preparing the dish in their home kitchens. Residents who never even knew who their neighbors were, were now side by side with them in the book, helping to create local community.

The second core strength is residents’ commitment to family. To leverage this, we make sure at all of our events that we have games for kids, art for kids, food for kids, music for kids, and more. This attracts so many more families to the event, and then while the kids are getting their faces painted or smacking a pinata, the parents are freed up to engage with us about whatever issue we want to address.

The third core strength is how hard residents work and how skilled they are at their jobs. We found repeatedly that if we can find ways to leverage these job skills, by inviting residents to apply them to this or that project, it makes the project so much more successful. For example, our garden at Chabot College was immeasurably improved over the years by all of the Hayward parents of students who would come help out. Woodworkers, welders, gardeners, pond builders, carpenters all offered their time and skills in service of this community project. In addition, you can just tell how proud and *needed* it makes residents feel to be of such assistance.

Towards Recommendations

The fourth core strength is residents' remarkable stoicism. We believe, however, this trait is a hindrance to improving community. Chabot student Carlo implies that this stoicism is a badge of honor. And indeed it is, but not only *do* squeaky wheels get the grease, but maybe they *should* get the grease. But Hayward residents do not speak up nearly enough about the many issues that hinder them. Or perhaps they just do not have a platform from which to speak.

How do we break through this stoicism? We believe the most effective way is to embrace and engage with the full humanity of residents. One way to do this is to supply residents with a platform for communication and interaction. The results of doing this are powerful. For example, in reading through the 400 interviews with Hayward residents, it is striking—and humbling—how truly *intimate* this experience is. Residents are so vulnerable, thoughtful, and open. Listening to the audio files, we can feel how *epic* their challenges are, and how rich their lives are. And because we cannot talk back to the files, it feels like we are finally being good listeners. Sometimes communities are described as being underserved. It may be that, rather, they are *underheard*.

The **third principle**: *Unleash Students*. Students are the absolute key to all of our community outreach efforts. So much so, that it is odd to recall that 5 years ago we had no idea if student-driven community outreach would even work. We asked the director of the think tank at Pepperdine who funded our first efforts if she had any research or case studies that we could draw on as we began our work, and she replied, “Why do you think you *got* the grant? No one has ever tried to do what you are attempting.”

Happily it worked. And we can talk all day about how and why this is the case. Indeed, we have an entire website devoted to how to implement student-driven local initiatives. This is the work of TEA. We are “franchising” this idea by training teachers at other colleges, who in turn are then poised to collaborate with *their* city and other nonprofit organizations.

We are very proud of the thousands of Chabot students who have engaged in this work. And we would like to think Tennyson Thrives and subsequent initiatives have made a positive difference to Hayward. That said, it is shocking to consider that, yes, thousands of students have done this work, but only 2 to 3 *teachers* have been involved. What does this mean to the city of Hayward? It means there is room for *massive* growth in this space. On any given school day—from kindergarten to college—thousands of students and hundreds of teachers are ensconced in classrooms all over the city of Hayward. Imagine dozens of teachers and all their hundreds of students being invited (and trained) to create curriculum that serves the needs of community members. Imagine the city putting together a contest or sponsoring an initiative that invites teachers to engage in Project Based Learning that addresses community issues. We have seen repeatedly that students are eager and LOVE engaging in this kind of learning. Within its boundaries, the city of Hayward sits on top of a great untapped resource hiding in plain sight—students.

To unleash students, the city can: create internships; hire students; offer grants; host contests; serve as a matchmaker to bring classrooms and communities together. And even much more can be done.

Towards Recommendations

A final point must be made about why it is so value added for a city to nurture students in doing community based learning. When students complete their degree at a 4 year college, most of the time they leave the town the college is located in. This is decidedly not the case when it comes to community college students. They stay in their neighborhoods and hold on tightly to their family ties. What this means for the city is that sprinkled throughout the neighborhood are fledgling community organizers, who have enjoyed success in making a difference to their community. They are eager to engage in such endeavors again. The city needs only to illuminate the "Bat Signal" and these students will appear.



In the executive analysis, we devoted a lot of ink to writing about problems that residents say they contend with. It is a heavy and even depressing list, and we don't want to leave it just lying there. So, In this next section we offer recommendations that respond to the different problems posed.

Eviction / High Housing Costs & Homelessness

One of the most eye opening trends this project uncovered was just how many residents are actively concerned about eviction or who otherwise struggle with high housing costs, We know that the *city* knows how dire this problem is because on the Housing Resources landing page of Hayward's website, we find no less than 32 possible links that a visitor can choose from. And many of those links hold more links inside of them when opened—like Russian nesting dolls. This huge amount of content is an indication of how robust the city's support is of housing issues; however, it surely cannot be simple or smooth for most residents to navigate all these Housing tools, resources, and information. And how often are residents even visiting the Housing part of the website?

With Homelessness and Hayward, it is a similar situation to that of Housing/Eviction: there is a disconnect between what the city is doing, and residents' awareness of what the city is doing, coupled with residents' misconceptions about the issue itself.

The city is highly involved in addressing the many facets of the issue. A keyword search of the city's website reveals over 40 current meetings, studies, or proposals related to homelessness. However, in reading through the 400 interviews—and in our experience as teachers—it's clear the average resident or average student is not very aware of nuances of the issue, nor are they aware of what the city is doing. That said, residents and students display a free-floating empathy for those struggling with homelessness. They just are at a loss to know how to *channel* it.

Recommendations:

- Conduct research and focus groups to determine how many residents are aware of these web resources. How often do they access these resources? What has been their experience with the site? These findings could no doubt be applied to other areas of the city's website.

Towards Recommendations

- Create a social media campaign to tout the fact that all this great content exists.
- Create short “How to Navigate” videos that walk through the Housing and Homeless web pages.
- Host Zoom Classes where residents can be walked through the content and learn how to access the resources that most apply to their situation.
- Advertise and Host classes out in the community that walk residents through the content and teach them how to access the resources that most apply to their situation. The TEA team was very impressed when City Hall (pre-Covid) took the show on the road, so to speak, by hosting council meetings at places like Matt Jimenez Center. We think that this strategy can work for many other aspects of city business.

Segregation

Hayward is segregated. That being said, many residents talked about feeling more at ease being around people who are like them. We think that this comfort provides an opportunity for the city to bring neighbors together in the service of building community. Of course this is easier said than done and that leads us to another issue that we discussed in the executive analysis—Neighborhoods lacking community. We will offer recommendations in the section that follows that also can be applied to this issue of segregation.

Neighborhoods lacking community

A great many interviewees shared how well they get along with their neighbors. But for many residents, a cordial relationship was the extent of the interaction. We don't point this out to be judgmental, and in fact for many neighborhoods around the nation this is the norm. And especially in affluent neighborhoods, residents have many ways to get their needs met without relying on a neighborhood community; Mere cordiality is probably enough—they don't need their neighbor. However, we do not believe this is the case for many neighborhoods in Hayward, especially the segregated ones.

To ensure a healthy future for these stressed communities, we need to find ways to engage neighbor with neighbor—to bring them together for modern day barn raisings.

Recommendations:

- That the city provide residents ongoing opportunities to work together on community projects, and provide events where they can gather together. In our Tennyson Thrives collaboration with the city, we have worked with staff to host block parties, put on community events in parks, host family movie nights, develop community art projects, organize focus groups to garner opinions about community issues, and much more. We have learned—to quote from Field of Dreams—“if you build it, they will come.” And indeed residents do. And further, it does not take them long to take ownership of the event. By the second time we put on the Palma Fest, area residents were using possessive pronouns to talk about “their” event.
- That the city reaches out to those residents who have lived in the city for decades. When we met with such residents during our Smoothie Sunday community gatherings, it was noticeable how hungry they were to share their insights about living in the neighborhood—insights that felt like wisdom. Many of these residents are homeowners and have no intention of ever leaving Hayward.

Towards Recommendations

They possess a deep well of community knowledge and city history. We recommend that Hayward access, honor, and leverage this longevity. We are reminded how some indigenous communities make a point of honoring and giving community space to the elders of the community. These long standing residents really are Hayward Elders. (That could even be the branding for this initiative.) It behooves us to engage them, ask them questions, hear their stories, and listen to their advice. For example, one data point that emerges from the interviews is that homeowners who have lived in the city for more than 20 years enjoy markedly more positive relationships with their neighbors. It would be instructive to find out why this is the case.

Tale of Two Cities

As was pointed out in the executive analysis, many interviewees cite the sometimes stark differences in affluence found in different areas of the city. Our Chabot students, too, have noted this over the years. What is intriguing, however, is that our affluent students—those who actually live up in the hills of Hayward—have often said that they would like to bring the affluent and the underserved together. They mean this literally. They talk about creating events or collaborations that bring these different demographics together in a fun, cross-cultural way. We recall one student saying he wanted such events to “level the playing field.” We never pushed students to flesh out what such an event might look like or what it might hope to accomplish, but we have always been intrigued by it. And it speaks to the desire for economic fairness and social justice that students—even our more affluent students—possess.

Our *recommendation* for this issue would be to explore this idea, flesh it out, and see if putting on such events might help to meld these two cities more into one single Hayward .

Parks / Gender

In 2021 TEA collaborated with Hayward to investigate residents’ attitudes about the city’s parks. Similar to this housing project, students interviewed area residents around a series of questions. One finding was so unexpected and jarring that it threatened to derail the entire project. This was the fear and concern that women have about going to parks—at all. It was laughable to female interviewees to be asked “how often do you go to the park” when the answer was almost always NEVER. And it sure made it pointless for students to ask the next 10 questions that inquired about things like “What do you like to do at the park?”

When we say this finding was “unexpected,” that is not entirely true. It was unexpected for men. For many female students and female Hayward staff, this was woefully obvious. One Hayward male staff member spoke for all of the other men in a meeting when he apologized for not having any awareness of something that is so harshly obvious for half the population. It is a disgrace that so much of public space is controlled by men, and thus off limits to women. How can any city—or parks department—take pride in a service or asset if half of the area’s residents are unable to use the asset?

Towards Recommendations

Recommendations:

- HARD needs to be brought into serious conversation with the city and female residents about this issue.
- Organizations with expertise in gender equity issues should be also invited to the table.
- Students and residents generated numerous ideas for dealing with this issue, including practical strategies like more lighting. These ideas need to be considered and implemented.
- Students also conducted research into cities—including Vienna—that filter all urban planning decisions through a gender lens. We think that a wider conversation should be entered into around this problem--this cultural blindspot--that most public space is designed for, and controlled by, men.

Climate / Pollution / Environment

When we first introduce students at Chabot to the Climate Crisis, they invariably have two questions:

1. Why didn't anyone tell me about this?
2. What can I do about this?

Among the 400 interviews, many residents posed these same questions about their environment. Residents are stymied. They do not know how to get involved though they often desperately want to.

Recommendations:

- Create a platform for local environmental groups to share their work. (We have been doing this for several years at Chabot.)
- Create Project Based Learning collaborations between the city and Chabot College. Expand this to other local schools.
- Highlight and tout the measures residents are taking: installing solar panels, building gardens, saving water, etc.
- Create neighborhood challenges and contests to boost resident engagement.

Trash and Litter

According to many, many interviewees, the trash and illegal dumping problem in some sectors of the city is overwhelming. Clearly this is debilitating to residents' spirits because it is a tangible sign of a *broken* neighborhood. This problem is one case where TEA is going to retreat from our principle that grassroots responses are best. We think this issue is beyond the ability of local residents to fix. Local efforts are haphazard at best. This "finger in the dyke" approach does not work. And it is unfair to expect residents to solve a problem that they did not create. As Hayward resident Marleni says, "I have school and homework. I can't clean up everything."

As for recommendations, TEA will resist the urge here to say simply "Clean it Up." It is a daunting challenge even for a city that is truly committed to fixing the problem as is Hayward. We learned from our students who investigated this topic that the city does have a number of strategies and programs in place. TEA recognizes that when it comes to this topic, as the Dude, in *The Big Lebowski*, says, "There are a lot of Ins and Outs." But like Donny in the movie, we are "out of our element." Our value-added to this issue, if any, is to make it *abidingly* clear that for many residents, when it comes to trash, "This aggression will not stand."

Towards Recommendations



These final three recommendations are more global in nature, and as such can be brought to bear on most all of the issues we have been talking about in this final report.

Creative Communication

Last week we were orienting a new climate intern at Chabot. She has been passionate about the environment since she was child and is highly informed about the issues. She is also a Hayward resident, so we told her about some of the great things the city is doing in this arena. She was truly flabbergasted; she had no idea about any of it. And she seemed genuinely mad about not knowing.

This scene repeats itself over and over in our classrooms. Pick any topic that the city is involved in — we tell the students what the city is doing —and students say they didn't have a clue. And this is also overwhelmingly the case with Hayward residents that we engage.

When we shared this phenomenon with Hayward staff, they indicated that the city has known about this disconnect for a long while. And we agreed obvious negative consequences result from this disconnect between the city and the residents:

- Community involvement is attenuated because residents aren't aware of the options
- Problems go unsolved because residents don't know city has solutions at the ready
- City's loses a chance to burnish its reputation

Since we first started working with Hayward we have been continually impressed and amazed by the robust responses the city makes to so many pressing issues. We know this when we are looking at the website for example. But speaking of the website, we wonder—and Hayward staff have also said as much— how much of this 'good news' is getting to the 158,000 residents of Hayward. Whom the website serves is those residents who *visit* the website. We realize the website is not the only way that the city communicates with its residents. These recommendations offer additional potential approaches for sharing the vital work of the city, and for inviting residents to become more engaged.

Recommendations:

- Designate ambassadors on the Next Door website. These residents work with the city to share pertinent information about whatever pressing issue residents are talking about on the site.
- Encourage community organizations and stakeholders to promote The Stack Newsletter, Access Hayward, and Hayward's social media accounts to their constituents. Post QR codes to these resources around the city.
- Deploy digital road signs in high traffic areas that inform community about important events, meetings, policy changes, etc. that are occurring in the city.

Towards Recommendations

- Collaborate with HUSD, Chabot, and Cal State East Bay to develop Hayward specific curricula that showcases and informs students about their local area. An environmental science class could incorporate the Hayward Shoreline or feature Hayward's climate action plan and the steps the city has taken to reduce greenhouse gas emissions.
- Develop projects with stakeholders across the city that promote events, achievements, and other important matters occurring in the city. For example, in 2020, city staff collaborated with HUSD and Chabot to facilitate an art contest that reminded community members to complete the census. K-12 students submitted artwork, which was then printed, laminated, and then displayed throughout the entire city.
- Bring information to the community by creating Hubs or Satellite offices for city staff to work at and continue to host "City Hall to You" meetings in neighborhoods throughout the city. (We will expand on this recommendation in the next section.)
- Host contests and create simple quizzes that can be shared with stakeholders aimed at informing community members about Hayward's history, culture, and policies.
- Work with community members to create neighborhood specific newspapers. While working on the Tennyson Thrives initiative, many community members were excited about creating a "Tennyson Times" newspaper focused on stories in the Tennyson area.

TEA Time

Although there are many irons in the fire even right at this moment, we would love to see even more links forged between the city of Hayward and Chabot College with TEA serving as intermediary. We can imagine:

- City Staff directing students in doing research into issues like Climate, Pollution, Crime, etc.
- An institute where Hayward staff convene with Chabot students and community members to hash out issues and opportunities, and Project Based Learning is called upon to address these issues
- Students teaming up with non-profit organizations and the city
- An internship program that pairs students with staff members across a host of areas: GIS map building, engineering, grounds and gardening, waste treatment

It has been such a thrilling ride for our students and for us in working with the city, that we would love to punch more tickets and climb back on. And indeed, we are. We are very excited to be starting a new initiative with the city that has students engaging with residents to gauge their perspectives and concerns about environmental issues. This work will contribute to the city's efforts to revise and update the Climate Action Plan.

Towards Recommendations

A Modest Proposal

We wrote in the executive analysis that a city is only its people. We believe that this also holds true for City Hall. What is City Hall other than its people? Yet most of these people are ensconced in their cubicles (at least this was true pre-Covid.) Hayward has over 800 employees, and most of them spend their days far from residents. Of course this is by design because each of these 800 folks has important work to do.

But, the central insight TEA had over the last 5 years in working with the city is that 100 students is a substantial resource. It is a LOT of people power. They can get so much accomplished. Well, the city has at its disposal 8 times that! 800 people represents a *massive* resource that can make a huge impact out in the community if it is brought to bear **out in the community**.

The proposal:

If each of these 800 Hayward employees devoted just 2 hours per week to direct community contact, involvement and support, this represents 1600 hours per week. This is equal to 40 full-time positions dedicated to community outreach and community building.

TEA recognizes that this proposal involves a major culture shift on the part of the city and its employees. And that there are all sorts of reasons why "it could never work." But we think it is worth a try. Desperate times call for desperate measures. And for many Hayward residents things are indeed desperate; their living situation, their community, their future—all of this is under siege.

We hear about PAL's all the time: Police Activities League. Why can't we have SAL's? Staff Activities League. We hear about police posting up in kiosk type satellite offices out in the community. Why can't we have the same for city staff? Hayward staff members have a thousand skills and interests. Why can't these be shared with the community to enrich lives and bring neighbors together?

There's that famous phrase from the late 1800's: "You can't fight City Hall" Well, who wants to fight City Hall anyway? That sounds like a drag. Instead, Let's play with City Hall, let's collaborate with City Hall, create with City Hall, cook with City Hall, paint with City Hall, dance with City Hall—literally dance.

To quote ourselves, a few pages ago we argued that to really improve residents' lives, we need to "embrace and engage with the full humanity of residents." This is exactly what would happen if Hayward staff had more direct contact with the community. And staff would benefit from this too. We need to touch each other's hearts. After all, this is the Heart of the Bay.





Hayward City Hall rotunda



Hayward City Hall rotunda during Needles in the Haystack Art Show



Housing Survey Results

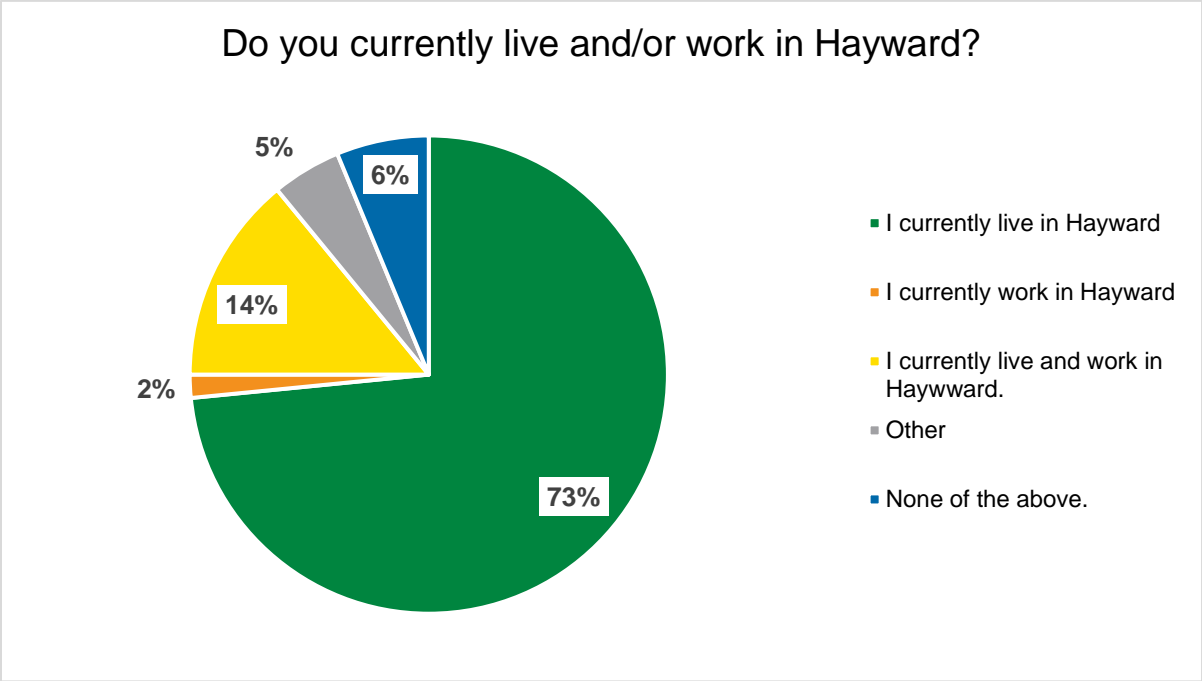
Hayward Housing Element Survey

Summary

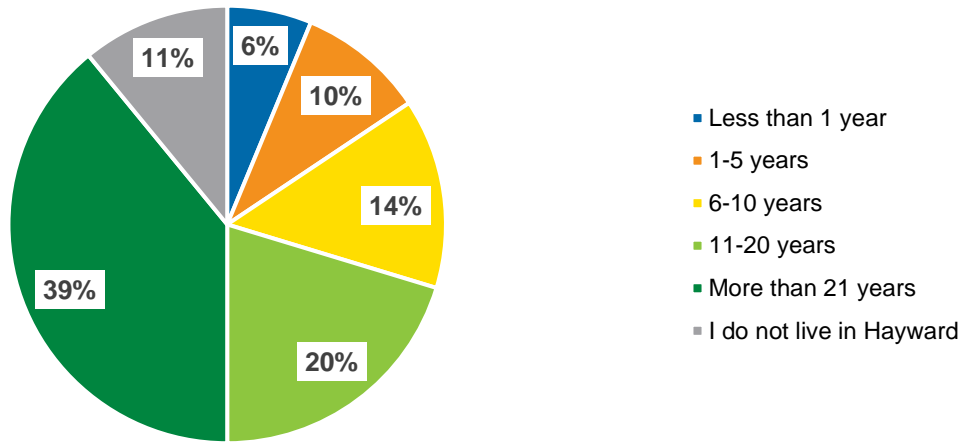
The City prepared and distributed Surveys inquiring about housing, access to resources, and experiences with discrimination to all individuals in the City of Hayward. The project website hosted an online housing survey for 60 days (from January 10 to March 10, 2022). The surveys were translated into Spanish and Chinese. To encourage participation, the City advertised a drawing for five \$50 Hayward business gift cards for individuals who completed the survey. There were 64 survey participants (60 surveys completed in English, 3 surveys completed in Spanish, and 1 survey completed in Chinese). The input provided by the participants included the following major themes:

- **High Cost:** Difficulty finding affordable housing, paying the deposit for rental housing, and monthly rental housing costs were identified as housing challenges personally experienced by survey participants.
- **Housing Accessibility:** Affordability, homeownership, and availability of housing were identified the most urgent housing issues in Hayward.
- **Need More Homes:** Entry level or starter homes, co-living housing, apartments, and condominiums were identified as housing types needed in Hayward.
- **Housing Types:** Mixed support of diversifying housing types and increasing housing overall in Hayward.

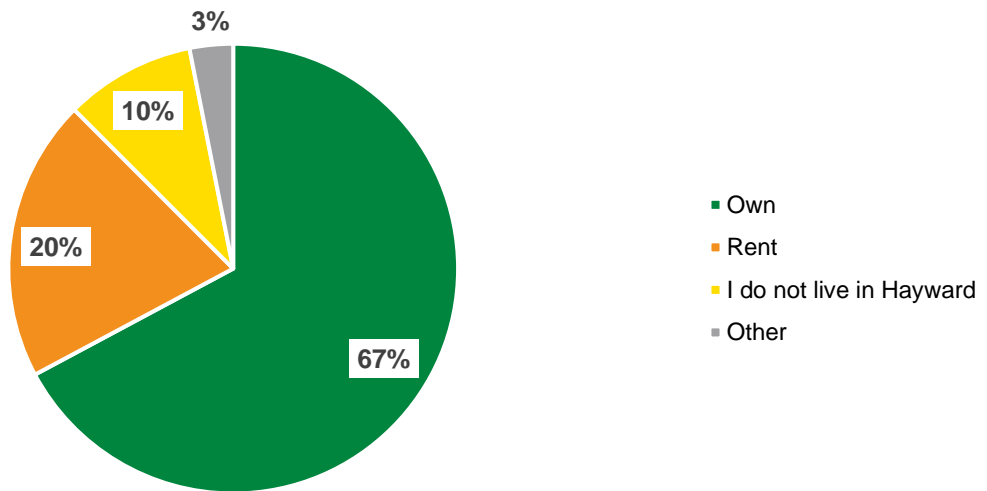
Survey Results

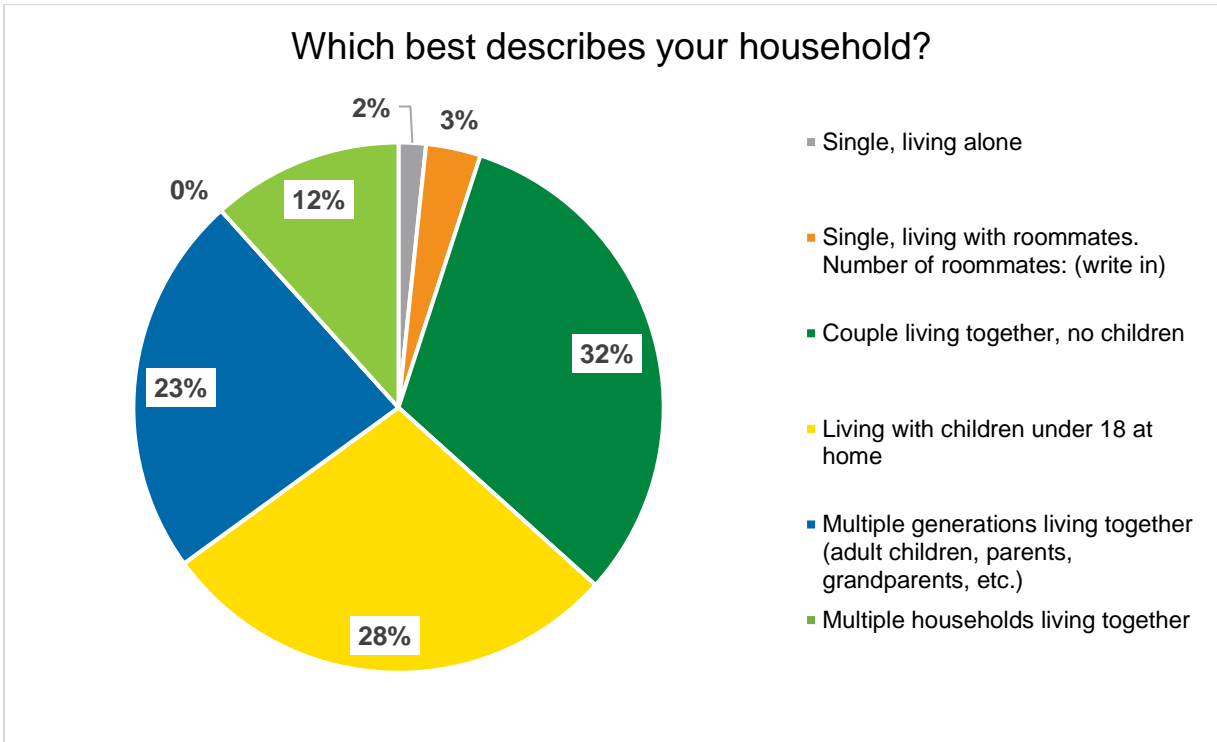
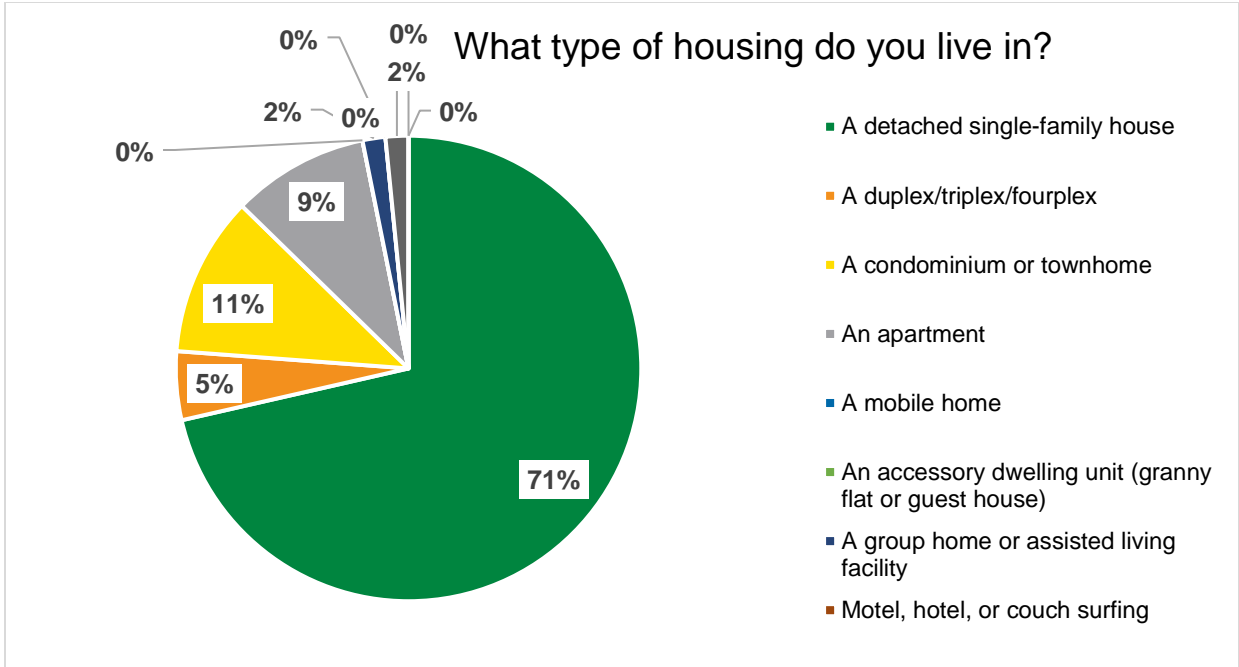


If you live in Hayward, how long have you lived here?

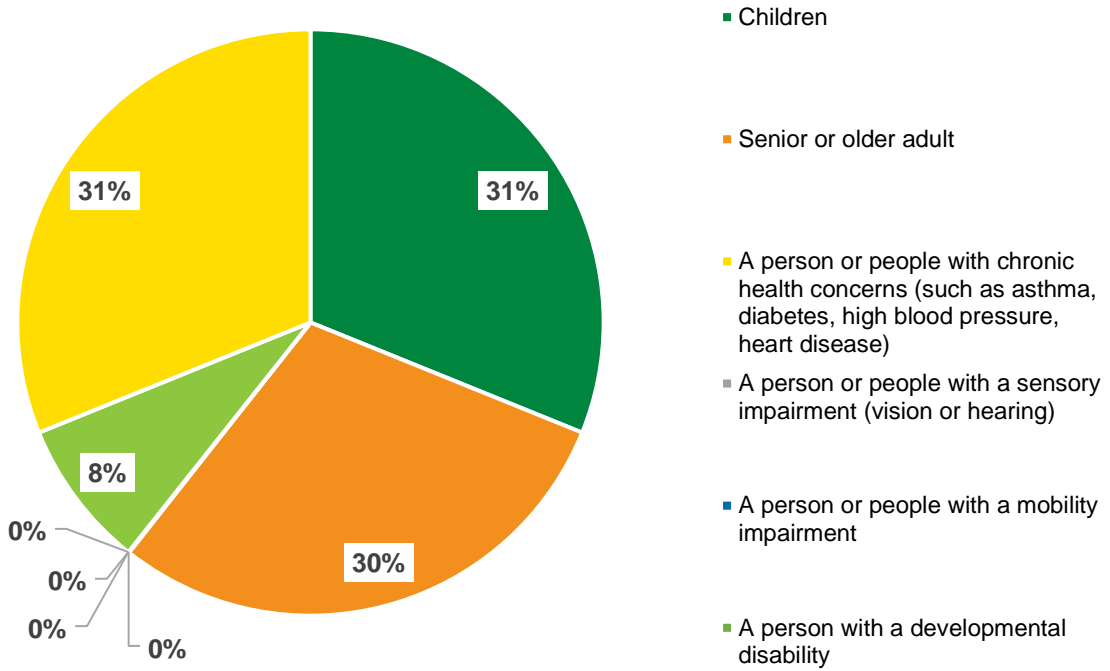


If you live in Hayward, do you rent or own your home?

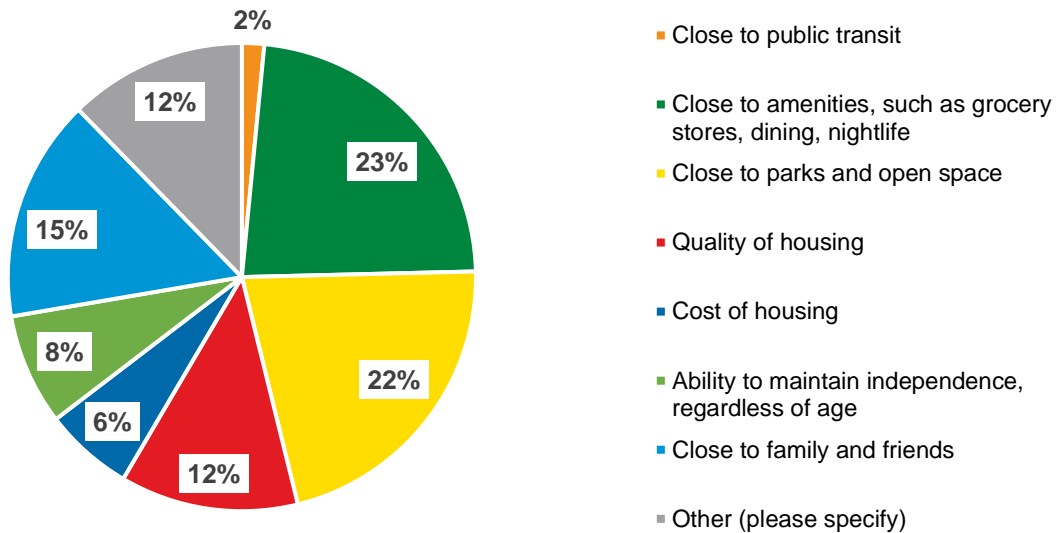




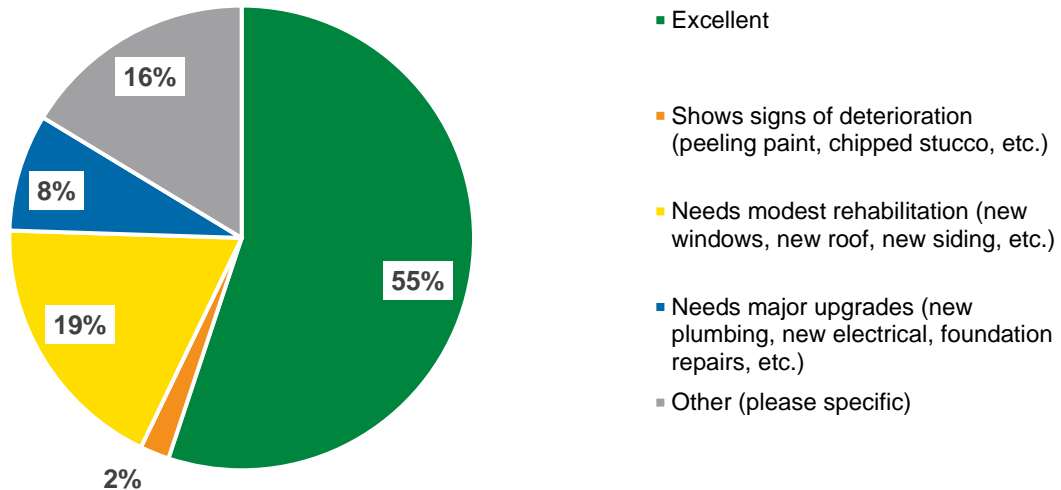
Does your household include any of the following people?



What do you like most about your residence and its location?



How would you rate the overall condition of your residence?



8. How would you rate the overall condition of your residence?

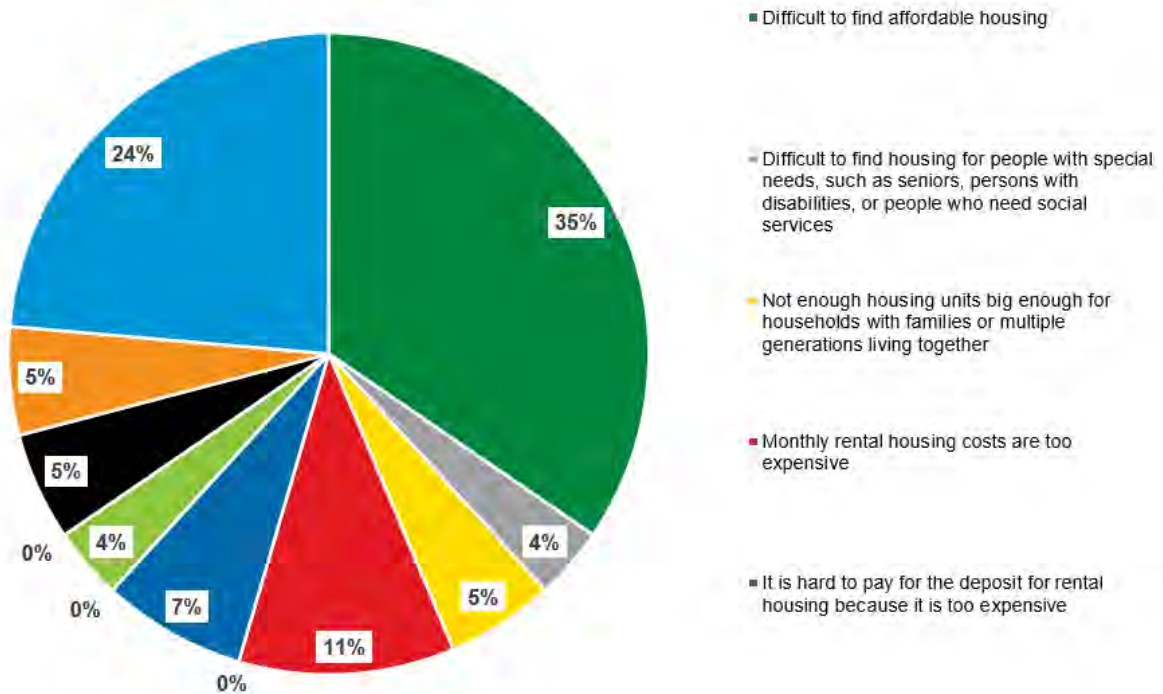
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9. What are your housing needs?

- My current housing is great. It is just very, very expensive to afford.
- Low-income housing availability
- As rental property increases in monthly payment need to prepare for affordable housing in retirement
- parking, green space, near nature
- Roof, electrical, plumbing and rats
- We're ok, some days a little more room would be nice
- Too many cars, boats and trailer.
- Larger land lots, conduits underground instead of burred cables
- Would like a SFR
- Cheaper everything
- Safe place to live without crime in my neighborhood
- Better security camera, ADU for adult child
- Studio apartment
- Insulation
- Sidewalk maintenance, new paint, new driveway
- No more housing! There is already too much congestion in Hayward.
- Need to look at electrical and plumbing since the home was built in the 50's.
- Landscaping needs to be updated. Three large windows need shutters to provide privacy and help with temperature control.

- Solar and insulation
- Small
- I am looking for 2 bedrooms now on behalf of my brother and caregiver. He is registered at Cril
- Tobacco smoking regulation. Our children are exposed to second hand smoke daily
- Need for people to stop bitching about how expensive it is. We CHOOSE to live here. If people don't like it, they can leave.
- City of Hayward has been notified that due to changes related to new residential projects surrounding our street, the street is now unsafe and deteriorating due to speeding, disobedience and lack of traffic enforcement, unacceptable noise levels, littering, lack of physical traffic calming installations, no crosswalks or parking around homes and no restriction of the influx of new residents flooding our street
- More affordable housing options
- Cheap rent
- affordable housing
- HVAC update, stucco repair
- Not sure I understand this question. We need a house for shelter that is a reasonable distance from our jobs and close to family and friends.
- Ability to maintain and expand freely.
- Support to upgrade home for safety as it is older
- 3-bedroom, 2 bathroom home, in an area that is safe to walk outside, with enough parking and outdoor space.
- My duplex needs some paint, new flooring, may need remodel
- Home
- The duplex is in good condition but could use some updates like a new carpet and paint.
- senior low-income housing
- sell house & move to smaller one/condo in coming years
- Renovation
- Lower utilities
- New electrical
- I need affordable housing that is maintained.
- Currently, I would like more affordable housing options in Hayward.
- Need more options nearby in case of displacement
- I wish the neighborhoods would take into consideration the existing feel. Allowing new residences to break neighborhood plans is a major slap in the face and creates distrust of the city, county and state, not to mention being forced to live near these overcrowded compounds and McMansions that ruin the long-standing aesthetic.
- We chose this area to build our home because of its rural quality, the views and the proximity to open space.
- Windows
- I need more space, a big patio (backyard or front yard), the apartment is too small.
- Quiet and peaceful (neighbors)

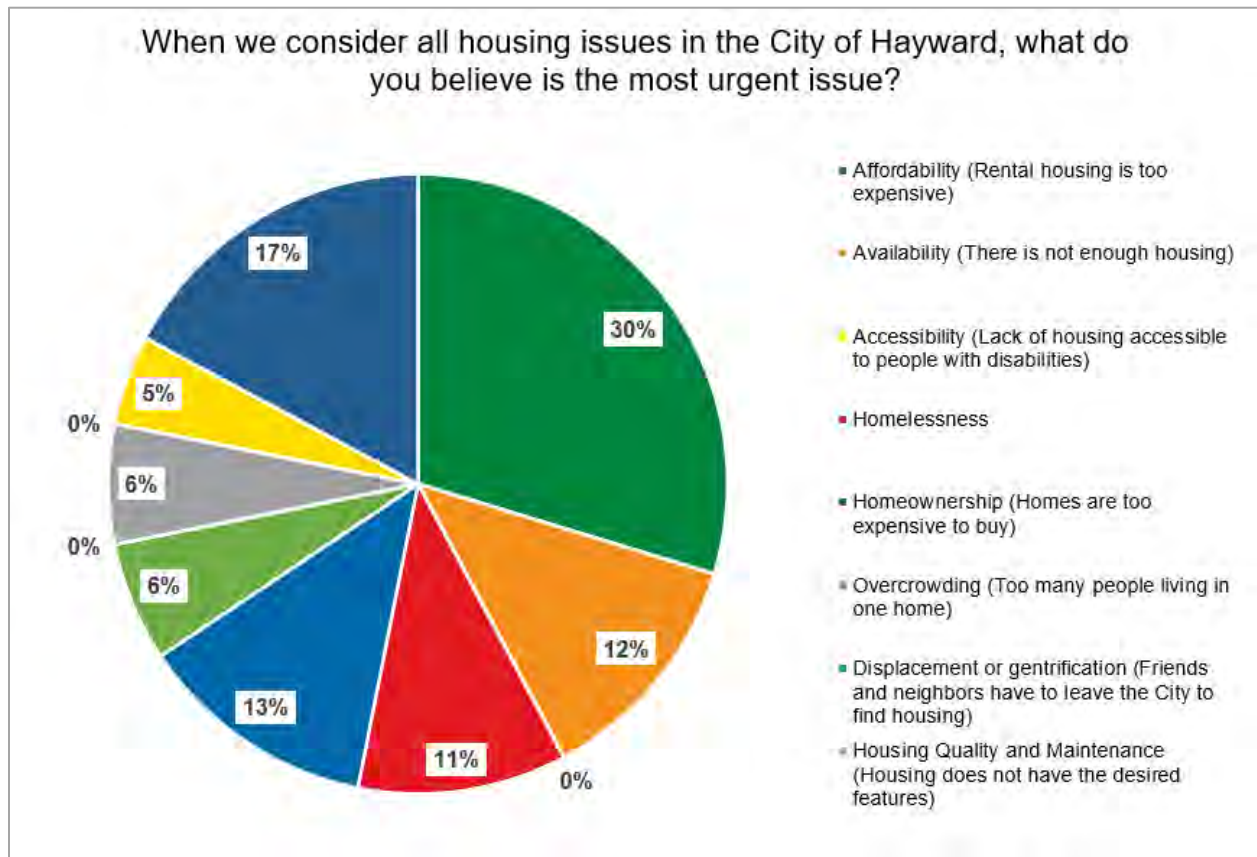
What are housing challenges in Hayward that you have experienced personally?



10. What are housing challenges in Hayward that you have experienced personally?

- Other - Government helping foreigners instead of Americans.
- Other - Inherited home with a mortgage balance
- Other - high taxes
- Other - Worked to buy my own house 40 yrs ago
- Other - Too much low income housing
- Other - Sick of people not taking care of their homes.
- Other - The City of Hayward's reluctance to truly listen, prioritize and respond to resident's proposals to eliminate hazards in their neighborhood and devalue residents' desires to retain the historical characteristics of their neighborhood that motivated residents to move to Hayward in the first place. The City of Hayward is on a monolithic path to transform Hayward into an ugly, lackluster city with same-same box style high density housing; eliminating the natural habitats of all the wildlife and gorgeous natural greenspaces that was the original attraction. This 'new journey' is quickly resulting in Hayward morphing into the typical pattern of urban decline - congested roads, increase in crime and residents displaying predictable behaviors of rats crammed together in little boxes. Unfortunately, a lot of longtime residents are 'stuck' here - due to having our families here as the pulse in our care and the inaccessible price of relocating
- Other - I have not personally experienced housing challenges

- Other - My comfort and safety in my own home have been negatively impacted by homeless people who steal things from my front yard, take fruit from my trees, leave their trash on my street, park their cars blocking my driveway, and exhibiting menacing behavior to me and my neighbors.
- Other - I may need to remodel, not sure where to get funds.
- Other - value of home is lower than neighboring cities partly due to poor public school ratings
- Other - City regulation changes to the neighborhood against the agreements we've lived under for decades



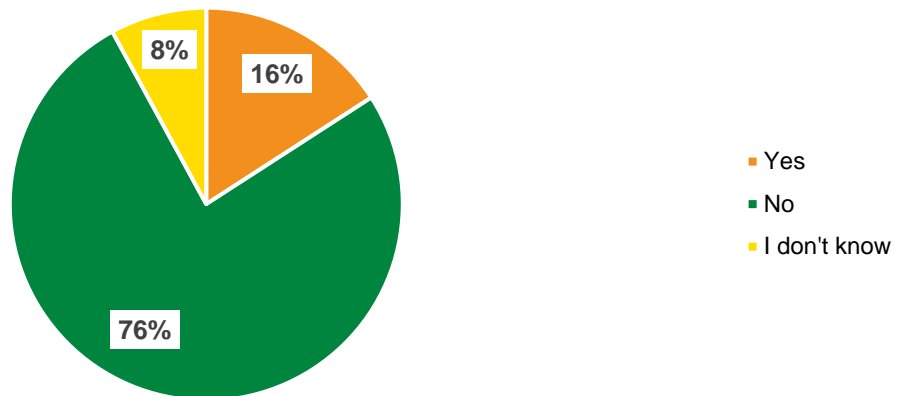
11. When we consider all housing issues in the City of Hayward, what do you believe is the most current issue?

- Other - All the above.
- Other - having an adequate fund for housing relocation costs out of Hayward
- Other - Too many low income housing
- Other - Start building micro-units so folks who can't afford larger units have somewhere they can afford.
- Other - The City of Hayward not prioritizing the well-being of residents and indigenous plant and wildlife FIRST. The uncreative march to follow the boring and insensitive template engaged by most municipalities of eliminating the unique geographical characteristics of their town by eradicating them to build more, more, more box like homes and destroying the natural beauty and habitats of wildlife and vegetation. A more creative solution to providing more affordable

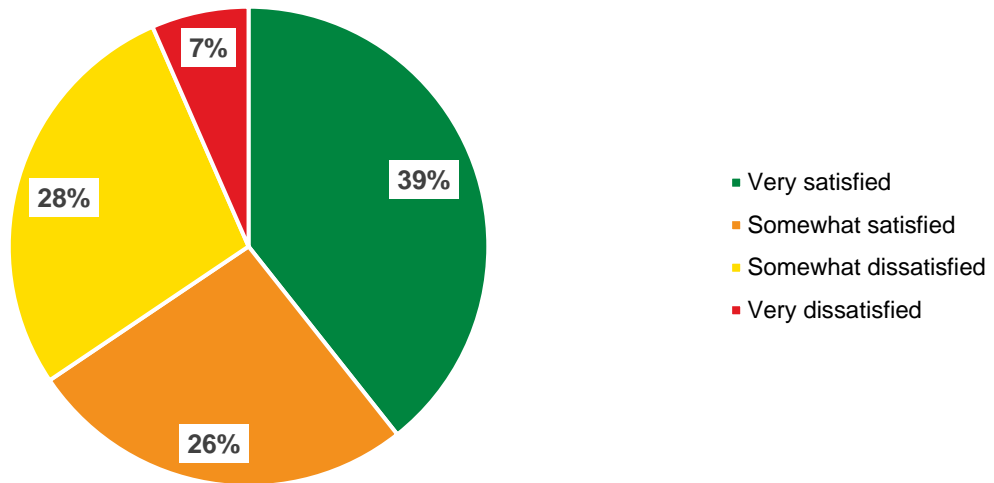
housing would be incorporating the desired trend of working remotely and repurposing all of the existing, vacant and soon to be vacated structures, due to remote working trends, into affordable housing solutions.

- Other - The infrastructure to back all the homes that are being built right now.
- Other - Neighborhood displacement
- Other - Displacement or Gentrification, Affordability, Availability.
- Other - Overcrowding, but specifically the overflow of cars, street congestion and exhausted services
- Other - I would say that the perception of Hayward is an issue. General safety, personal security, etc. Empty stores downtown also add to this perception. It would be helpful to have a downtown that is inviting to visit, shop in, and therefore live near-by.

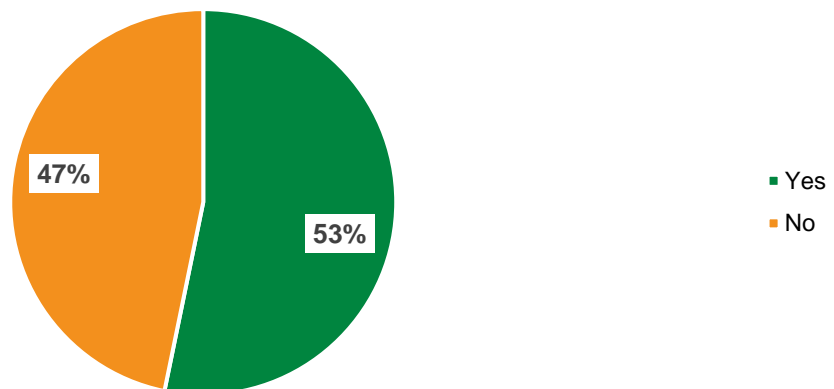
Are you now or have you ever been at risk of losing your housing?



How satisfied are you with your housing choices?



Does Hayward's current variety of housing types meet your needs?



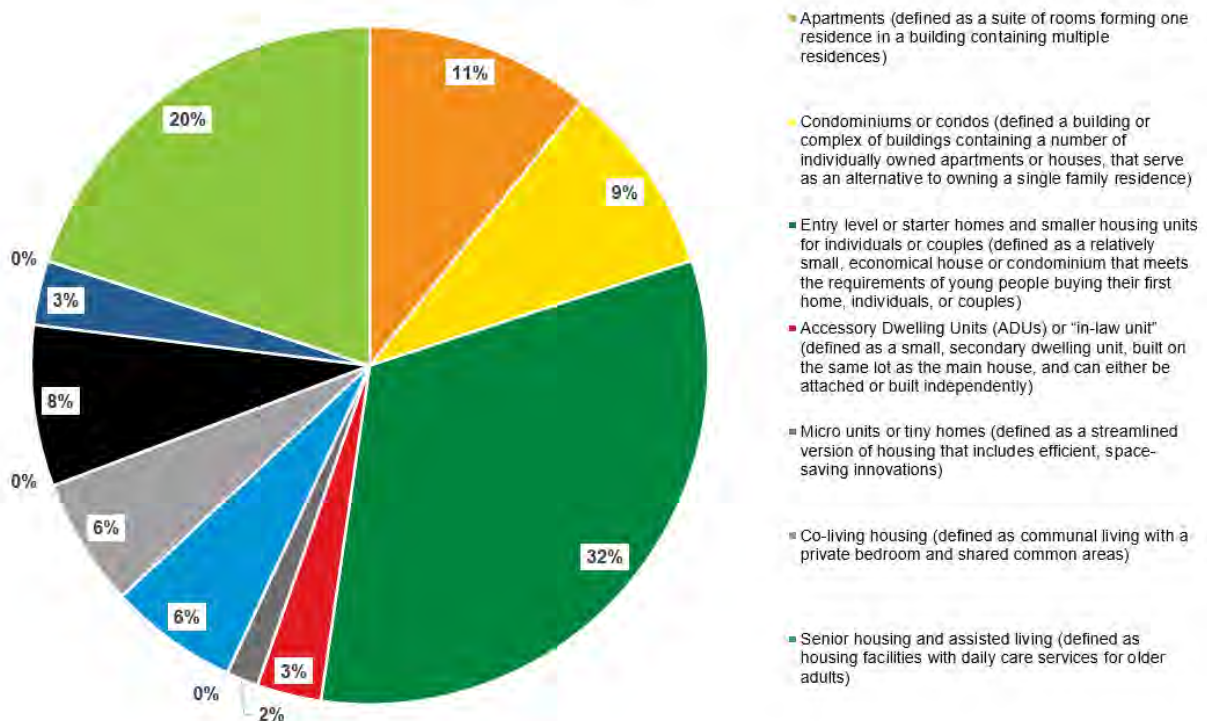
15. If current housing types in Hayward do not meet your needs, please explain.

- I really wish I lived in housing that is close to public transit, except my neighborhood is super car dependent. I wish there were more parks around my home. I wish there is a stronger sense of community and more open public places for building social infrastructure.
- Hard for a homeless person to rent if they don't have rental history.
- I'm a single woman professional who cannot afford most housing options in Hayward despite being internationally known for my work and fairly well paid for it.
- Larger lots, updated layout and infrastructure
- Need cheaper everything

- No housing for independent developmentally disabled such as Sunflower Hill Livermore
- Hayward needs denser and transit oriented housing.
- Too many low income housing
- More single family house
- We have plenty of good stuff in Hayward.
- Explained already in other answers above - I LOVE my house, I LOVE my neighborhood, I STRONGLY DISLIKE the City of Hayward's slavish adherence to the typical, uncreative thinking of other Cities that morphs a great 'human' City into a dangerous, crowded, traffic congested, ugly box housing, litter strewn City, that drives natural wildlife out and sacrifices its natural and unique beauty for the same same greenbelts that Developers praise as being falsely equivalent to the one they razed. BORING, INHUMANE, DOESN'T PUT PEOPLE OR THE PLANET 1ST. Repurpose the tons of vacated parcels with dilapidated building 1st - then move on to vacated retail and commercial buildings, then move on to soon to be vacated office buildings, then move on to empty parcels that owners no longer want or can't develop. AFTER doing all of that doubtless the Housing target will remain unsatisfied, but if it is - THEN TALK AND LISTEN TO THE EXISTING RESIDENTS AS A PRIORITY, to see what would be amenable to them to retain the characteristics of their neighborhood that they most likely are locked into for LIFE- due to the cost of living in the Bay Area. But please - STOP DESTROYING OUR NEIGHBORHOODS AS A GO TO PRIORITY STEP
- Few options, options that exist too expensive
- Need to have cheap rent
- not enough affordable housing
- Need more Mid to High end housing, no more "affordable" high density units.
- Wish the school district was higher rating like neighboring cities like Castro Valley and Union City. Because of the HUSD ratings/quality, we are seeking to leave Hayward.
- There are too many homes in Hayward with too few bedrooms for our family. Also there are many homes built too close to multifamily homes or on flag lots---too crowded. Many newer homes have no private outdoor space.
- I wanted to buy or rent a 2-bedroom house, but couldn't find one. We ended up getting something bigger than we needed (3 bedroom townhouse) instead. I would also have liked to buy a house with an ADU so my mother-in-law could live with us while still being independent. During our search we didn't find anything like that in our price range.
- I may want to find elderly housing nearby my family there.
- Not enough senior housing in Hayward
- space and pricing
- Need more single story homes that have enough parking space. Too much congestion on street with current street parking situation for residents
- The apartments are mostly old, and even those are expensive. Newer buildings are expensive even with a healthy salary. And it is impossible to save to buy.
- There needs to be more higher density housing options in Hayward. As it currently stands, there isn't enough affordable housing or housing in general for residents who wish to maintain an affordable way of living in the city. There needs to be more affordable higher density housing options to make room for demand for those who wish to relocate without having to leave the Bay Area and for those who wish to remain in the Bay Area.

- There simply needs to be more of all types. The cost for housing needs to decrease
- Needs more volume, more density
- Too much affordable housing, luring in low income.
- Starting to look like China
- The cost of living in Hayward is too high.
- Single family homes are too expensive. I hope there will be more townhomes. We don't need luxury homes.

In your opinion, what types of housing is most needed in Hayward?

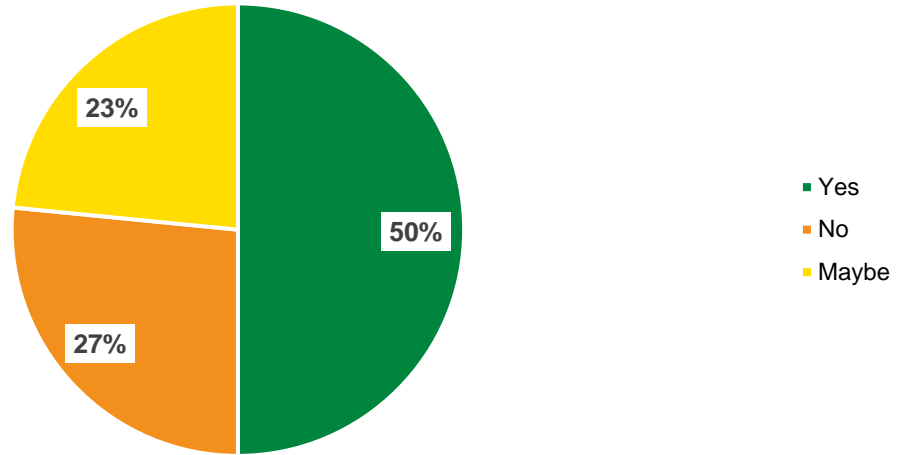


16. In your opinion, what types of housing is most needed in Hayward?

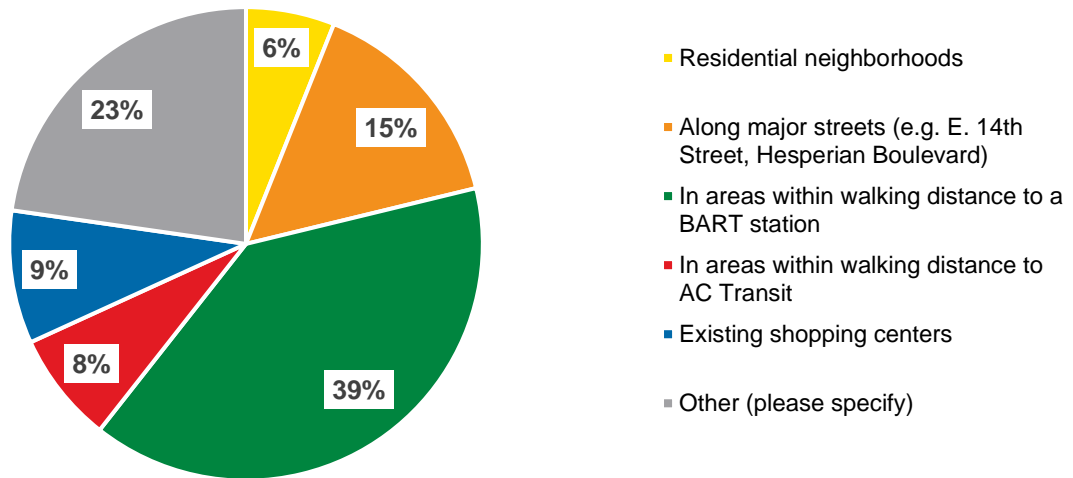
- Other - NO MORE BUILDING !!
- Other - communal housing in which residents' "rent" is actually the mortgage payment
- Other - Standard single family homes
- Other - Regular houses with larger lots and better roads.
- Other - No more housing. Focus on noise, crime, cleaning up the streets, responding to 911 calls promptly.
- Other - Non-luxury single family homes on their own lot (not condominiums), 3+ bedrooms, 2+ bathrooms, with private outdoor space.
- Other - No more housing until the infrastructure is addressed.
- Other - No more housing until the infrastructure is addressed.
- Other - All types
- Other - Single family neighborhoods. No slums in waitingting

- No more housing, the city is overpopulated.
- Affordable townhouse

Would you support new types of housing built in your neighborhood?



Which areas of the City do you think would be better suited for multifamily apartments and/or condominiums?

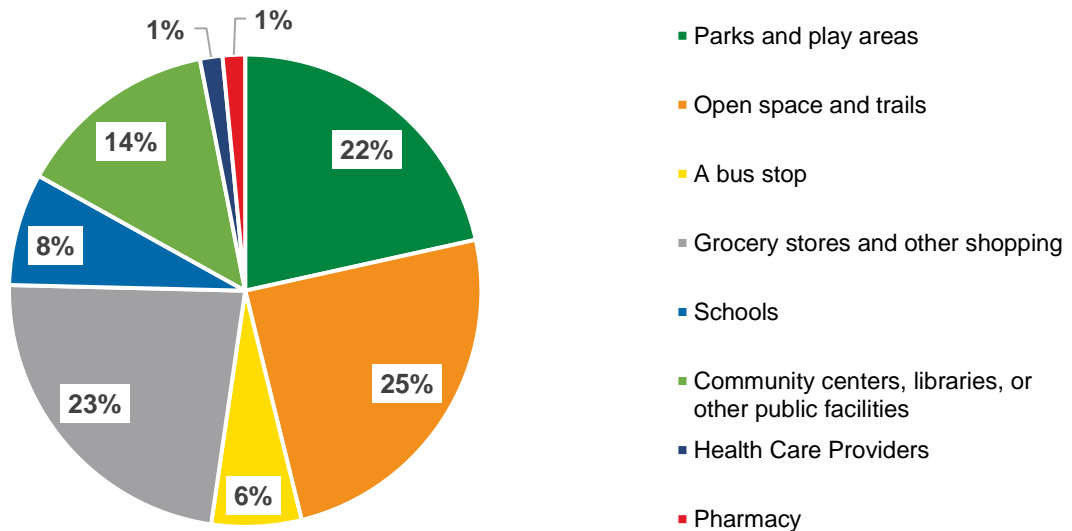


18. Which areas of the City do you think would be better suited for multi-family apartments and/or condominiums?

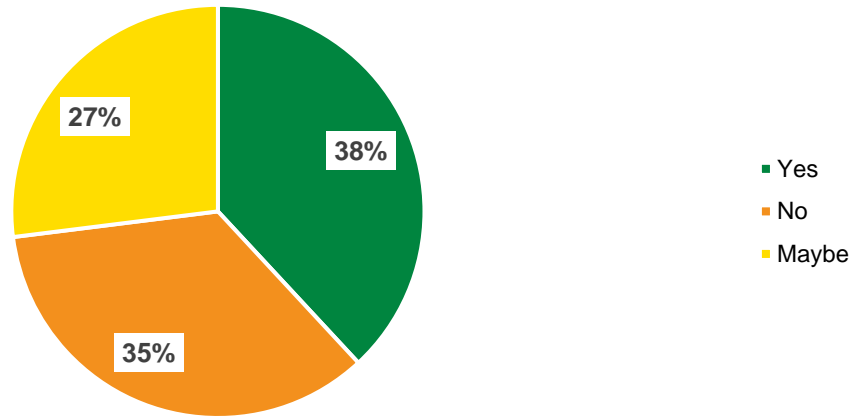
- Other - None. We do not need

- Other - None.
- Other - Maybe Industrial area where some parts are so vacant. Hayward is starting to be very crowded.
- Other - Why do you only allow 1 box to be checked? Very time-consuming to keep having to text answers in other - discourages folks from doing this survey and will yield inaccurate results when you force folks to make 1 selection only which will skew the tallies and the intent of the respondent.
- Other - Areas within walking distance of public transportation (BART or AC Transit). Survey did not allow me to choose both options above.
- Other - In areas within walking distance of a BART station and/or AC transit
- Other - Primarily near BART, but also residential and near AC transit. Would be nice to be able to rank this question instead of just picking one option.
- Other - I would urge building more apartments in traditional single-family-home zoned upscale areas, especially in the hills, to avoid more stratified housing (i.e. apartments in the flatlands, large houses in the hills) as has been done in Hayward in the past, leading to many of the current inequities
- Other - access to public transportation and shopping
- Other - None. They are everywhere already stay out of established neighborhoods
- No more housing, green spaces are being destroyed.

What amenities would you like to see near high density residential development?



Would you be open to new types of housing in your neighborhood as a way to address the housing shortage?



21. Do you have any additional ideas to improve the quality of existing housing in Hayward?

- Build affordable apartments with very efficient management
- Safe, clean
- Intentional communities, cohousing?
- Do not allow investment money buy the property and single family homes in Hayward
- Stop allowing contractors to bribe the city and not allow more affordable housing units to be built
- Think about how much more traffic will make driving difficult
- Rezoning of commercial zones to residential zones to build more houses
- Decrease crime
- More houses with yard space
- Building denser and upwards rather than sprawled out.
- Remove all low income housing
- Take care of the residents currently living here so that they don't leave!
- How about some tiny homes, like the ones in Castro Valley next to Trader Joe's??
- Tobacco smoking ban in condominium. Please follow many cities in Alameda county to prevent children from exposed to second hand smoking
- Get rid of rental property restrictions. ALL you're doing is pissing of property owners who are taking their rentals off the market and investing elsewhere. Also, with such restrictions, these rental property owners can't afford to improve their properties because you don't make it easy for them to afford to do so!
- LISTEN TO THE EXISTING RESIDENTS WHO PAY YOUR SALARIES VIA TAXES, FEES ETC AND INCORPORATE WHAT THE RESIDENTS WANT IN THEIR NEIGHBORHOODS.
- More resources and support for tenants living in low quality housing

- Adequate parking for the different types of housing offered. For example, creating a condominium or apartment complex where each unit gets one parking space is not realistic. It is likely that a unit would have 2 drivers and therefore 2 cars. 2 parking spaces need to be factored in for each unit. AND flex parking for those who live in the complex to have guests visit
- We need quality, not quantity.
- Provide grants or subsidies to renovate/upgrade older homes
- Require new housing to have at least a small amount of private outdoor space, even in planned developments.
- Give owners of older homes an allowance for the landscaping and exterior of their homes
- More green space in lower income neighborhoods.
- Higher storied buildings ok, if near BART & A/C buses
- Provide subsidies to allow owners to make improvements to both owner-occupied homes and apartments, with stipulation that tenants are not hit with huge rent increases. And the subsidies should be geared toward lower middle income, not just low income, as has been the practice in the past
- Applicants receiving help from the government should have mandated drug test.
- Be respectful of existing neighborhoods
- As listed above, more affordable higher density housing options in the city. Think San Francisco and New York and how housing is handled there. The City of Hayward needs high-rise apartment buildings to meet demand while remaining affordable. We have the space and the empty lots to do it.
- More of everything
- Stop pushing multiple unit homes all over the city
- Continue to follow the agreed upon terms made between the neighborhoods and the city, and hopefully we'll continue to want to have people live here rather than the continued mass-exodus that occurs every 10-20 years robbing our schools of full spectrum diversity and shorting our income dedicated to schools
- There is so much construction of new housing taking place along Mission Blvd. and at Lincoln Landing, I think this evaluation should wait until completion to access the market.
- Upzone and remove any restrictions around the BART stations
- Stop the building. Stop cramming people in here as a way of money grabbing. GET RID OF DEMOCRATIC LEADERSHIP.
- The city should consider that with overpopulation there are more problems like the ones we are experiencing now such as the city being full of garbage on the streets and highways, and the elimination of mountains and green spaces. If the city can't handle this, I don't know why it should build more.
- Stop raising the cost of rent.
- The condo was purchased by off-site investors and rented out. The tenants upstairs are very noisy in the evenings. It is problematic that investors do not live in Hayward, nor do they care. The letter from the HOA was too long and not helpful. Investors should not be allowed to purchase and rent out the condos.

22. Which properties or sites would you like to see developed or redeveloped with residential uses?

- Properties that are dilapidated, empty lots on busy corridors
- Southland mall is a huge plot of land that mainly serve as parking places. There is possibility for midrise higher density development. Maybe can add in more facilities so people in this neighborhood don't feel compelled to drive to downtown but can walk over to Southland mall area. The current layout of the mall discourages walking even if I am within walking distance. Considering adding shade through trees could also make the area more walking friendly during hot summer months.
- greenspaces near parks
- Hesperian Blvd area
- My plan for the past four years is to develop the back of the old Sears lot. This will also rejuvenate our Southland mall and bring new businesses to the area.
- We already have a lot being built. Think of the traffic mess.
- Russell city, west of Hesperian Blvd.
- Sites close to downtown
- Properties along Mission Blvd
- The former Holiday Bowl site.
- South land mall
- I would like to see some new developed near southland mall where the Burlington coat factory used to be. It's a big space and close to many amenities. Single family homes will be good for first time home buyers and it will hopefully bring in more revenue to the City. I understand affordable housing is a hot topic but bringing in families who can afford to buy will hopefully bring in more revenue if they shop around their area as well.
- The empty lot on A Street, near BART
- As I stated earlier, toward the industrial areas.
- Hayward hill
- See above. if you get rid of the restrictions, existing property owners will be happy to improve existing housing stock.
- see previous answers - incorporate and repurpose existing unused buildings/parcels and do not destroy the existing neighborhood characteristics and profiles
- Hayward
- empty lot at corner of B & Fourth Streets
- I believe we have enough locations throughout the City of Hayward currently approved for residential housing. I do not see a need to add new housing developments at this time.
- 22196 Main St
- The old Kaiser site on Hesperian. Any lot that has been sitting and just collecting trash. Also the lot across the street from Lorin Eden elementary. Transform it into something useful.
- Vacant sites such as A St. & Fourth St., vacant infill sites along B St., D St., E St. up the hill, that matches adjacent density
- Any properties older than 30 years old that do not meet certain standards on the exterior should be fixed in order to improve the aesthetic of our city. Hayward really wants to be proud of every street
- None, there are already too many.

- Any empty space you can see through the city with too much trash.
- The empty shopping center

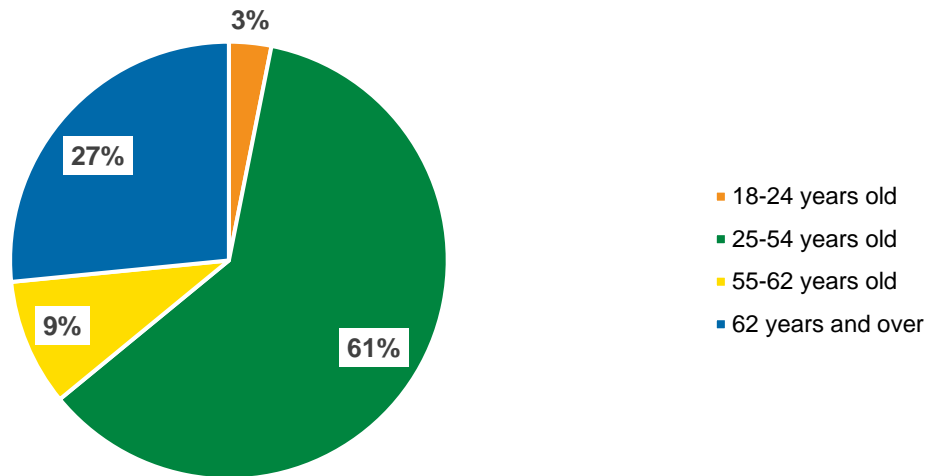
23. Are there any additional comments you would like to submit to the City of Hayward regarding the Housing Element update?

- Don't build near the bay nor near fault lines
- more communities and land available?
- people who can't afford Hayward simply need to move and commute in OR move to another state. A relocation fund is important.
- For the past couple of decades, the city has concentrated its efforts on high-density condos and townhomes throughout Hayward. This has caused families to move schools to close and our unhoused population to rise. We need to focus on our businesses and residents again and make affordable housing our number one goal. I would also direct staff to eliminate the city in-lieu fees for housing contractors. Just doing those two things would make an enormous positive change for Hayward.
- Garbage dumping
- More development of single family homes to fund new schools and improvements to existing schools
- Keep housing for homeless out of residential areas
- Need to work on reducing crime and homelessness to make Hayward a desirable place to live
- Raise FAR and dwellings per acre.
- Please stop low income housing. It only brings in a lot of issues which will cause a dominos effect.
- Use existing housing and stop building. Some people have million dollar homes paying a lot to live here. Clean up your dirty streets, the loud car noise and stop building because it's already too congested.
- In my opinion, I see ALLOT of development going on and I mean allot, yet there are more and more homeless people. Something is wrong with this picture. My family lived in Russell City and I am native to Hayward. I've never seen this. It's awful and sad.
- Please ban smoking in condominium
- No. Just stop acting like we owe housing to people who aren't working for it.
- Let Residents be at the table - not just as a placating gesture, but ACTUALLY LISTEN TO RESIDENTS so we are not just placeholders on the Strategic Roadmap that always pts us as #1, but we can ACTUALLY see our input INCORPORATED in the City planning and implementation actions that follow
- More affordable housing
- As we consider housing, I believe it's important to ensure any new housing can be supported by existing infrastructure and availability of natural resources, specifically water. We have been through several years of drought and added housing units put additional strain on finite resources. Sometimes, "no" or "not now" is the right answer to development. Also, it may be beneficial to work with some of the larger companies based in the bay area to subsidize affordable housing as janitorial staff, maintenance staff, food service workers, etc. who create a desirable community for the workers of those large corporations need a place to live too. If

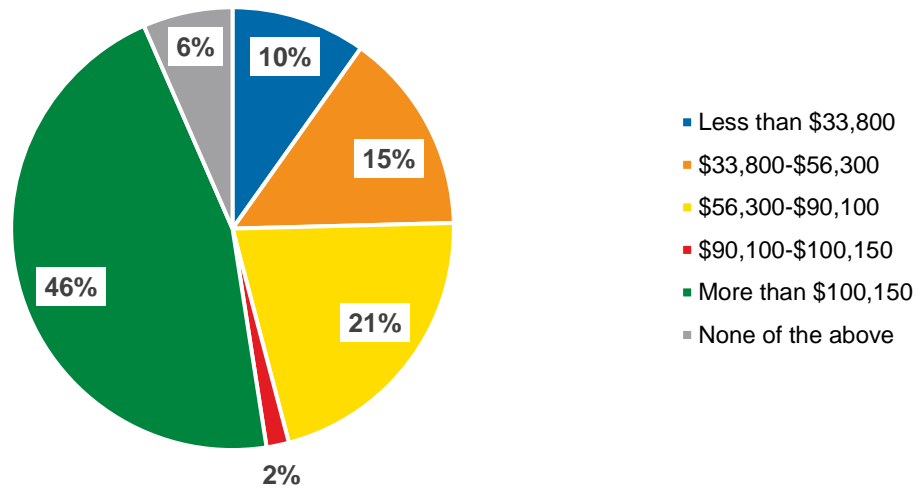
companies want to attract primary workers, they have a responsibility to contribute to the larger community where the company resides.

- Provide safety upgrades. I.e. Earthquake, Fire. Especially to the homes near the PGE land where the grass grows so tall in the summer and catches on fire EVERY summer.
- Please make it more clear how we can keep up to date with this process. Thank you.
- Would it be difficult to get permit to add second story to my duplex?
- Please a lot more funds into cleaning of the streets. We do not need any more housing. There are tons of buildings currently building built and those should be low rent for all the people you see on the street, especially on Tennyson Road
- Just cost and quality need to improve
- Everything possible should be done to house homeless people: parking lots for RVs & tents, tiny homes, more space at Navigation Center, shelters, co-housing, churches for overnight sleeping, & all other ideas
- It would have been nice to have multiple answers to some of the questions on this survey
- Planning department should be instructed to be open to new types of housing, such as tiny homes, micro-apartments, and others that may be proposed, and work with developers rather than be rigid about rules. Also be open to greener technology in building, including more elaborate greywater systems, compostable toilets, etc. Look to Europe for inspiration. Also require more connected green space and trails, rather than a hodge-podge of disconnected smaller areas, as is done now. Allow more amenities closer to homes and provide better transportation options to reduce need to rely solely on cars
- Take into consideration nature and capacity of existing neighborhoods when developing plans
- Allow the building of multi-story, high-rise, high-density apartments. Make Hayward into a walkable, pedestrian friendly city like New York or San Francisco.
- I'm ticked off that we've been forced to abide by rules that are arbitrarily tossed out when the city/county/state is done with them. Keep our neighborhoods consistent with what we bought into.
- Upzone A street and the entire loop around the foothill and mission
- Stop worrying about populating Hayward even more, instead they should be concerned about recuperating the City to how it used to be, with the high taxes that we pay we deserve a clean and safe city. They should also think about the poor and middle class people too.
- Being able to prevent too many people living on the street.

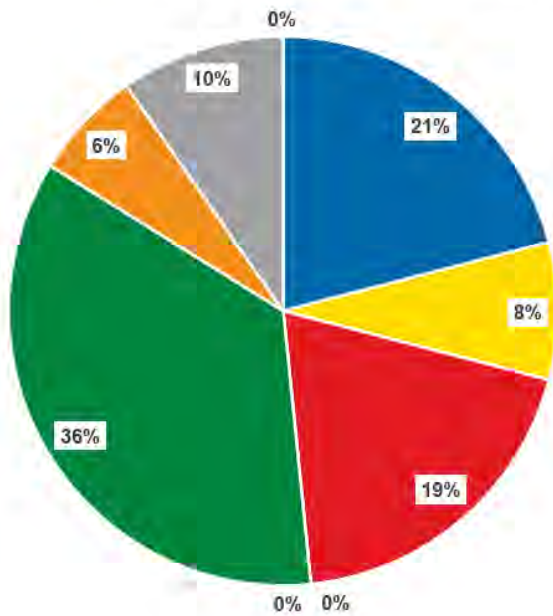
What is your age?



What is your annual income?

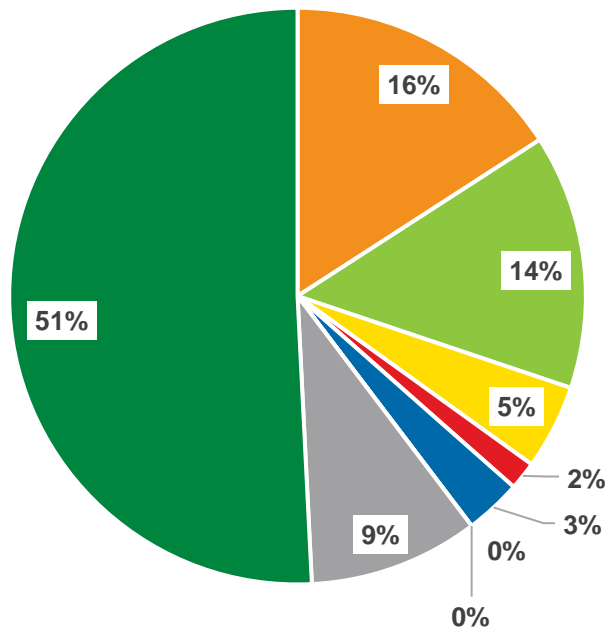


Which race/ethnicity category best describes you?



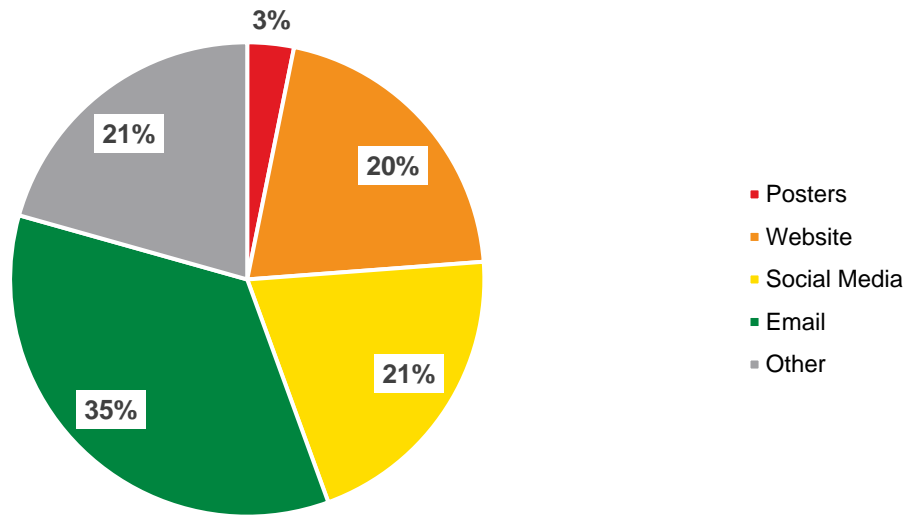
- Native American or Alaska Native—For example, Ohlone, Yrgin, Chochoenyoy, Karkin, Ramaytush, Yokuts, or Muwekma.
- Asian—For example, Chinese, Filipino, Vietnamese, Korean, Japanese, Indian.
- Black or African American—For example, Jamaican, Haitian, Nigerian, Ethiopian, Somali.
- Hispanic, Latino, or Latinx/Latine—For example, Mexican or Mexican American, Puerto Rican, Cuban, Salvadoran, Dominican, Colombian.
- Middle Eastern or North African—For example, Lebanese, Iranian, Egyptian, Syrian, Moroccan, Algerian.
- Native Hawaiian or Other Pacific Islander—For example, Native Hawaiian, Samoan, Chamorro, Tongan, Fijian, Marshallese.
- White or Caucasian—For example, German, Irish, English, Dutch, Polish, French.
- I identify with multiple race/ethnicity categories listed above.
- I prefer not to answer.

Do you represent or are you associated with any of the following community organizations or groups?



- Faith-based or religious groups
- Non-profit organization
- Walking and cycling
- Public transit
- Business owners
- Real estate
- Student
- I represent multiple groups listed above
- None of the above

Where did you find this survey?



Community Resources for Independent Living (CRIL) Housing Meeting Discussion

CRIL Focus Group Discussion

June 10, 2022

Zoom

Attendees:

Warren Cushman, CRIL Consumer, Advocate

Shay Roberson, Community Organizer

Rose Davis, CRIL Consumer

Alejandra Hacker, CRIL employee

1. Which best describes your household?

- Shay - Work in Hayward, notice the problem that the consumers have is related to accessibility for people who use mobility devices and cost of living. Living independently is incredibly difficult. As an advocate would like to see more available affordable housing that is accessible to individuals with disabilities (universal design).
- Warren – lives with partner. Echoes issues with affordability. Total personal income is \$1100/month. Affordability is a huge issue, needs to be addressed at all levels of government. Lives in an apartment and the elevator doesn't work which is problematic because he has issues with stairs, plus his unit is not accessible to friends in wheelchairs. Fire in building disabled elevator and it hasn't worked for months – landlord hasn't fixed the issue. Affordability & accessibility and housing problems.
- Rose – live in an apartment. Lives with her dad. When it comes to accessibility in Hayward, it is difficult to take paratransit because has to be accompanied by someone or her or boyfriend who does IHSS for her. Is pretty much landlocked unless someone helps her out. Does believe that there is elevator and wheelchair ramp but the pavement in parking lot is uneven and dangerous for her to traverse alone. It is a hazard. Feels that residence is safe because it is gated. Lives at the top of a hill, so even if she wanted to go to the grocery store at the bottom of the hill, couldn't go by herself because of the steep slope. There is a bus stop and she uses paratransit. Others with disabilities that live in the complex are blind and with wheelchair (mobility). Always some kind of noise in an apartment. Lives in a rent controlled apartment but experiencing increases in other costs (i.e. food) which is difficult.
- Alejandra – live in Contra Costa County, work in Hayward. Live in a house with her husband. Has a neighbor that helps them out because they have a steep driveway and both have physical disability. Hear most from consumers: people want to be closer to services, transportation not adequate to get people where they need to go. Public transportation and paratransit not adequate. Need more affordable house.

Transportation:

- Paratransit is not reliable, late, forget to pick people up. Need to think about how to use Uber or Lyft because people need to be able to get around.

- Experiences with BART, bus, Uber. Uber only has 4 wheelchair accessible vehicles so limited availability. Has tried calling Uber several times but often not available to get to work or to get home. Isn't sure who to contact at Uber – tried calling but no one picks up the phone. With paratransit: has to call Dial-a-ride (local company) to schedule it and then wait for EB paratransit to get back to Dial-a-ride about a time of day that they will pick her up and then she has to call to verify time. Working from home helps. Traveling an hour and a half a day to get to and from work.
- Has to go far for neurologists and other care – so have to travel far to get to medical care. Is given a window for when paratransit will come and will stand outside to wait for the ride.
- Paratransit inefficient. Cannot have same day paratransit service which is a huge inconvenience. AC transit tends to be more reliable than paratransit – need to call out stops, sometimes bus drives by, if miss stop need to walk back. BART more reliable in terms of time. However the bus and BART connections could be better, should “talk to each other.”
- Housing and transportation should be more connected. Should be better planned.

Sidewalks and Access

- Need to think about sidewalks, public right-of-way, being able to cross street, chirps to cross the street. Need to connect first mile, last mile piece.
- Specific areas: Downtown is easier to travel on sidewalks and path of travel but have noticed that sidewalks becoming more crowded i.e. scooters. Cannot hear scooters coming if you are blind so people can be injured. Area around Southland is also easy to navigate. Area along A Street near CRIL, unable to go on the sidewalk because something blocking like branches or no curb cuts or road block. Have to go into bike lane in wheelchair. When you go to Mia's Dream Playground, there is a sidewalk that is very narrow so not space for wheelchair and person is single file. Doesn't feel like it is actually useable even if it just meets ADA access. Very uncomfortable and dangerous.

Community Services, Parks, Recreation:

- Need to have access from bus stop to park or public facility. You can use Mia's Dream but it is hard to get to the park.
- COH and HARD need to make sure CRIL or others that can offer insight into lived experiences of sites are involved throughout project from vision, design to final construction. Contacting too early and then not executing.
- Maybe hire CRIL to provide design and insights.
- HARD looking into forming ADA Advisory Body. Warren is working with them.
- Good example, Fremont Elizabeth Lake is a good example of an accessible trail.
- Would like to see more accessible trails for people with ambulatory issues.

2. Types of housing/locations.

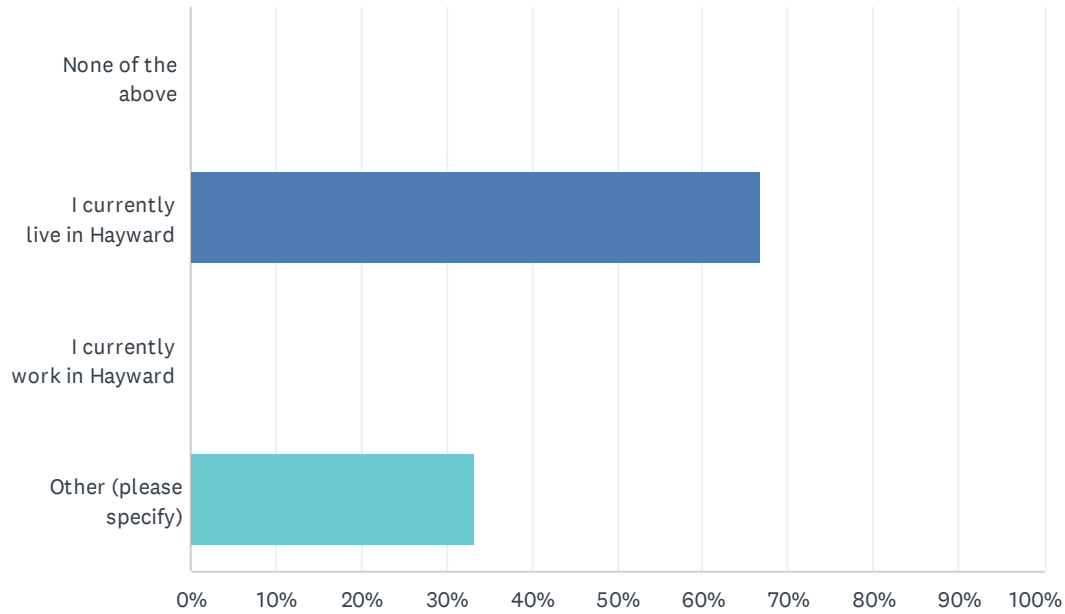
- Affordability has to be a major part of this conversation. Need to prioritize housing affordable to the lowest incomes possible.
- Need to have higher density housing at commercial areas and near transit but also want to talk about a continuum of housing. “Choice is important as well.”

- “Want people with disabilities to have options in terms of affordability and accessibility.” - Warren
- “First and foremost, it has to be affordable to people who do not have the income and luxury to pay thousands of dollars for housing and they need to be around services, transportation.” - Shay
- Within buildings, if there are housing problems or an emergency, there needs to be alternatives to getting out of building if elevator fails, such as a stair chair, right by the elevator inside the building.” – Shay
- Landlords need to be educated in these issues: Once requested to live downstairs because of limitations but heard that only living downstairs is discriminatory from landlords. People should be able to live on whatever floor they want and not face an issue.
- Prioritize development of housing near public services such as transit, grocery stores.
- Concerns about safety – wanting to feel safe, both on roadways and in housing.
- From BART to CRIL – train tracks and it doesn’t feel safe. Is there any way to help people get over the tracks.

Community Resources for Independent Living (CRIL) Housing Survey Results

Q1 Do you currently live and/or work in Hayward? Select all that apply.

Answered: 3 Skipped: 0

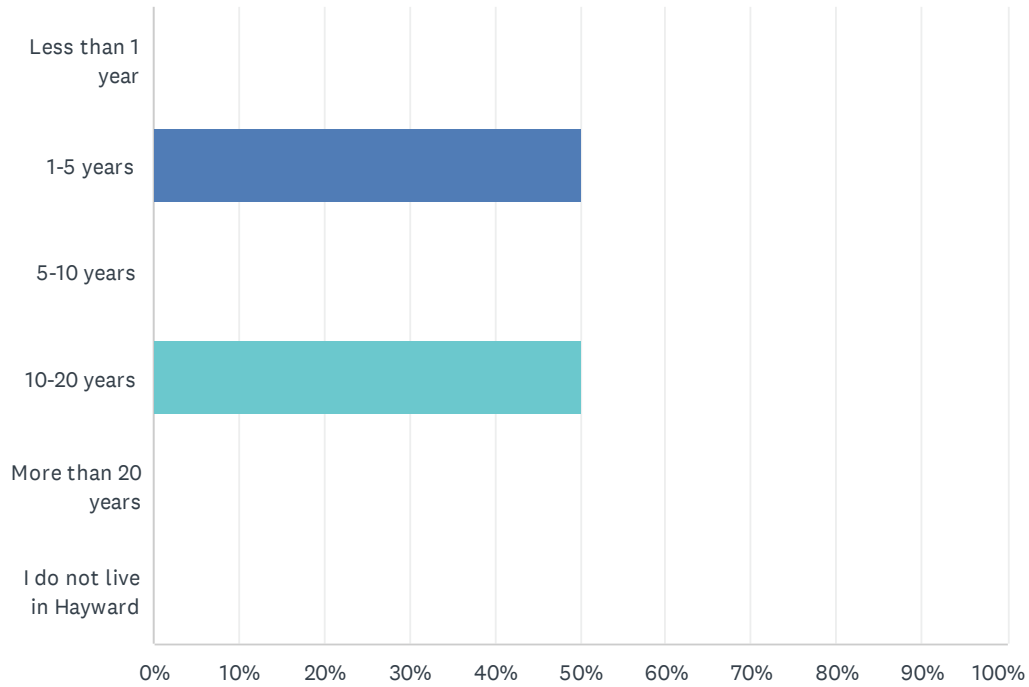


ANSWER CHOICES	RESPONSES
None of the above	0.00% 0
I currently live in Hayward	66.67% 2
I currently work in Hayward	0.00% 0
Other (please specify)	33.33% 1
TOTAL	3

#	OTHER (PLEASE SPECIFY)	DATE
1	I do business in Hayward	6/8/2022 8:28 AM

Q2 If you live in Hayward, how long have you lived here?

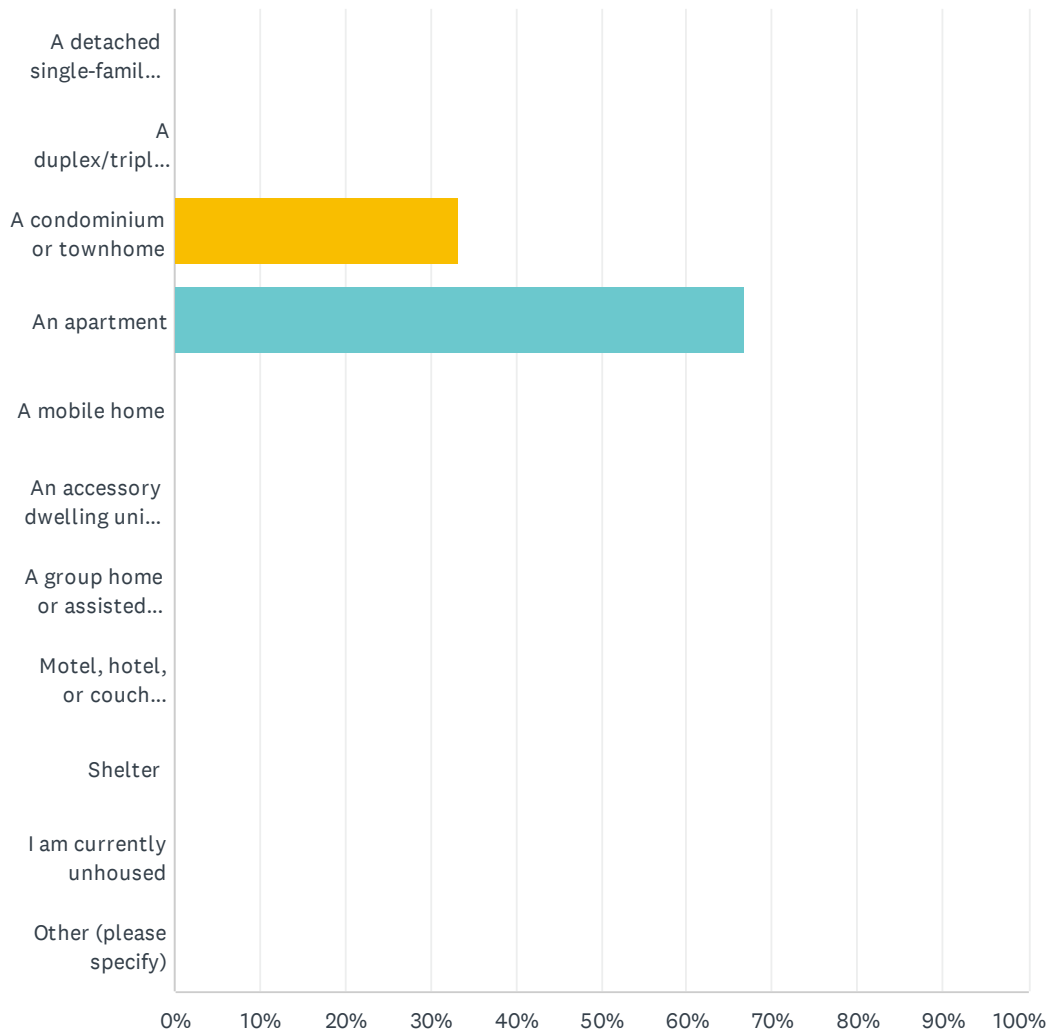
Answered: 2 Skipped: 1



ANSWER CHOICES	RESPONSES
Less than 1 year	0.00% 0
1-5 years	50.00% 1
5-10 years	0.00% 0
10-20 years	50.00% 1
More than 20 years	0.00% 0
I do not live in Hayward	0.00% 0
TOTAL	2

Q3 What type of housing do you live in?

Answered: 3 Skipped: 0



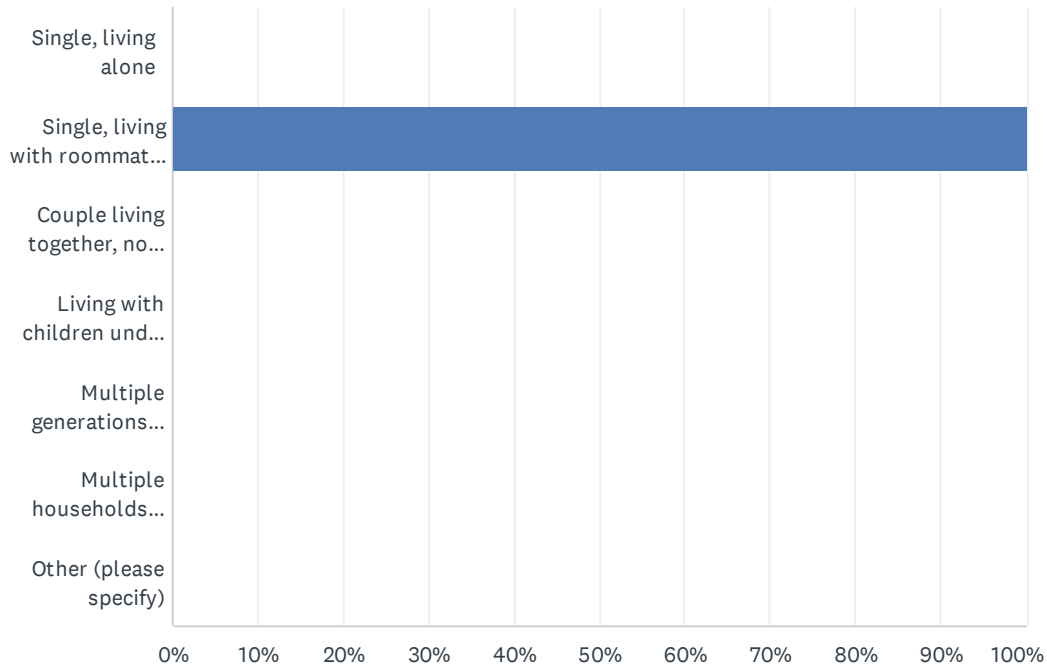
Hayward Housing Survey for Community Resources for Independent Living

ANSWER CHOICES	RESPONSES	
A detached single-family house	0.00%	0
A duplex/triplex/fourplex	0.00%	0
A condominium or townhome	33.33%	1
An apartment	66.67%	2
A mobile home	0.00%	0
An accessory dwelling unit, such as a granny flat or guest house	0.00%	0
A group home or assisted living facility	0.00%	0
Motel, hotel, or couch surfing	0.00%	0
Shelter	0.00%	0
I am currently unhoused	0.00%	0
Other (please specify)	0.00%	0
TOTAL		3

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q4 Which best describes your household?

Answered: 3 Skipped: 0

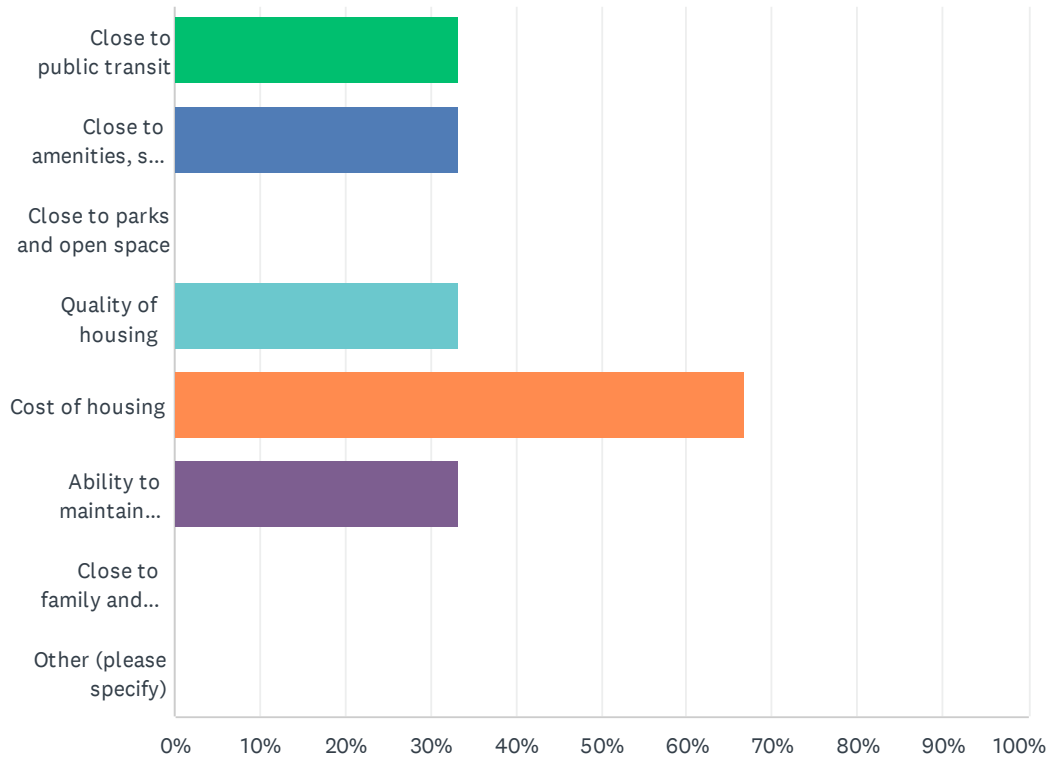


ANSWER CHOICES	RESPONSES
Single, living alone	0.00% 0
Single, living with roommates.	100.00% 3
Couple living together, no children	0.00% 0
Living with children under 18 at home	0.00% 0
Multiple generations living together (adult children, parents, grandparents, etc.)	0.00% 0
Multiple households living together	0.00% 0
Other (please specify)	0.00% 0
TOTAL	3

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q5 What do you like about your residence and its location? Select all that apply.

Answered: 3 Skipped: 0

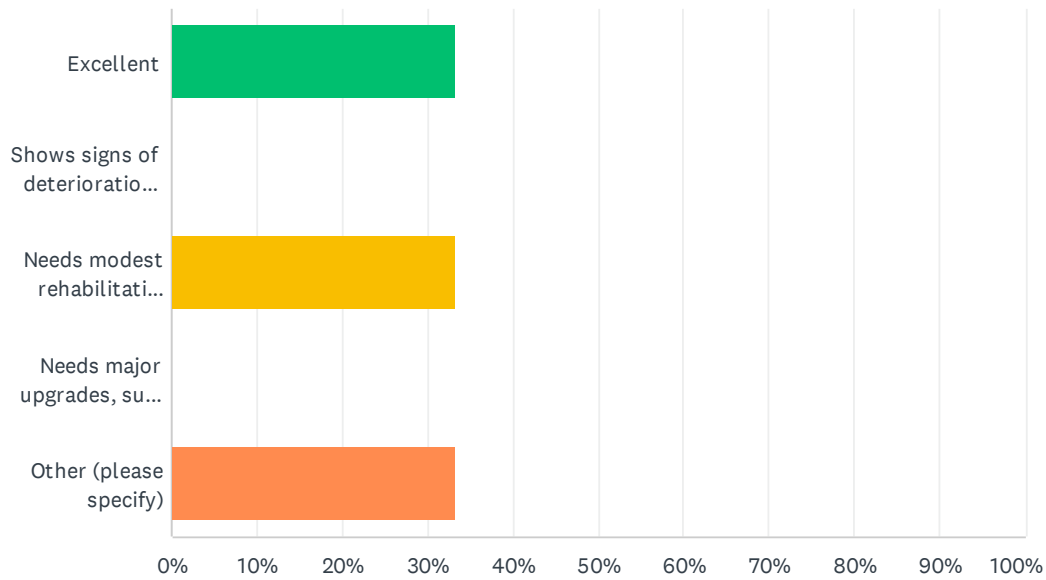


ANSWER CHOICES	RESPONSES	
Close to public transit	33.33%	1
Close to amenities, such as grocery stores, dining, nightlife	33.33%	1
Close to parks and open space	0.00%	0
Quality of housing	33.33%	1
Cost of housing	66.67%	2
Ability to maintain independence, regardless of age, disability status, or other functional limitations	33.33%	1
Close to family and friends	0.00%	0
Other (please specify)	0.00%	0
Total Respondents: 3		

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q6 How would you describe the overall condition of your residence?

Answered: 3 Skipped: 0



ANSWER CHOICES	RESPONSES
Excellent	33.33% 1
Shows signs of deterioration, such as peeling paint, chipped stucco, etc.	0.00% 0
Needs modest rehabilitation, such as new windows, new roof, new siding, etc.	33.33% 1
Needs major upgrades, such as new plumbing, new electrical, foundation repairs, etc.	0.00% 0
Other (please specify)	33.33% 1
TOTAL	3

#	OTHER (PLEASE SPECIFY)	DATE
1	all right	6/8/2022 8:28 AM

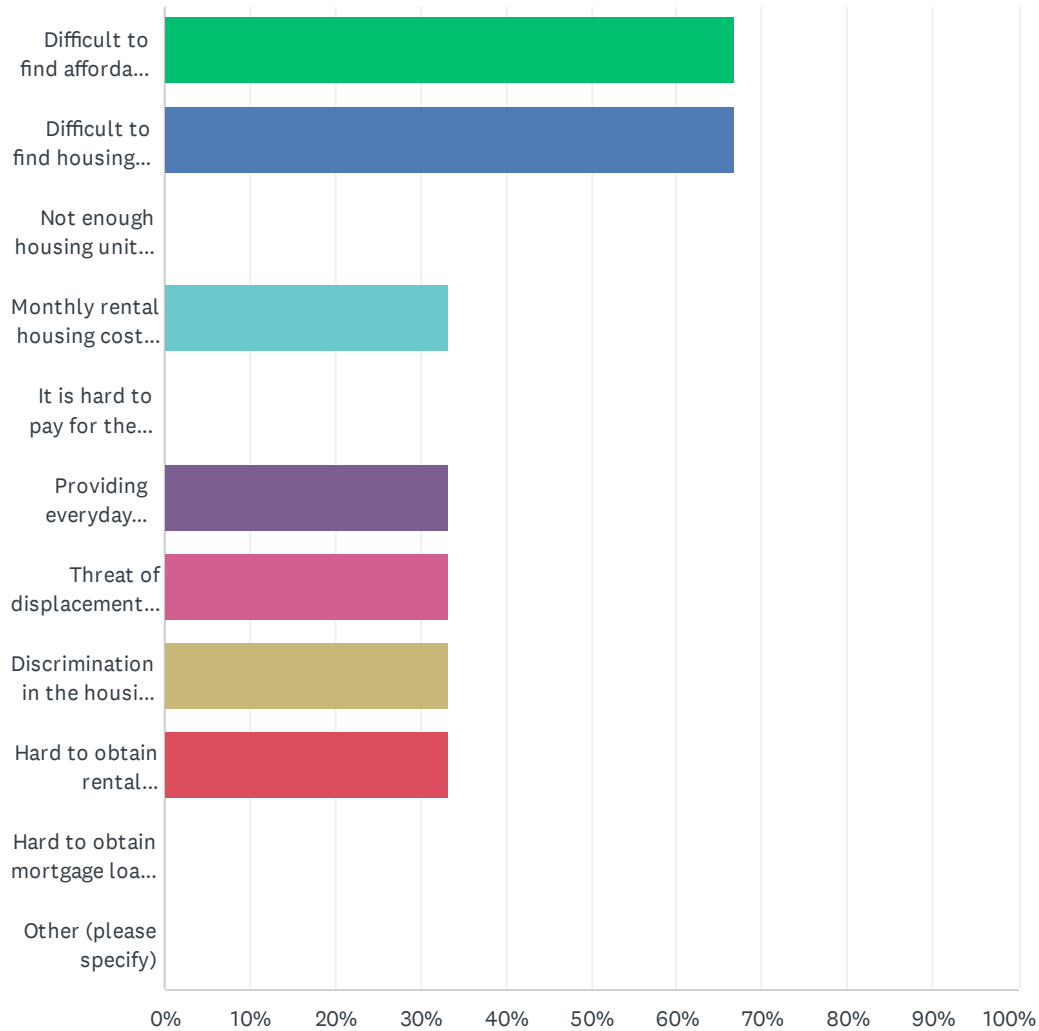
Q7 Please explain your housing needs.

Answered: 3 Skipped: 0

#	RESPONSES	DATE
1	There are minor repairs in the bathrooms.	6/10/2022 9:38 AM
2	N/A	6/9/2022 4:03 PM
3	My biggest need is housing affordability	6/8/2022 8:28 AM

Q8 What are housing challenges in Hayward that you have experienced personally? Select all that apply.

Answered: 3 Skipped: 0



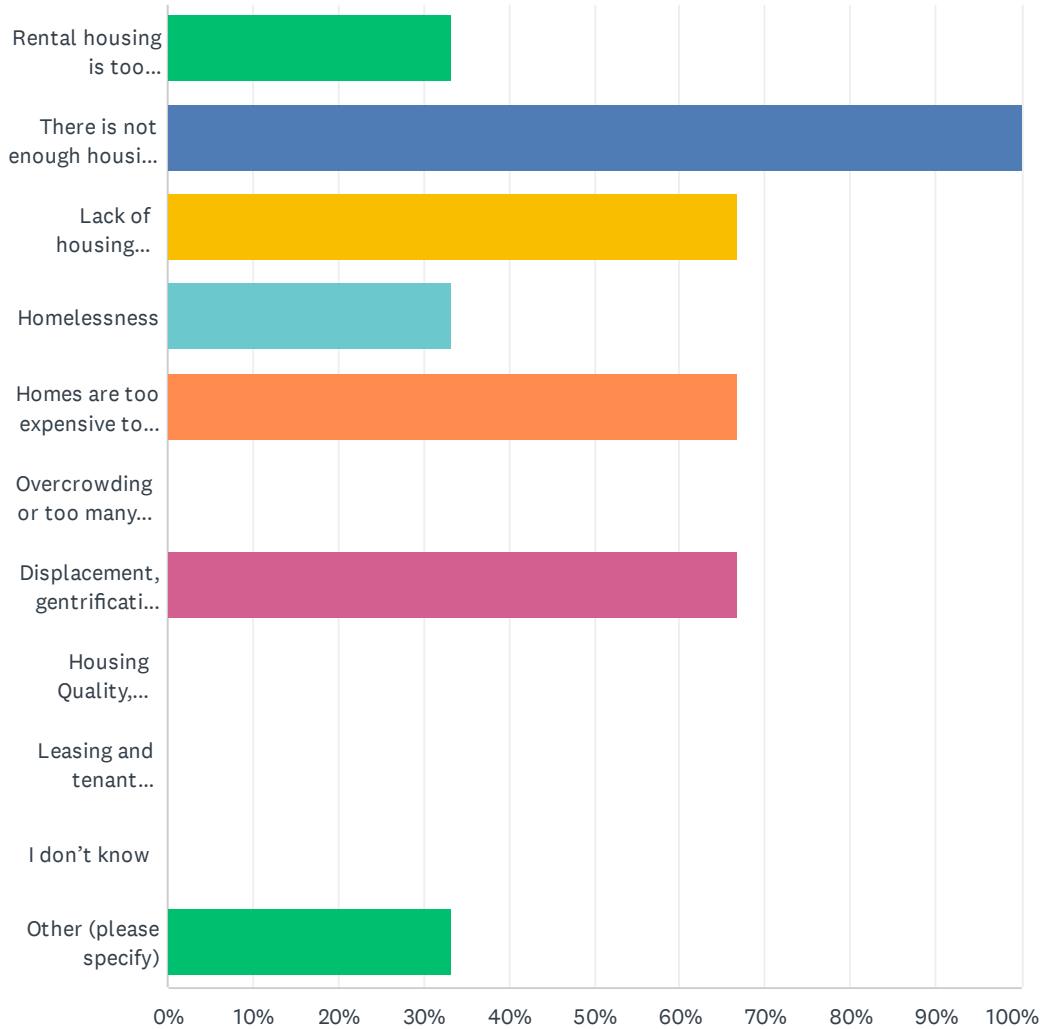
Hayward Housing Survey for Community Resources for Independent Living

ANSWER CHOICES	RESPONSES	
Difficult to find affordable housing.	66.67%	2
Difficult to find housing for people with special needs, such as seniors, persons with disabilities or functional limitations	66.67%	2
Not enough housing units big enough for households with families or multiple generations living together.	0.00%	0
Monthly rental housing costs are too expensive	33.33%	1
It is hard to pay for the deposit for rental housing because it is too expensive.	0.00%	0
Providing everyday services to people experiencing homelessness, including showers, bathrooms, food, medical care, temporary shelter, and opportunities for permanent housing.	33.33%	1
Threat of displacement including eviction, foreclosure, etc.	33.33%	1
Discrimination in the housing market based on race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, gender, age, sexual orientation, gender identity, or veteran or military status.	33.33%	1
Hard to obtain rental assistance to sustain rental housing.	33.33%	1
Hard to obtain mortgage loan large enough to buy a home.	0.00%	0
Other (please specify)	0.00%	0
Total Respondents: 3		

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q9 When we consider all housing issues in the City of Hayward, what do you believe are the most urgent issues? Select three.

Answered: 3 Skipped: 0



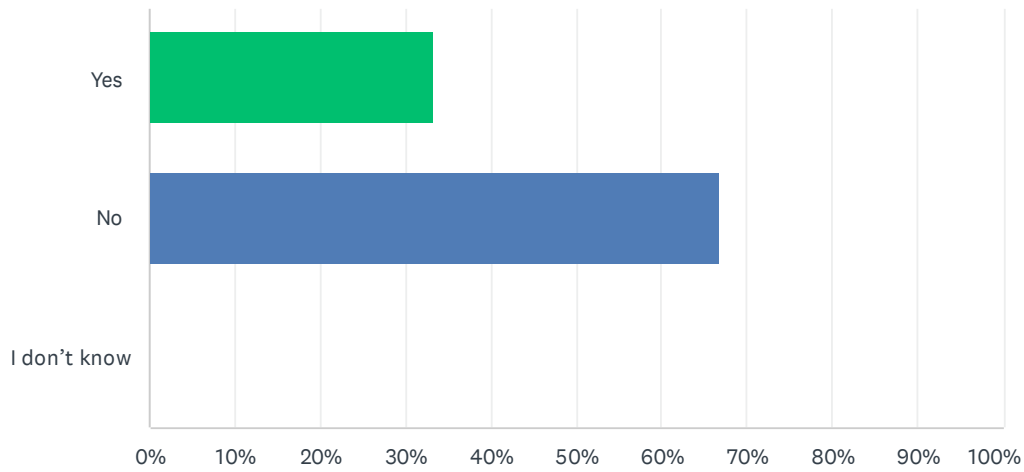
Hayward Housing Survey for Community Resources for Independent Living

ANSWER CHOICES	RESPONSES	
Rental housing is too expensive	33.33%	1
There is not enough housing available to rent or buy	100.00%	3
Lack of housing accessible to people with disabilities	66.67%	2
Homelessness	33.33%	1
Homes are too expensive to buy	66.67%	2
Overcrowding or too many people living in one home	0.00%	0
Displacement, gentrification, or friends/neighbors have to leave the City to find housing	66.67%	2
Housing Quality, maintenance, or housing does not have desired features	0.00%	0
Leasing and tenant screening process is too difficult	0.00%	0
I don't know	0.00%	0
Other (please specify)	33.33%	1
Total Respondents: 3		

#	OTHER (PLEASE SPECIFY)	DATE
1	new housing will not allow for people to age-in-place	6/9/2022 4:03 PM

Q10 Are you now or have you ever been at risk of losing your housing?

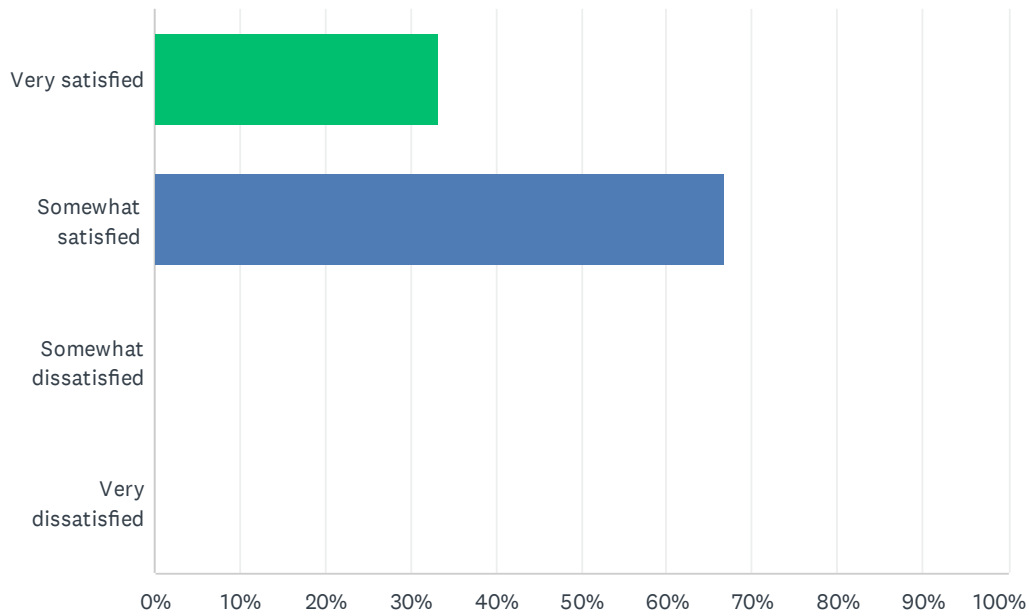
Answered: 3 Skipped: 0



ANSWER CHOICES	RESPONSES
Yes	33.33% 1
No	66.67% 2
I don't know	0.00% 0
TOTAL	3

Q11 How satisfied are you with your housing choices?

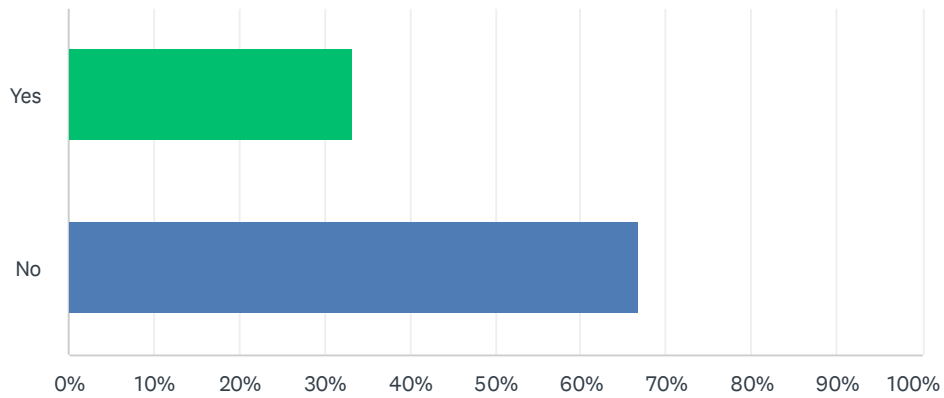
Answered: 3 Skipped: 0



ANSWER CHOICES	RESPONSES
Very satisfied	33.33% 1
Somewhat satisfied	66.67% 2
Somewhat dissatisfied	0.00% 0
Very dissatisfied	0.00% 0
TOTAL	3

Q12 Does Hayward's current housing types meet your needs?

Answered: 3 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	33.33%	1
No	66.67%	2
TOTAL		3

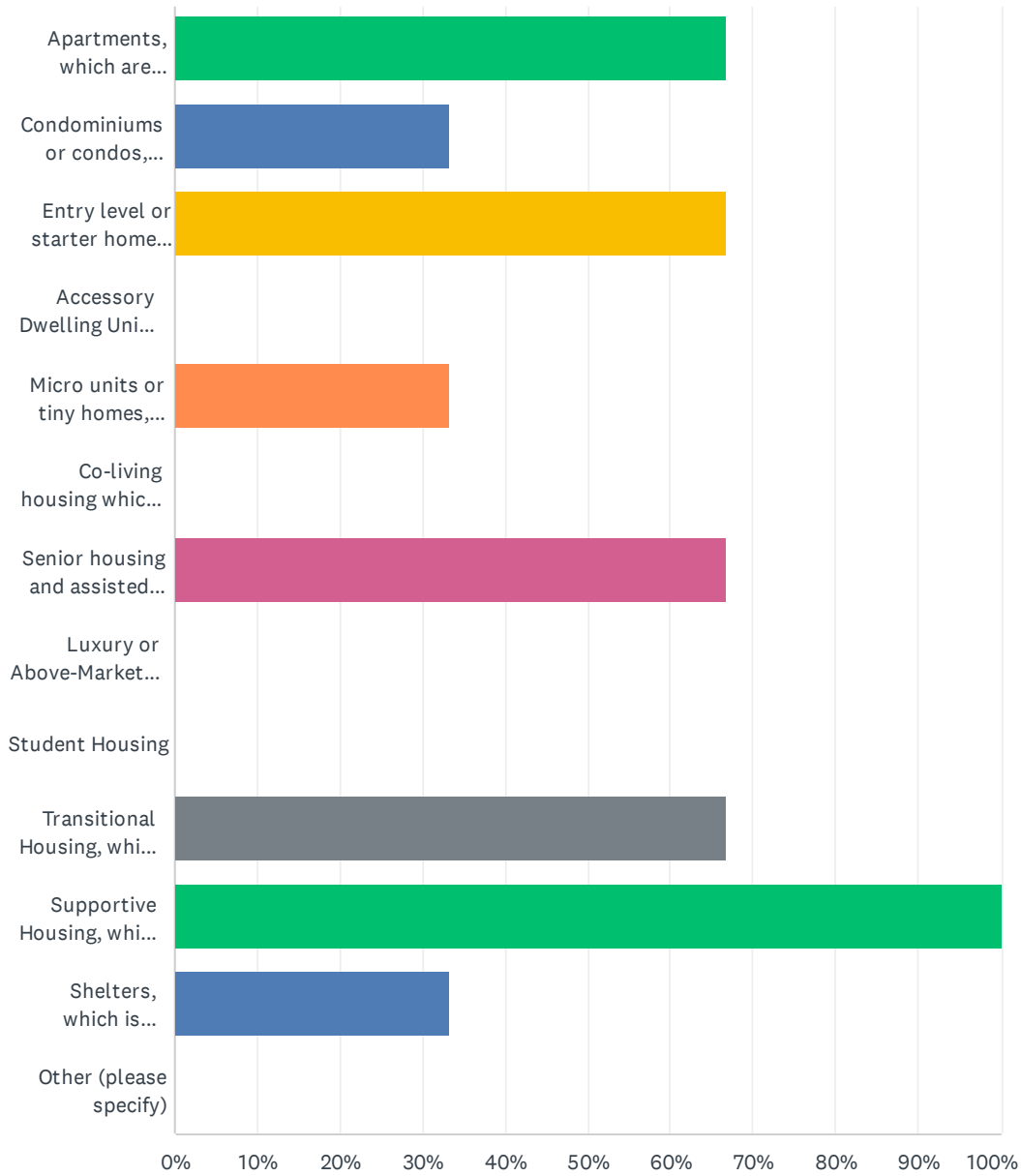
Q13 If current housing types in Hayward do not meet your needs, please explain.

Answered: 2 Skipped: 1

#	RESPONSES	DATE
1	I have to be accompanied by someone and can't go out by myself.yself	6/10/2022 9:38 AM
2	Costs are way to high for my income	6/8/2022 8:28 AM

Q14 In your opinion, what types of housing are needed in Hayward? Select all that apply.

Answered: 3 Skipped: 0

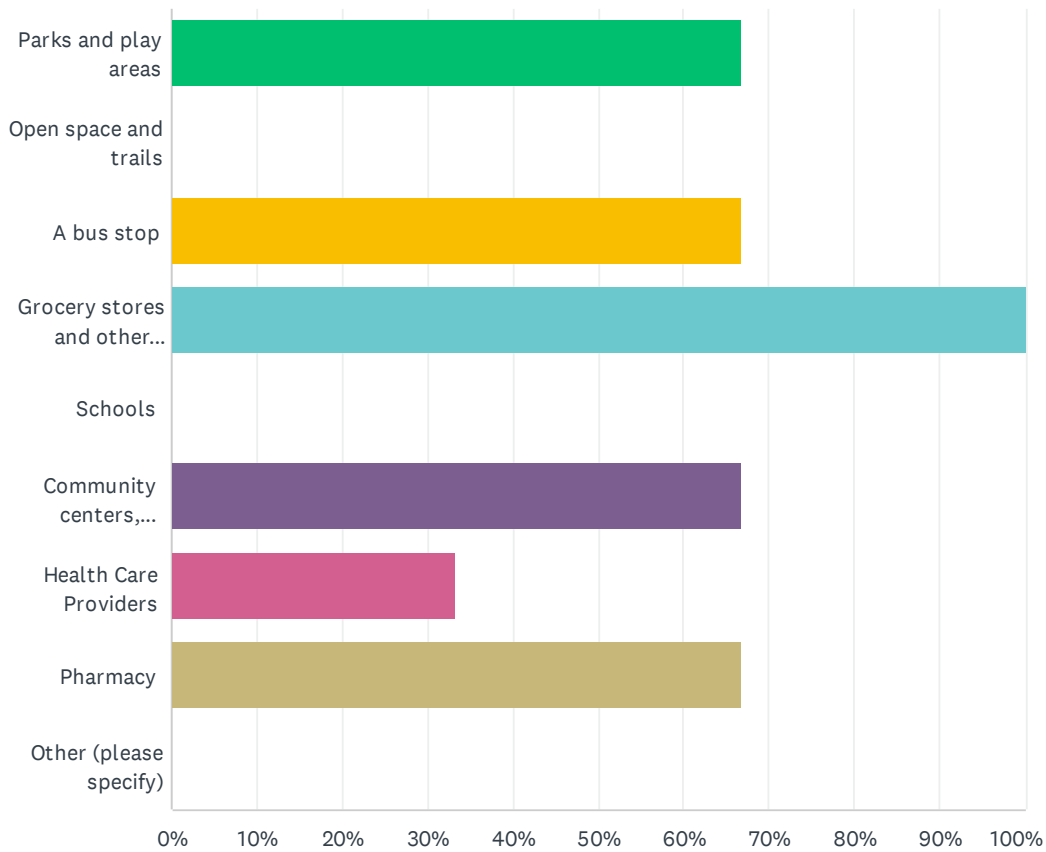


Hayward Housing Survey for Community Resources for Independent Living

ANSWER CHOICES		RESPONSES	
Apartments, which are defined as a suite of rooms forming one residence in a building containing multiple residences.		66.67%	2
Condominiums or condos, which are defined a building or complex of buildings containing a number of individually owned apartments or houses, that serve as an alternative to owning a single family residence.		33.33%	1
Entry level or starter homes, which are defined as a relatively small, economical house or condominium.		66.67%	2
Accessory Dwelling Units (ADUs) or "in-law unit" which are defined as a small, secondary dwelling unit, built on the same lot as the main house, and can either be attached or built independently.		0.00%	0
Micro units or tiny homes, which are defined as a streamlined version of housing that includes efficient, space-saving innovations.		33.33%	1
Co-living housing which is defined as communal living with a private bedroom and shared common areas.		0.00%	0
Senior housing and assisted living which is defined as housing facilities with daily care services for older adults		66.67%	2
Luxury or Above-Market Housing which is defined as housing that is above market value due to its quality of amenities.		0.00%	0
Student Housing		0.00%	0
Transitional Housing, which is defined as temporary housing for homeless people to transition into permanent, affordable housing.		66.67%	2
Supportive Housing, which is defined as a combination of housing and services in one location.		100.00%	3
Shelters, which is defined as a temporary residence for homeless individuals that provides residents with safety and protection from exposure to the weather.		33.33%	1
Other (please specify)		0.00%	0
Total Respondents: 3			
#	OTHER (PLEASE SPECIFY)	DATE	
	There are no responses.		

Q15 Which amenities would you like to see near housing? Select three.

Answered: 3 Skipped: 0



ANSWER CHOICES	RESPONSES	
Parks and play areas	66.67%	2
Open space and trails	0.00%	0
A bus stop	66.67%	2
Grocery stores and other shopping	100.00%	3
Schools	0.00%	0
Community centers, libraries or other public facilities	66.67%	2
Health Care Providers	33.33%	1
Pharmacy	66.67%	2
Other (please specify)	0.00%	0
Total Respondents: 3		

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

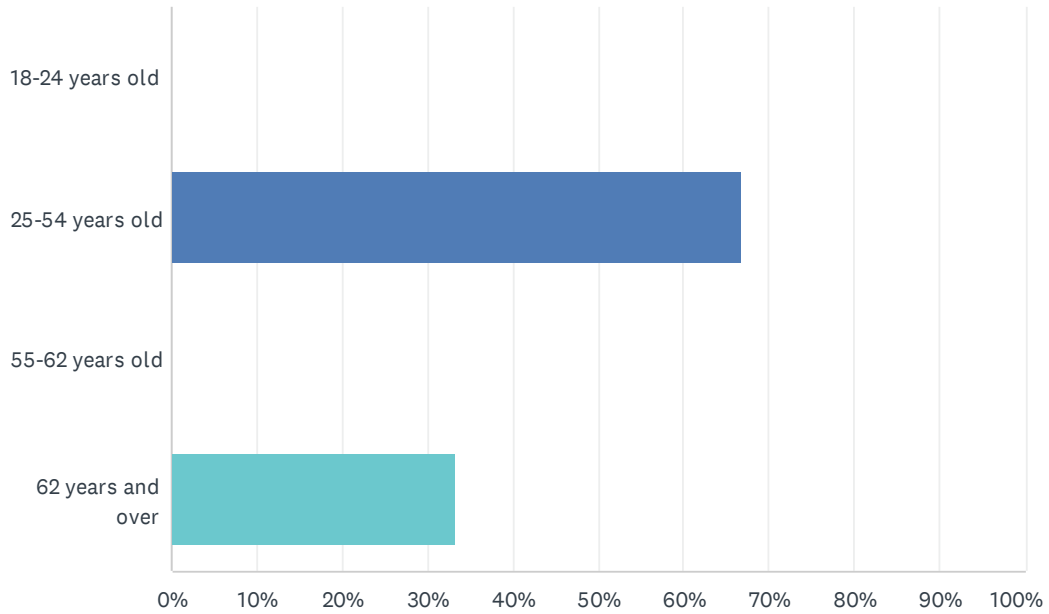
Q16 Please describe your hopes for Hayward's future housing opportunities?

Answered: 3 Skipped: 0

#	RESPONSES	DATE
1	Flatter pavement where I can use my rolling walker outside.	6/10/2022 9:38 AM
2	Housing in which one can age in placd	6/9/2022 4:03 PM
3	I would hope that Hayward would be able to produce accessible and affordable housing for persons with disabilities!	6/8/2022 8:28 AM

Q17 What is your age?

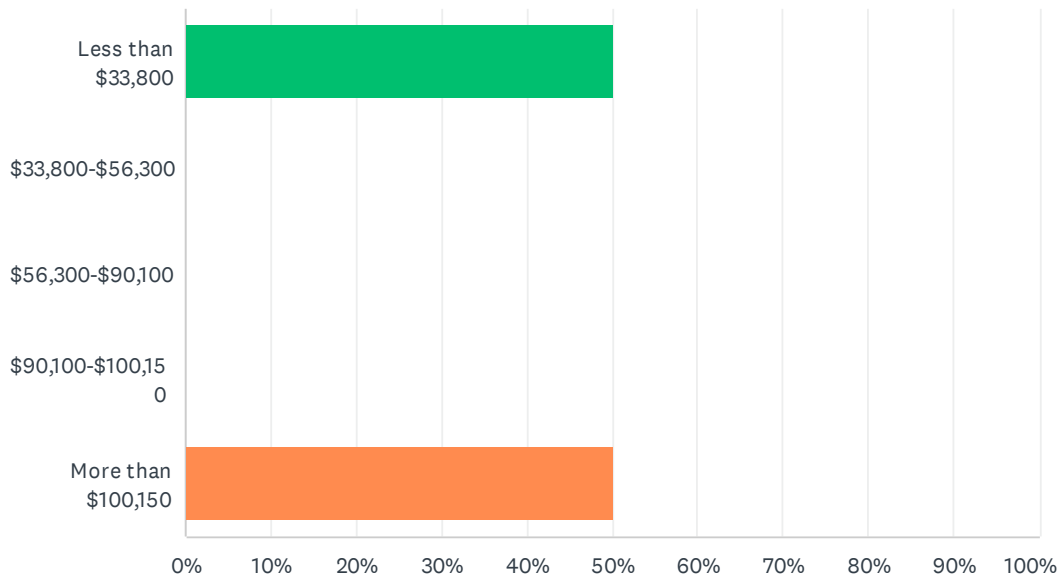
Answered: 3 Skipped: 0



ANSWER CHOICES	RESPONSES
18-24 years old	0.00% 0
25-54 years old	66.67% 2
55-62 years old	0.00% 0
62 years and over	33.33% 1
TOTAL	3

Q18 What is your annual income?

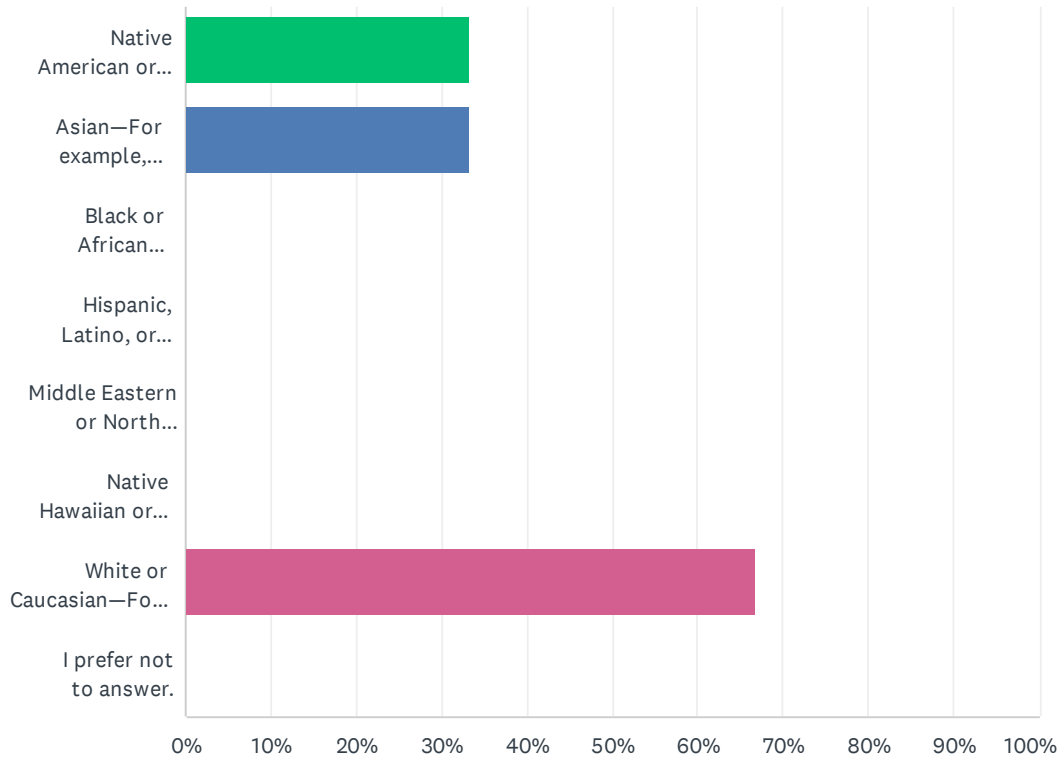
Answered: 2 Skipped: 1



ANSWER CHOICES	RESPONSES	
Less than \$33,800	50.00%	1
\$33,800-\$56,300	0.00%	0
\$56,300-\$90,100	0.00%	0
\$90,100-\$100,150	0.00%	0
More than \$100,150	50.00%	1
TOTAL		2

Q19 Which race/ethnicity category best describes you? Select all that apply to you.

Answered: 3 Skipped: 0



ANSWER CHOICES	RESPONSES	
Native American or Alaska Native—For example, Ohlone, Yrgin, Chochenyo, Karkin, Ramaytush, Yokuts, or Muwekma.	33.33%	1
Asian—For example, Chinese, Filipino, Vietnamese, Korean, Japanese, Indian.	33.33%	1
Black or African American—For example, Jamaican, Haitian, Nigerian, Ethiopian, Somali.	0.00%	0
Hispanic, Latino, or Latinx—For example, Mexican or Mexican American, Puerto Rican, Cuban, Salvadoran, Dominican, Colombian.	0.00%	0
Middle Eastern or North African—For example, Lebanese, Iranian, Egyptian, Syrian, Moroccan, Algerian.	0.00%	0
Native Hawaiian or Other Pacific Islander—For example, Native Hawaiian, Samoan, Chamorro, Tongan, Fijian, Marshallese.	0.00%	0
White or Caucasian—For example, German, Irish, English, Dutch, Polish, French.	66.67%	2
I prefer not to answer.	0.00%	0
Total Respondents: 3		

Q20 Please provide your email if you would like to receive updates regarding the City of Hayward housing and climate update.

Answered: 2 Skipped: 1

#	RESPONSES	DATE
1	fmtg816@aol.com	6/9/2022 4:03 PM
2	porpie5472@gmail.com	6/8/2022 8:28 AM

Balancing Act Summary

Balancing Act: Housing Sites Simulation

The City ran a Balancing Act simulation for 35 days (from April 8 to May 13, 2022). The sites simulation allowed the public to provide feedback on each housing site (CalTrans Corridor, Downtown, along Mission Boulevard, on publicly-owned land, and other residential and mixed-use areas) and explain where they would like to see additional development or higher density development in Hayward to accommodate the Regional Housing Need. Links were provided to the groups on the email and mailing lists described above, the City's email lists, interested parties and was advertised on social media. . There were 19 participants that provided 44 comments on 1722 potential housing sites. The input provided by the participants included the following major themes:

Recommend prioritizing residential development on empty lots first.

Public comments regarding the CalTrans Corridor included the following major themes:

- Residential units ranging from 600 units to 2000 units.
- Recommend focusing on Carlos Bee for higher density housing due to location near California State University East Bay (CSUEB) to provide quality housing for students.
- Recommend higher density housing in South Hayward near BART and mission.
- Recommend a mix of mid-rise towers or 5+1 developments.
- Agree this location is untapped and a great opportunity for high-density housing near City resources.
- Recommend creating a pedestrian-friendly, transit-oriented "Main Street" with an emphasis on mix-use and affordable housing, including commercial leasing space made available to encourage lower income entrepreneurs to get a proper store front with nearby housing. downgrade Mission Boulevard to include more walking friendly infrastructure and dedicated transit/bike lane.
- Recommend removing height allowances and affordability requirements so that volume will provide affordability.
- Recommend allowing a residential building (as big, if not bigger) than the old City Hall that was torn down, update Grove Street, and put a left turn signal so people can turn left onto Foothill onto Highway 580.
- Recommend developing more apartment units on Parcel 5 and affordable housing development on the upper portion of P7.
- Concerns with location's proximity to fault lines.
- Desire to preserve most of the land in the area for parks and open space, particularly in the hills.

Public comments regarding the Downtown Area included the following major themes:

- Recommend for high-density residential development because of its walkability to BART, Downtown amenities, and new projects around the new Lincoln Landing site and the old Chiropractor College site on Main Street, which promotes a sustainable lifestyle.
- Recommend mixture of mid- and high-rise residential towers.
- Recommend securing the underutilized BART-owned lot on B Street to the north of the BART station to establish mixed use development.
- Recommend Downtown B Street at Main and Mission should be redeveloped to include more mixed-use development and add hundreds of housing units.
- Recommend the City designate the Upper B Street neighborhood for higher density development for multifamily apartment complexes.

- Recommend removing density restrictions in this area to encourage as much residential development as possible.
- Desire to maintain dining, entertainment, and services in Downtown while also promoting new housing development, such as six-story apartments found in Redwood City.
- Recommend removing parking minimums because of walking distance to BART station, change all retail and commercial-only zoning to allow for mixed use to allow for retail on the first floor and 5-8 stories of apartments on top.

Public comments regarding the Mission Boulevard included the following major themes:

- Agree there is potential to revitalize the area and increase housing in the area due to empty and underutilized lots.
- Concern regarding limited resources and opportunities for walkability.
- Recommend mix of mid-rise towers or 5+1 developments or converting one-level commercial buildings to 4-5 story mixed use development.
- Recommend affordable housing or homeless shelter in the area.
- Recommend pairing residential development with improved investment in public transit infrastructure.

Public comments regarding the Residential and Mixed Use Area included the following major themes:

- Recommend adding more housing in North Hayward.
- Recommends graded density, through zoning, to include mid-density townhomes around commercial development and amenity hubs, since Hayward has a lot of infill sites.

Additional recommendations include:

- Demolish the billboard located on Foothill Boulevard in order to light the water tower with solar powered light, similar to the project in Campbell.
- Recommendation to include bike lanes, public transit infrastructure (e.g., bus lanes, light rail) in Downtown Area.
- Recommend adding housing on the empty lot at Clay Street, D Street, 4th Street, and B Street.
- Concern about the identified locations generally requiring cars for transportation due to limited public transit, and instead, focusing on adding new high-density residential development near public transit and splitting lots and incorporating accessory dwelling units (ADUs) in existing low-density housing areas.
- Recommend eliminating single-family zoning citywide to increase the city's capacity to build housing to meet RHNA without the risk of gentrification and runaway speculation.
- Recommend increasing density along major corridors, including Tennyson and Industrial, to incentivize further small business development and public transit use in the region.
- Recommend using empty lots located along B Street and on Templeton and Hill Avenue due to lack of development and proximity to public transit.
- Recommend upzoning and redeveloping existing low-density commercial development located at Hesperian Boulevard, A Street, and Jackson Street.
- Recommend any new construction beyond the pipeline should be the only buffer option and more toward the western "4" area. Also recommend limiting residential development near the hills because of earthquakes and landslides as well as areas located near the shore because of climate change-induced sea level rise.

- Recommend mixed-use opportunities in Jackson Triangle (Huntwood Avenue and Harder Road), Burbank (Winton Avenue and A Street), Southgate (along Hesperian Boulevard).

H HAYWARD

Welcome to Balancing Act!

H HAYWARD

The City of Hayward is preparing an update to its Housing Element. This is an opportunity for having community conversations about how to address local housing challenges and to develop solutions. State law does not require that jurisdictions build or finance new housing, but they must plan for it by identifying sufficient sites and minimizing constraints to development. In the Housing Element, local governments make decisions about where safe, accessible, and diverse housing can be developed in order to provide a mix of housing types at varying levels of affordability. In fact, one of the main purposes of the Housing Element is to identify how and where Hayward will meet its share of the region's

3,572 housing units

Map Satellite

You do not have a housing plan.

3,572 housing units

Total Units

Housing Target/Regional Housing Needs Allocation (RHNA): 1,722 housing units

Buffer: 1,850 housing units

Housing Unit Allocations

- 1 - CalTrans Corridor: 0 housing units
- 2 - Downtowns: 0 housing units
- 3 - Mission Boulevard: 0 housing units
- 4 - Other Residential and Mixed Use Areas: 0 housing units

Submit

Public Workshop Summary

Polling Questions

1. How long have you lived in Hayward?
 - a. Less than 1 year
 - b. 1-5 years
 - c. 6-10 years
 - d. More than 10 years
 - e. I do not live in Hayward
2. Do you rent or own your residence?
 - a. I own my residence
 - b. I rent my residence
3. Do you see yourself in your current home in 5 years?
 - a. Yes
 - b. No
 - c. I don't know
4. Do you need help to achieve your housing goals?
 - a. Yes
 - b. No
 - c. I don't know
5. Which zip code do you live in?
 - a. 94540
 - b. 94541
 - c. 94542
 - d. 94543
 - e. 94544
 - f. 94545
 - g. 94552
 - h. 94557
 - i. Other
 - j. I don't live in Hayward

Discussion Questions

Session 1: Welcome and Introductions

1. What three words would you use to describe your housing situation?
 - Spacious, comforting & supportive
 - i. "Spacious" meaning NOT hemmed in!
 - too expensive! Car-dependent 😞 but beautiful 😊
 - Need affordable housing
 - garden, sanctuary, nurturing
 - comfortable, family, community
 - x

sanctuary
spacious housing community
nurturing comfortable
comforting supportive
car-dependent need
expensive affordable
family beautiful
garden

Session 2: Discussion























2. What is your greatest housing need?

- What is there to encourage more rental units? Current rental development compared to historic development for rental development is pitiful.
- Great presentation. 30 years ago, I graduated from Hayward, and my daughters graduated from East Bay. As a college graduate it was difficult to find affordable housing. I do not know how to help them. I would prefer to let them be independent rather than me co-sign, but students are struggling to find affordable housing. They are our future and I hope you will include them in your policies.
 - i. To add onto Celia's point, I work for a local engineering firm, and we have a hard time hiring interns because it is just so expensive to live within a reasonable distance from work.
- As a renter I'm looking for flexibility for how long I will live in an apartment. The requirements for apartment applications are a huge deterrent for housing without the guarantee of receiving housing (e.g., credit scores, background checks). I'm wondering what the City can do to remove those barriers. Also, as we build these units how do we make sure the developer will put the units on the market? Would this require support from the City Council?
 - i. Also, anecdotally to George's point, a lot of rental units require making 2.5x-3x the monthly rent in order to even be considered. Making Hayward minimum wage, this would require working 100hrs a week to just barely make that number.
- I am a resident of Hayward, born and raised along with my brother. We've lived here our whole lives. My brother has been homeless for five years. He has tried to use resources and every time he has found the facilities inadequate (e.g., requirements of the facility, not providing resources, rehabilitation program for addiction, rehabilitation program that is sustainable). In the Housing Element, does it include programs to improve these circumstances?
- Most of the units at CityView apartment which is the closest to Cal State Hayward, \$1800 per month for one bedroom, \$2600-\$2800 for two bedrooms. Ironically, students cannot afford them. I wonder if it is taken over by working professionals, rather than students.
- Celia, I lived at CityView. There are many one bedroom apartments there with more than 4 people, not just students, living there. Students tend to split the apartments and have more than 2 people per room.
 - i. Doesn't that violate the maximum allowable people per bedroom in a unit like that?
- Is there transitional housing in your housing element?
- The mayor's most recent address said the St. Regis building potentially rehabilitated into units for individuals experiencing homelessness or struggling with substance abuse. Was that included in the numbers for the Housing Element? Is it too early to be incorporated? Can we use hotels for transitional housing? Recently Hayward passed an ordinance to increase sales tax on hotel rooms. When we talk about a shallow rent

subsidy is it possible to waive sales tax for individuals experiencing homelessness and a way to use hotel rooms as transitional housing.

- I have followed the homelessness task force that meets once a month. There are more opportunities for the task force to get money to buy and lease hotels in the city for transitional housing for those experiencing homelessness. I've testified they should be doing it. There are many marginal hotels in Hayward that we could buy or do long-term leases for with services from non-profits. There seems to be hesitancy from staff and City Council to go after those hotels. There are at least seven or eight willing hotel owners who are willing to sell or long-term lease their hotel for the City to use for this purpose. I do not understand why it is not being aggressively pursued. It's suggested as a study in the Housing Element, but I do not know what needs to be studied.
 - I have followed the Housing Element update and I do not have particular needs. I am here in gratitude for what I have, as a home owner for 30 years. I have advocated for the City to require housing developers to build affordable units as part of every housing project.
 - I would like to go back to the difference of affordable housing units that are available for renting. Are they going to be bought and then rented at excessive rates. They put money in an in-lieu fee fund, which is used for a variety of things, some of which are not on-the-ground built affordable housing units. Inclusionary housing should be included in every project rather than segregated. If we did that at the bowling alley project, we would have affordable housing and inclusionary housing near BART. But instead ,we ended up with only market rate housing.
 - The City could increase 6% requirement for affordable housing units. Developers would rather put the money into in-lieu fees and leave it up to the City.
 - Of the units, how many will be rental units compared to market rate housing. The current cost to rent a studio apartment is \$2,500 per month, which is absurd. All the houses that are being built, how many are being bought so they can be rented out at absurd rates? I say as an overpaid tech employee, it is difficult for me to find rental housing that is affordable within 30% of my income. Are there rent-controlled subsidy policies that could be put in place to protect renters from increasing rental rates?
 - I'm concerned about the vacancy rate (4.8% or 2,000 units). That seems high. Can we quantify how many people do not have a place to live? It's not right. There are too many people who need places to sleep.
3. Do you need help to achieve your housing goals? If so, what would help you right now?
- Re "help in ACHIEVING housing goal- how about Help in maintaining housing quality of life. food for thought
4. Do you have any additional recommendations for the Housing Element?
- No comments received.
5. Additional Questions and Comments
- What is site #14 up in the hills?
 - Are there any planned communities to go into the hills that are for low-income or moderate income persons? I see a lot of affluent communities in the hills going in.
 - Very clear presentation. though required, just want to thank you for your efforts to meet your RHNA numbers and also to create more affordable housing overall.

3 Presenters and 17 Participants

-  Sarah Howland (Co-host, me)
-  Leigha Schmidt (Host)  
-  Jason Montague, Rincon C... (Co-host)
-  rita whiteman
-  Alexandria Cully (her/they)
-  Andres S., Rincon Consultants
-  Celia Chung
-  Debbie Frederick
-  Drew Balthazor
-  Emmanuel Nava
-  Eric Heltzel
-  Fozia
-  Frank Goulart
-  George Syrop
-  iPhone
-  Jamila Hayes
-  kurt donnelly
-  Nicole Grucky
-  Ro Aguilar
-  Viki vivaldo

Public Comments on Draft Housing Element



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
 2150 Webster Street, P.O. Box 12688
 Oakland, CA 94604-2688
 (510) 464-6000

2022

August 3, 2022

Rebecca Saltzman
 PRESIDENT

Janice Li
 VICE PRESIDENT

Robert Powers
 GENERAL MANAGER

Planning Division
 City of Hayward
 777 B Street
 Hayward, CA 94541
 Email: Leigha.Schmidt@hayward-ca.gov

Dear Leigha Schmidt:

DIRECTORS

Debora Allen
 1ST DISTRICT

Mark Foley
 2ND DISTRICT

Rebecca Saltzman
 3RD DISTRICT

Robert Raburn, Ph.D.
 4TH DISTRICT

John McPartland
 5TH DISTRICT

Elizabeth Ames
 6TH DISTRICT

Lateefah Simon
 7TH DISTRICT

Janice Li
 8TH DISTRICT

Bevan Dufty
 9TH DISTRICT

Thank you for meeting with Tim Chan, Seung-Yen Hong, and Tobias Liebermann on March 16, 2022, indicating the City of Hayward’s (City) interest in including BART’s land in its 2023-2031 Housing Element. We also appreciate the opportunity to review the draft 2023- 2031 Housing Element that was released in July 2022. BART supports the goals and policies included in the draft 2023- 2031 Housing Element. However, as the City is aware, [BART’s Transit-Oriented Development Program Work Plan](#) currently does not categorize the BART-owned properties that are listed in the Housing Element Sites Inventory as ‘Near-term (project initiation in 2020-2025)’.

It is our collective goal to deliver as much housing near transit as possible while supporting local jurisdictions in achieving the Bay Area’s regional housing goals. However, BART has limited staff resources and few funding sources for the infrastructure - most notably parking replacement - that is often required to free-up space on BART’s land for development. Given current resources, it will be challenging for BART to support development of all the land proposed in BART partner jurisdictions’ Housing Elements during the 2023-2031 cycle.

A1

In addition, we noticed in the Housing Element Sites Inventory that BART-owned properties at the Hayward and South Hayward Stations were shown to have all units in the Lower Income Capacity Category. While BART strongly supports high density affordable housing as reflected in BART policies, the amount of affordable housing that can be supported on our property is greatly dependent on the amount of affordable housing funding available including local subsidies. Given current funding availability, the size of some of the BART properties included in the sites inventory, the costs associated with developing BART land and related access and parking improvements, achieving 100% affordable units may not be feasible

A2

Delivering transit-oriented development (TOD) projects on BART’s land is much more complex and time consuming than development projects on private land and requires strong partnerships and commitment between BART and local jurisdictions. As noted in the previous letter issued on March 7, 2022, BART’s *TOD Work Plan* prioritizes development in its station areas based on the following three criteria:

A3

1. Market readiness for TOD
2. Local support for TOD
3. Infrastructure needs

If conditions have changed since the last assessment in 2019/2020, the timeframe for TOD development in station areas can be updated in BART's *TOD Work Plan*. Key considerations by BART for prioritizing development projects are 1) availability of local funding and resources to support development, including staff support and funding for community outreach, affordable housing, and infrastructure, and 2) seamless coordination with local jurisdiction staff.

Jurisdictions with station areas that are currently listed in BART's *TOD Work Plan* timeframes of Mid-term or Long-term need to meet the following conditions to be considered for prioritization:

1. Local Support for TOD:

- a. **Local Support and Funding:** First and foremost, BART views TOD projects on its land as BART and local jurisdiction partnerships. BART TOD projects are civic destinations, transformative to the community, and often includes off-site improvements. The City must be committed to working closely with BART to find funds and resources to facilitate community outreach, discussions, and decisions on TOD development and area-wide parking. It takes several years of pre-development work prior to issuance of a Request for Proposal for developers, therefore, any development of BART land within the planning period of 2023-2031 requires sufficient dedicated BART and County staff time to advance a TOD project within a reasonable timeframe.
- b. **Prohousing Designation:** BART will prioritize projects in jurisdictions that are pursuing a [Prohousing Designation](#) by California Department of Housing and Community Development (HCD). The Prohousing Designation is emblematic of local support for housing and provides jurisdictions with an advantage such as priority processing or funding points for certain funding programs. This is a designation that has emerged from HCD since BART originally completed its work plan.
- c. **Environmental Studies:** Locally supportive zoning is a minimum standard for gauging local support. For BART's purposes, BART will determine that local zoning is supportive of TOD if the density allowed is 75 units per acre or greater, and such a density is assumed in environmental documents.

2. Infrastructure Needs:

- a. **Station Access and Parking Strategies:** BART has evaluated its development priorities based on the anticipated cost of new infrastructure, including parking replacement. As such, until BART is able to secure external sources of funding to support construction of necessary infrastructure, BART cannot pursue development. In areas requiring substantial amounts of parking (e.g. auto dependent and auto reliant stations, partner jurisdictions will need to support BART in securing funding for parking replacement or other station access improvements. Further, to address potential community opposition to replacing surface parking with housing, the City should plan for and implement a locally led parking resource assessment and management plan for at least ¼-mile radius around the station area. It should identify parking opportunities for BART riders that would minimize the number of spaces to be included the TOD project and address spillover parking concerns by neighbors. BART staff will work with the jurisdiction to provide support and guidance as needed but implementation of a parking management plan will be a local requirement.

3. **BART Policies and Standards:** Any development on BART's land is subject to BART's review procedures and approvals and shall follow relevant guidelines, policies, and regulations. The

August 3, 2022

Page 3

jurisdiction should commit to support and meet BART's policies and standards. Most of these policies and are summarized on our [TOD Guidelines and Procedures](#) webpage.

We look forward to building our partnerships with the City of Hayward to realize our shared goal of increasing the amount of housing near transit. Please contact us to further our conversation on advancing TOD projects on BART's land.

Sincerely,

A handwritten signature in black ink, appearing to be 'Tim Chan', with a long horizontal line extending to the right.

Tim Chan

Group Manager – Station Area Planning



The City of Hayward

Via email: housingelementupdate@hayward-ca.gov

Cc: HousingElements@hcd.ca.gov

August 14, 2022

Re: Hayward's Draft Housing Element

To the City of Hayward:

The Campaign for Fair Housing Elements and YIMBY Law believe that the City's draft [housing element](#) is a good start. We appreciate the City's attention to protecting tenants against displacement (Draft, pp.85-86), as well as its commitment to rezone for affordable development as required by State law (*Id.* at p.74; see Gov. Code § 65583.2, subds. (c), (h)). We simply advise the City to approve more homes, much faster. First, the City should **better substantiate its assumptions about future development**. Second, the City should **augment its capacity buffer**, by allowing more density everywhere. And third, the City should **abolish its [Design Guidelines](#) and reorient development review toward safety and infrastructure**.

First, substantiate assumptions about future development. As you know, State law requires the City to discount its home production estimates by "realistic development capacity." (Gov. Code § 65583.2(c)(2).) The City "assumes" its realistic capacity to be "75 percent," but does not say how it arrived at that estimate. (See Draft, p.42.) It only lists some factors that are acknowledged to "impact" development. (*Ibid.*) The City should provide data to justify its assumption. We repeat this comment for the City's ADU production estimate, for which the City claims but fails to show its data. (See *id.* p.40.)

B1

Second, augment the site capacity buffer. California has a housing shortage because it's currently illegal to build the missing housing. Hayward can lead Bay Area cities by

B2

simply legalizing the missing housing. Rather than pick and choose “approximately 1,558” single-family parcels for upzoning (*id.* p.78)–which is a good start–the City should preempt all questions about its capacity by allowing multifamily construction throughout its territory.

B2

Finally, the City must do more to “remove” its own constraints on development. (*Id.* p.75; Gov. Code § 65583(c)(3).) The City recognizes as a constraint, but gives no concrete plan to remove, its “permit and approval processes.” (Draft, p.52.) The Draft concedes the City’s inability to clearly say when its own “development review process ... *may include*” any of a half-dozen different land-use procedures, and further admits that “the time for entitlement review *may vary considerably* in cost and time to process.” (*Ibid.*, italics added.) This should not be difficult to explain, and we submit that the difficulty has much to do with a planning emphasis on design rather than infrastructure. (See Alain Bertaud, *Order Without Design* (2018) pp.288-92 [showing how Indonesian cities accommodate lower-income housing need by focusing on infrastructure rather than design].) Please, abolish your design guidelines now, reorient toward safety and infrastructure, and leave architecture to the architects.

B3

We look forward to the City’s next draft. Please contact me if you have questions.

Sincerely,



Keith Diggs

Housing Elements Advocacy Manager, YIMBY Law

keith@yimbylaw.org





August 5, 2022

Jeremy Lochirco - By Email Only - Jeremy.Lochirco@hayward-ca.gov
Planning Manager
City of Hayward

RE: Draft Housing Element

Mr. Lochirco,

East Bay for Everyone is a membership organization advocating for housing, transit, tenant rights, and long-term planning in the East Bay. We write to provide comments on the City of Hayward's 6th Cycle Housing Element Public Review Draft ("Draft").

Summary

- We think it's unlikely Hayward will be able to meet its RHNA target without rezoning
- The Draft document does not analyze the impact of land use constraints, for example parking, setbacks, FAR have on housing production in Hayward.

Constraints Analysis

- o Hayward should conduct a governmental constraints analysis that examines its zoning and development standards relative to peer cities in the East Bay. For example:
 - The 20' front setback for RM and RH zones is excessive relative to similar mixed residential and high density residential zones in peer cities.
 - The density maximum for Hayward's RH zone three story buildings on lots 120' wide or greater is 1,250 square feet ("sqf") of land per unit. By comparison neighboring San Leandro's densest residential zone requires 875 sqf of land per unit (RM-875). The density requirements for Hayward's RH zone pose a barrier to development.
 - Parking requirements, especially around transit, represent an additional cost of \$40k per space or higher if underground. Hayward requires two parking spaces per 2-bedroom unit. Consider reducing or zeroing out these parking minimums around transit.

C1

Programs and Policies

- Goal H-5 - Density Bonus
 - Action 5.3 - Consider increasing density bonus beyond State Density Bonus Law
 - We highly encourage Hayward to pursue this action. Given the uncertainty around construction costs and interest rates, it will be important to base any local density bonus program off of an economic feasibility analysis.
- Goal H-3 - Suitable Sites
 - Policy H-3.2 - Transit Oriented Development
 - This promotion of TOD is important but Hayward does not offer concrete, actionable steps to achieve this goal. There are no actions associated with this policy.
 - Consider re-zoning areas around Hayward and South Hayward BART stations as well as the Line 10 and Line 99 AC Transit routes to allow for higher densities and height.
- Goal H-4 - Mitigate Constraints to Development
 - Program H-14 - Development Incentives
 - The potential incentives include “disposition of public land.” This should be clarified to articulate a policy of long-term ground leases, which is the best practice employed by San Francisco, Berkeley and Oakland in the development of land for mixed-income and affordable housing. Hayward should retain title to the land in order to realize the long-term upside of development and rising land values.
- Goal H-1 - Maintain Existing Housing Opportunities
 - To Add - Codify SB330/SB8 Tenant Demolition Protections and Right to Return
 - SB330/SB8 create demolition protections for protected units (deed-restricted, rent-controlled and those occupied by low-income renters) when demolition is proposed. Development applicants must replace the protected units 1 to 1 and provide a right to return at deed-restricted or rent-control levels for displaced tenants.
 - Hayward should codify these protections into its municipal code.
 - Hayward should update its development application to inform potential applicants about SB330/SB8 tenant demolition protections and right to return. In addition, the development application should require a section requesting information about the existence of SB330/SB8 protected units

C2

C3

C4

C5

that may be demolished as part of a project, plans for replacement and right to return of displaced tenants. Oakland and Los Angeles already do this for their development applications.

Site Inventory

- Hayward claims that it will meet its RHNA goals through existing zoned capacity.
 - Hayward relies on its Downtown Specific Plan to provide 1,606 units within the 6th Cycle.
 - Please confirm that all sites that have been re-used within the past two cycles will be re-zoned to allow for by-right development per AB1397. c6
 - What is the basis for the column labeled “Site Available” in the site inventory Table A? Is it written documentation of interest from the landowner? If so, will Hayward make this documentation available to the public? c7
 - Many of the sites identified are owned by Hayward. Does Hayward have an articulated program for planning and development of city-owned land? We request Hayward consider use of long-term ground leases to develop mixed-income and affordable housing as a tool to retain long-term ownership and benefits of development. c8
- Within the Downtown Specific Plan, two zones are slated to provide housing to meet this 1,606 figure: Central City High Density Residential (CC-HDR) and Central City Retail and Office Commercial (CC-ROC).
 - The Draft says that 35 units will be delivered within the CC-HDR zones within the 6th Cycle.
 - 507 C Street is a non-vacant parcel that has been re-used from prior planning periods. There is no analysis of why this time will be different. Please confirm that this parcel will be re-zoned to allow by-right approval per AB1397. c9
 - 22756 Alice Street is a non-vacant parcel that has been re-used from prior planning periods. There is no analysis of why this time will be different. Please confirm that this parcel will be re-zoned to allow by-right approval per AB1397. c10
 - The Draft states that 1,571 units can be delivered within the CC-RCO zones of the Downtown Specific Plan within the 6th Cycle.

- The block bounded by C Street, Grand Street, Alice Street and Claire Street includes a number of non-vacant sites zoned CC-RCO. All of these sites have been in prior housing elements. There is no analysis of why these existing industrial uses are likely to be redeveloped within the 6th Cycle. In addition, there is no analysis of any additional costs associated with potential remediation from the mid-century automotive and industrial uses on the sites. Please confirm that this parcel will be re-zoned to allow by-right approval per AB1397. c11
- The Draft relies on the Mission Boulevard Code to provide 1,388 units within the 6th Cycle.
 - 25376 Mission Boulevard is a good site, but the amount of zoned capacity provided (48 units on 1.86 acres) is insufficient to outbid an existing auto sales use. Increase the allowable density on this site. Please confirm that this parcel will be re-zoned to allow by-right approval per AB1397. c12
 - 29459 Mission Boulevard is a parking lot used by LiUNA Laborers Local 304. Has LiUNA indicated it intends to redevelop this lot during the planning period? Do they intend to move their local office? It has previously been used in prior cycles. Please confirm that this parcel will be re-zoned to allow by-right approval per AB1397. c13

We look forward to continuing to engage with the City of Hayward in this process.

John Minot
Co-Executive
East Bay for Everyone



August 8, 2022

Hayward Planning Division and City Council
777 B Street, First Floor
Hayward, CA 94541

Re: Hayward needs transformative parking measures to eliminate development constraints

Dear City of Hayward Planning Division and Hayward City Council,

TransForm is a regional non-profit focused on creating connected and healthy communities that can meet climate goals, reduce traffic, and include housing affordable to everyone. We applaud Hayward's work to date on the Draft Housing Element. However, to meet housing, transportation, and climate goals, Hayward needs to expand on its successful programs and initiate some new ones.

In particular, there will need to be an effective mix of:

- Planning for growth in walkable areas near transit
- Reducing the amount of parking mandated for housing and providing incentives and programs to drive less (Transportation Demand Management or TDM)
- Developing sufficient programs to meet affordable home targets of RHNA

D1

We were disappointed to see only passing reference to parking as a constraint to development, in Hayward's draft Housing Element. The city code currently requires at least 1.5 parking spaces per unit for multi-family developments, and at least 2 spaces for 2+ bedrooms. Hayward eliminated parking minimums in the Mission Boulevard Corridor, but as the public recommended, these standards should also apply to the Downtown Area.

The need to eliminate or greatly reduce parking minimums is more important than ever. **Each new parking space costs \$30,000-\$80,000.**¹ With inflation driving up construction costs since these estimates, two spaces may now cost up to \$200,000. Beyond construction costs, parking takes up essential space that could provide more homes, services, or community amenities. This raises the cost of housing development and makes it hard to meet production goals.

1

<https://www.shoupdogg.com/wp-content/uploads/sites/10/2016/05/Cutting-the-Cost-of-Parking-Requirements.pdf>

560 14TH STREET, SUITE 400, OAKLAND, CA 94612 | T: 510.740.3150 | WWW.TRANSFORMCA.ORG

TransForm recommends that Hayward consider the following policies in the Housing Element:

1. Funding a dedicated study of parking reforms, particularly how smart parking policies could positively impact housing, transportation and other goals.
2. Requiring unbundled parking for certain transit oriented developments. This is easier for building managers to implement now with new parking tech tools like [Parkade](#).
3. Expanding the Transportation Demand Management program by requiring provision of transit passes to each resident.

D2

To show the tremendous transportation and climate benefits of these policies, as well as some of the financial savings for residents and reduced costs for development, we have used our GreenTRIP Connect tool to [create scenarios](#) for a potential future development site at 22765 Grand Street. This parcel is identified in Hayward's draft Housing Element Site Inventory as a potential development site in the UN zone of the Downtown Area. This also means this development would be allowed to provide slightly fewer parking spaces based on its proximity to transit. The California Office of Planning and Research recommends GreenTRIP Connect as a tool to use while developing General Plans and is especially useful during the development of Housing Elements (the tool is free to use and supports better planning at the site and city-wide level).

By implementing the strategies above at 22765 Grand Street, GreenTRIP Connect predicts:

1. With unbundling and providing transit passes at this site, we saw a 37% decrease in parking and resident transportation savings of \$1,020 per year.
2. With right-sized parking, incorporating the benefits of good location, unbundled parking and free transit passes, the development would cost \$2,002,000 less to build relative to current parking standards.
3. When combined with 100% affordable housing these strategies resulted in an incredible 61% reduction in driving and greenhouse gas emissions for the site, compared to the city average.
4. If an affordable development with smart parking strategies were built on this site each household would drive 7,132 less miles per year creating a greener and safer community.

D3

By reducing the number of community members that face extreme housing cost burdens, getting priced out of their community, and/or becoming unsheltered. Residents, new and old alike, will greatly benefit from the reduction in vehicle traffic and associated air pollution (see scenarios [here](#)).

In addition to parking and transportation strategies, we applaud some of the proposed strategies to support more affordable homes, since these would have such tremendous benefits as noted in the GreenTRIP scenario. Two of the most important are Actions 4.4 and 4.5 which will

reimburse the cost of land for BMR developments and subsidize the development of affordable units on City-owned land, respectively. These programs are a cost-effective complement to strategies focused on housing production.

The GreenTRIP scenarios and the chart on the final page of our Scenario document also show the imperative of programs to accelerate development of affordable homes, like Actions 4.4 and 4.5. Not only do lower-income households use transit more and drive much less than average, but success in this area can help provide homes for unsheltered individuals and families. A commitment to these programs will show that Hayward is committed to planning for all levels of the 2,509 RHNA BMR units anticipated in this cycle.

d4

Please let me know if you have any questions. TransForm hopes this information explains why Hayward should make parking reform a priority in the Housing Element update.

Sincerely,
Kendra Ma
Housing Policy Analyst
kendrama@transformca.org

UNITED BROTHERHOOD OF CARPENTERS & JOINERS OF AMERICA

Carpenters Local 713, Alameda County

Mailing Address
1050 Mattox Road
Hayward, California 94541-1298



Union Meetings:
Second and Fourth
Thursdays

Phone: 510-581-7817

Fax: 510-581-1267 • E-Mail: carp713@carpenters713.org • Dispatch Fax: 510-733-2509 • www.carpenters713.org



July 21, 2022

City of Hayward
Attn: Leigha Schmidt, Project Lead
Planning Division
777 B Street, First Floor
Hayward, CA 94541
Via Email: leigha.schmidt@hayward-ca.gov

Re: City of Hayward Housing Element Update

Dear Ms. Leigha Schmidt,

Please accept these comments on the above referenced Housing Element Update on behalf of the members of Carpenters Local 713, which represents working men and women in the City of Hayward and Alameda County. We appreciate the opportunity and look forward to working together on this important endeavor.

To meet the urgent need for housing units outlined in the State's Regional Housing Needs Allocation (RHNA), as well as the policy goals outlined in the City of Hayward Housing Element and larger General Plan, it is vital that the City of Hayward support efforts to build the local construction workforce. Local 713 has long been at the forefront of training the next generation of construction workers, opening pathways to the industry for diverse and traditionally underserved populations, and embracing new technologies and delivery methods to expedite the construction of much needed housing.

Currently, neither Alameda county nor the City of Hayward have enough skilled, highly productive residential construction workers to build the 4,624 units that the city of Hayward is supposed to produce over an 8 year time period.¹ This is itself an 18 percent increase from the prior Housing Element cycle's RHNA goals.² However, as the housing crisis in our communities has continued to deteriorate in recent years, the number of workers employed in residential building construction in Alameda County has actually decreased by 18% since 2004.³ A continuously shrinking residential construction workforce cannot build 4,624 units of housing in 8 years.

¹ Page 25: Final Regional Housing Needs Allocation (RHNA) Plan: San Francisco Bay Area, 2023-2031

² Page 129: Hayward 2040 General Plan Housing Element, December 2014

³ QCEW data: Difference between 2004 employment and 2020 (latest available) in Private NAICS 2361 Residential building construction for All establishment sizes in Alameda County, California, NSA

The Draft City of Hayward Housing Element notes in its housing constraints analysis that “there are a variety of factors outside of the City’s control that could influence whether or not that housing is built such as...availability of labor.”⁴ However, there are, in fact, policies the City can adopt that would nurture the workforce necessary to realize the City’s housing construction needs. To support the policy goals of the Housing Element, Local 713 is requesting that the City add local hire and apprenticeship requirements to the final Housing Element for all residential construction projects larger than 10 units. The standards Local 713 is proposing in this comment letter would help to ensure greater benefits for the broader community, help ensure that construction labor needs are met, and guarantee that new residential development projects within the City are making needed investments in the region’s skilled construction industry workforce.

E1

The City Should Bar Issuance of Building Permits Unless Each Future Residential Development of 10 units or Above has a Viable Apprenticeship Program and Local Hiring Requirements

The Carpenters propose the following additions to the Municipal Code of the City of Hayward. for any residential project larger than 10 units

Permitting requirements in the Municipal Code of the City of Hayward.

A person, firm, corporation, or other entity applying for a building permit under the relevant section of the Municipal Code of the City of Hayward, California shall be required to comply with the apprenticeship, healthcare, and local hire requirements of the Housing Element and General Plan. Failure to comply with the requirements set forth in this section shall be deemed a violation of this article.

E2

Apprenticeship:

For every apprenticeable craft, each general contractor and each subcontractor (at every tier for the project) will sign a certified statement under penalty of perjury that it participates in a Joint Apprenticeship Program Approved by the State of California, Division of Apprenticeship Standards OR in an apprenticeship program approved by the State of California Division of Apprenticeship Standards that has a graduation rate of 50% or higher and has graduated at least thirty (30) apprentices each consecutive year for the five (5) years immediately preceding submission of the pre-qualification documents. The contractor or subcontractor will also maintain at least the ratio of apprentices required by California Labor Code section 1777.5.

E3

⁴ Page 7: City of Hayward Housing Element July 2022 Draft, July 2022

Local Hire Policy:

Contractor will be required to provide documentation that the contractor will hire a minimum of twenty-five percent (25%) of staff for any job classification with more than four (4) employees employed whose primary residence, which is not a post office box, is, and has been, within Alameda county within 180 days of the expected date of issuance of the Notice to Proceed for the project.

E4

While there has been a remarkable economic expansion in Hayward since 2010, rising inequality and displacement adds to the City's affordability crisis and threatens to undermine the region's strong economy. Hayward's Draft Housing Element Update itself acknowledges that almost half of all jobs in the City pay less than \$40,000 per year.⁵ There are currently no practical policy antidotes that target this community's lack of living-wage jobs. Instead, current projections for our metropolitan area foresee that precarious, low-wage forms of employment, such as in food courier delivery, will far outpace employment growth in residential construction between now and 2028.⁶ Policies that require the utilization of apprentices and a local construction workforce will, however, help counteract such trends. In tandem with programs currently operational by Local 713 outlined below, such policies will help improve local access to the type of living-wage job the community needs, and also help ensure that the City meets its RHNA targets.

Local 713 has implemented many programs that will enable the City to meet the General Plan and Housing Element goals. These programs include a robust Joint Apprenticeship Training Committee, vigorous utilization of apprentices in the City of Hayward, healthcare coverage for all members and their families, and innovation within the construction industry.

Joint Apprenticeship Training Committees (JATC's), such as the Carpenters Training Committee for Northern California (CTCNC), are a proven method of career training built around a strong partnership between employers, training programs and the government. This tripartite system is financially beneficial not only for the apprentice, but is a major benefit for the employer and the overall economy of the City of Hayward. The CTCNC monitors current market conditions and adjusts the workflow of apprentices to meet the needs of the community, heading off any shortage of skilled workers. History has demonstrated that strong utilization of apprentices throughout the private sector helped California builders produce millions of units of housing.

CTCNC recruitment strategies include robust diversity and inclusionary outreach programs, such as pre-apprenticeship, with proven results in representative workplaces and strong local economies. It is imperative that our underserved populations have supportive and effective pathways to viable construction careers, while ensuring that employers are able to find and develop the best and brightest talent needed to thrive in a competitive economy.

⁵ Page 9: Ibid.

⁶ EDD Long-Term Industry Employment Projections, Oakland-Hayward-Berkeley (2018-28): Couriers and Messengers (+28.4%) vs. Residential Building Construction (+11.4%). <https://data.edd.ca.gov/Employment-Projections/Long-Term-Industry-Employment-Projections/sp6i-jezb/data>.

Employer-paid health insurance plans for our members and their families provides preventative services to stay healthy and prevent serious illness. Timely care reduces the fiscal burden for our members and their families, and significantly reduces the utilization of safety-net programs administered by the City of Hayward and Alameda County.

Embracing new technologies and delivery systems will have a significant impact on the construction industry, particularly the residential sector. Increasing housing delivery methods reduces project durations and provides City of Hayward residents housing sooner. Local 713 is at the forefront of ensuring that new construction technologies deliver those benefits while also creating work opportunities for those already in the trades as well as those looking to begin a construction career.

Local 713 is in a unique position to address many of the key ideas outline in the City of Hayward Housing Element Update. By investing in the training and utilization of apprentices, performing outreach to ensure that the workforce closely mirrors the demographics of our local community, providing employer-paid healthcare for our members and their families, and promoting innovation in the residential construction sector, Local 713 is prepared to assist in closing the affordability gap in the City of Hayward and the Bay Area. We look forward to engaging City staff and elected leaders as the Housing Element moves forward and working cooperatively to bridge the needs of the City with the skills and tools of Local 713.

Thank you for your time and consideration of these comments.

Sincerely,



Daniel Gregg
Senior Field Representative
Carpenters Local 713
(510) 581-7817 Ext.118

CC: City Clerk: cityclerk@hayward-ca.gov
Planning Division: planning.division@hayward-ca.gov
Housing Element Project Team: housingelementupdate@hayward-ca.gov

DG:jg
Opeu#29
Afl-cio

From: [Glenn Kirby](#)
To: [List-Mayor-Council](#)
Cc: [Planning Division](#); [Leigha Schmidt](#); [Christina Morales](#); [Sara Buizer](#); [Jennifer Ott](#)
Subject: Comments on Housing Plan Revision
Date: Saturday, August 13, 2022 9:58:21 PM

CAUTION: This is an external email. Do not click on links or open attachments unless you know the content is safe.

Comments on Housing Plan Revision

Submitted by Ro Aguilar

August 13, 2022

To: Mayor and Members of the City Council

I have been following the revision of the Housing Plan over the last couple of years with specific interest in “**Goal H-2:** Assist in the provision of housing that meets the needs of all socioeconomic segments of the community.” Two of the six policies in support of Goal H-2 are as follows:

H-2.3 Inclusionary Housing: The city shall enforce the Inclusionary Housing Ordinance to ensure that a certain percentage of new residential units will be made affordable to lower- and moderate-income households or to ensure the payment of affordable housing in-lieu fees to subsidize the development of affordable housing.

H-2.4: Integration of Affordable Housing: The City shall encourage a mix of affordability levels in residential projects and encourage the dispersal of such units to achieve greater integration of affordable housing throughout the community.

Inclusionary housing is a key policy in creating upward mobility for lower income families according a recent Harvard Study. One of the findings reveals that the more cross class interaction people (particularly children) have, the better their chances to move into the middle class. All affordable housing is not equal in achieving this outcome – location within a higher income neighborhood is a critical factor!

While H-2.3 speaks to enforcing the Inclusionary Housing Ordinance, the language as stated gives the developer the power to opt out of building on-site affordable housing and instead pay an in-lieu fee. Given this choice, very few developers have chosen to build affordable housing units within market-rate residential developments and thus, the City has very few market rate projects (rental and owner-occupied) that include affordable housing units. As stated in Policy H-2.4: the City is empowered only to encourage integration of affordable housing and we know from reviewing residential projects over the last decade, that this current policy is not

P1

P2

working for a number of reasons.

So why adopt the proposed Housing Plan when it is basically maintaining the status quo regarding inclusionary affordable housing? The City Council is choosing to leave responsibility for building affordable housing to the developer and thus the City can expect very little progress in addressing the affordable inclusionary housing deficit, especially in the category of owner-occupied housing. While there are incentives for developers to build inclusionary affordable housing and higher densities, these incentives have not worked because of the political delays of neighborhood opposition and an unpredictable City Council vote.

I urge the City Council to make an effective, equity based revision to the Housing Plan and require every residential development in the City to include a percentage of moderate/low-income housing, fulfilling its responsibility to create housing opportunities for all its residents. This change would provide financial certainty to the developer because inclusionary affordable housing would be a requirement of the ordinance and a commitment by the City Council.

While the staff proposes a year-long study before possibly making this change in 2024, I propose the City Council make the change now in this Housing Plan and study the results compared to what has been built in the last 8 years. Current zoning laws tend to segregate residents according to income and class, substituting socioeconomic status as a proxy for race. Since we are currently faced with a housing crisis and a widening gap between the haves and have nots, the Housing Plan must require developers to build on-site **inclusionary** housing units, increasing opportunities for low-income residents and repairing discriminatory housing policies.

(Submitted via email only)

Cc:

Planning Commission Members

Jennifer Ott

Sara Buizer

Christina Morales

Leigha Schmidt

From: [Mary Ann Higgs](#)
To: [HousingElementUpdate](#)
Subject: Comments on Plans
Date: Wednesday, July 13, 2022 4:42:53 PM

CAUTION: This is an external email. Do not click on links or open attachments unless you know the content is safe.

Hello Team,

I have a general concern about housing development over the next 8 years. While I understand the importance of having a plan and looking for opportunities to create affordable housing options for a variety of people, my concern is whether or not building on a large scale is a smart thing to do right now. While many people will cite concerns about whether or not our infrastructure, particularly our roads, can handle an increase in housing, my concern is more basic.

In California, we have lived through several years of drought. And with each new residential unit, whether it's an apartment, townhouse, single family home, or ADU, it requires water. People need water. And water is something that has been in short supply in the last several years and things are not getting better. I am concerned that adding housing of any type puts an undue burden on this limited resource.

So, my suggestion is that while it makes sense to have a plan, I think there should be some kind of caveat that the plans can only be executed if there is adequate water to support the individuals who will be residing in these residential units. Maybe the caveat is there must be 3 consecutive years of average or above average rainfall/snowpack before 'x' number of housing units can be built. I'm sure someone has data on how much water a family of 4 needs on a weekly, monthly, and yearly basis. Low flow toilets, low flow faucets, and drought resistant landscaping can only take us so far. Until we have the water across the state to meet the need of the people, the agriculture industry, and our environment (fish hatcheries, lakes, rivers, etc.), I think it makes sense to limit new building.

Please add this comment to the overall input from residents that is part of the overall process.

Thanks,
Mary Ann Higgs
Westview Way
Hayward, CA
mafaue@hotmail.com

From: [Roland L. McCready](#)
To: [HousingElementUpdate](#)
Subject: Draft Housing Plan
Date: Wednesday, July 20, 2022 10:00:25 AM

CAUTION: This is an external email. Do not click on links or open attachments unless you know the content is safe.

Hello,

I read through this plan. I am a senior citizen home owner who lives in the Jackson Triangle. How will this effect me?

Thank you

From: [Sandy Stark](#)
To: [HousingElementUpdate](#)
Subject: 50 stories up!
Date: Tuesday, July 19, 2022 4:27:56 PM

CAUTION: This is an external email. Do not click on links or open attachments unless you know the content is safe.

My only comment and complaint is, why aren't you building Tower cities, 50 stories, or at least 20, because they are needed terribly!

Make sure each Tower has all things so some or all can get rid of their personal vehicles, and just rent one whenever needed! Include: groceries, gyms, car rentals, hospitals/clinics, vets, indoor terrariums and parks, and indoor vertical food gardens, are necessities.

If you don't you'll just have worse traffic congestion, and worse air to breathe.

From: tammyartis1@gmail.com
To: [HousingElementUpdate](#)
Subject: Live work units
Date: Friday, July 22, 2022 7:41:30 PM

CAUTION: This is an external email. Do not click on links or open attachments unless you know the content is safe.

To whom it may concern, Hello, I didn't see a mention of live/work housing? I am a muralist and teaching artist for MOCHA. I need to be in Hayward to care for my Mom, and would love to live with my granddaughter who is about to turn 18. (So no senior housing.) We are both artists and to have a separate studio isn't the best option, financially or creatively.

I appreciate the direction Hayward seems to be going. Thank you for your mindfulness and planning.

Sincerely,

Tammy Artis

Hayward resident

Sent from my iPhone

From: [Marla Lyons](#)
To: [HousingElementUpdate](#)
Subject: Include this feature please
Date: Monday, July 18, 2022 5:19:28 PM

CAUTION: This is an external email. Do not click on links or open attachments unless you know the content is safe.

Good day

Please when constructing these housing communities that they are Better “soundproofed” so All your movements can be private.

Thank You

Sent from my iPhone

From: [Zachariah Oquenda](#)
To: [HousingElementUpdate](#)
Subject: Housing Element Comment
Date: Thursday, July 14, 2022 11:06:09 AM

CAUTION: This is an external email. Do not click on links or open attachments unless you know the content is safe.

Dear Leigha and Housing Team,

I wanted to send my appreciation for your hard work on this draft housing element and housing plan. It is really strong. I also just find the draft useful in providing all the contextual information to get a grip on the scope of different housing issues and solutions in Hayward.

I have one comment/question. Can we include something in the policies explicitly supporting people in reentry to have a fair chance to access housing opportunities?

H-6.1 Fair Housing Services policy generally refers to fair housing which is a policy prohibiting discrimination based on a protected classification, such as race or disability. I reviewed Appendix F, and it mirrors that understanding in affirmatively furthering fair housing.

Somewhat separate but aligned with fair housing goals is fair chance housing which relates to discrimination against people based on their criminal record. There is a nexus between discrimination based on race and disability as these are two protected classes that are disproportionately impacted by the criminal legal system. The Alameda County Justice Reinvestment Coalition finds that 1 of 4 people in Alameda County have a criminal record and that South Hayward is one area where there is an above average concentration of people with records that would tend to lead to disproportionate discrimination in South Hayward neighborhoods.

I wanted to encourage staff to raise this issue before city council and ask the council to consider including the mention of supporting programs and services to prevent discrimination against formerly incarcerated people in housing.

Is there any chance of staff raising this concern/issue before the city council? If we really support "Equal Housing Opportunities for All Persons" as our draft Housing Element states, then I think we should not shy away from being willing to identify the population of justice-impacted individuals and families needing and deserving of support. If there is any way I can be helpful in offering my expertise or experience to this discussion, I'd be more than willing to do so.

I appreciate your time and consideration.

Thank you,
Zachariah

Zachariah Oquenda, Esq., M.P.P.
he/him/his
[California Policy Attorney](#), SBN 336420
Root & Rebound | www.rootandrebond.org
Planning Commissioner,
Hayward Planning Commission
Community Advisor,
Hayward Community Advisory Panel to the Chief of Police
zoquenda@gmail.com

909-450-9214

[Schedule a Meeting](#)

From: [Dr. Commish](#)
To: [HousingElementUpdate](#)
Subject: Housing comments
Date: Monday, July 18, 2022 12:44:47 PM

CAUTION: This is an external email. Do not click on links or open attachments unless you know the content is safe.

Hi:

Looking at the renderings that are part of the plans there seem to be a number of multi-story housing units suggested. My suggestion would be to incorporate single-story houses for those with ambulatory concerns, ie. bad knees/back with will preclude one from negotiating stairs.

Just a thought!

D. Yates, Ph.D. Professor Emerita

2014-2016 and 2019-2020 CSUEB Faculty Marshal

National Gang Crime Research Center, Professional Level 2 Specialist Program; 24 hours of Specialized Training in Female Gangs/Female Gang Members & Management & Supervision Skills for Gang Specialist

Certified, Mental Health First Aid (2011-2017),

G.R.E.A.T. Certified (Gang Resistance Education and Training)

P=PRACTICE

L=LAUGHING

A=AT

Y=YOURSELF!

LIFE IS ABOUT HOW YOU HANDLE PLAN B! LET'S MAKE AMERICA SANE AGAIN!

"With confidence, you have won before you have started."

Marcus Garvey

Don't sweat the small stuff, cause it's all small stuff in the grander scheme of things!

October is Domestic Violence Month

Every **15 seconds** in this country a woman is physically abused by her partner!

Violence is preventable and can be prevented.

Support the victims!

From: [Rafael V](#)
To: [HousingElementUpdate](#)
Subject: Hayward Draft Housing Element Comments
Date: Monday, August 8, 2022 12:05:41 PM

CAUTION: This is an external email. Do not click on links or open attachments unless you know the content is safe.

Hi,

Thank you for the very detailed Draft Housing Element and for the opportunity to provide feedback. There are some great proposals that I hope will serve our community well.

My name is Rafael Velazquez Cardenas and I am a proud educator for our public schools here in Hayward. I also grew up here in Hayward and am happy to be serving my community. The draft element has lots of great information that I am also hoping to include in my curriculum in the future, especially since the housing crisis has really created lots of issues and questions about what is happening in our communities.

The following questions and points are the feedback that I would like to share:

1) Under Appendix E, the review of our city's past accomplishments, why were we severely under the RNHA goal for our severely low through moderate income homes in our past efforts? What policies or city ordinances can be put in place to make sure we are not neglecting our lower income residents while clearly exceeding the needs for the above moderate-income residents? How can we prevent this in upcoming building of housing?

P11

2) Under the Inclusionary housing section, new buildings need to provide Affordable rental units at 6% of the built units? Why such a low percentage when the median income of our city is close to 56k per year and when the need is much higher in Hayward? Can this percentage be increased through city policies or incentives in order to build more affordable housing?

P12

3) Under the Inclusionary housing section, affordable ownership units must be 10% of units built for moderate income households, but a fee can be paid in lieu if developers do not meet the quota. What is this fee and is it substantial enough to dissuade developers from avoiding affordable ownership units? I also wonder if this fee would end up costing our city and residents in the long run if developers do not build enough housing to meet the community's needs. Are there any city ordinances/policies that can make this loophole harder for developers to exploit?

P13

4) Under Action 13.2, why don't we amend the zoning to also permit building of multi-family housing/apartments in these low-density neighborhoods? Why does the proposal only create middle housing types of new units (condos, duplex, etc)?

P14

5) Are there any policies or ordinances we can add to also protect and meet the housing need for our large undocumented population in Hayward? Immigrant families cannot access Section

P15

8 housing and may not seek help due to the fear of family separation. Possibly stronger rent stabilization, education, and anti-harassment policies can be very helpful. Our Hayward 2019 Rent Stabilization ordinance is a good start; however, it is definitely not enough. The 5% cap on rental increases annually is far above what our average workers earn and increases on rent can have drastic impacts on family health and stability. Our immigrant workers, who tend to have very low wage work and do not see the wage increases of other workers, are especially vulnerable. Are there ways our housing element can make the rent stabilization even stronger than the 5% cap annually on certain units?

P15

6) Do we have any city-owned public rent controlled spaces? How can we build these up and use them to serve our vulnerable populations?

P16

I appreciate the opportunity to provide feedback.

regards,

Rafael Velazquez Cardenas

Open Questions for Staff:

- F1 • Do we have a vacancy registry or atlas where residents can learn: average vacancy rate, how many units are empty, how long they've been empty, who the landlord is for a given property, rent costs, evictions rates, % of security deposits withheld at a certain property, and more?
- F2 • How can we prioritize lowering rental barriers? Application fees, fair chance housing, etc?
- F3 • Can Hayward provide hotel vouchers or incentives for hotel/motel businesses to help with transitional housing supply?

Chapter 1. Introduction

- F4 **Pg 24 - Ground leasing public land vs. selling**
Comment: HUGE SUPPORT, our land is our most valuable asset, we should not give up our public resources.
- F5 **Pg. 25 - City partnerships with Chabot & CSUEB for housing.**
Question: Can we explore housing options for employees of other Hayward anchor institutions (defined as employing 1%+ of the workforce)? St. Rose, City of Hayward, HUSD (especially since education/healthcare/services sector is increasing - noted on pg. 28)

Chapter 2. Housing Needs Summary

- F6 **Pg. 29 - only 20% of rental units are 3 bedrooms or more.**
Comment: Appendix A describes significant overcrowding, how is the housing element specifically addressing/prioritizing affordable 3+ br rentals?

Chapter 3. Projected Housing Need

- F7 **Pg. 36 - references a "graphic below" at the end of the first paragraph, but I'm not seeing one.**
- F8 **Pg. 36 - 6th Cycle of RHNA is an 18% increase over the last one**
Question: How much did we build relative to our allocation?

Chapter 4. Housing Resources

- F9 **Pg. 40 - ADU's**
Comment/Question: Will only contribute 7% towards RHNA goals (if estimated 40 units/year is achieved). How can we streamline this process to avoid spending staff time on a relatively small stock of housing?

F10 | **Pg. 43 - Summary of Adequate Sites**
Question: What would it take to change zoning districts to accommodate more lower income units beyond the current 1607?

F11 | **Pg. 45 - Home Investment Partnership Program**
Comment/Question: 482k doesn't seem like a lot, how are HOME funds currently being divided among the services listed? What adjustments can we make to allocations to provide more value?

F12 | **Pg. 45 - SB2 Grants**
Question: How much are we collecting from these grants? What are we spending it on?

F13 | **Pg. 46 - LEAP Grants**
How much of the \$119M is Hayward receiving? How is it being allocated currently?

F14 | **Pg. 47 - Code Enforcement**
What does this process currently look like? Any notes on streamlining this process?

Chapter 5. Housing Constraints

F15 | **Pg. 52 - Permit, Processing, Procedures**
Where can I find a schedule of these fees? Do we have data on how often they're waived (or in lieu of fees are paid), and the impact these fees have on increasing project times?

F16 | **Pg. 54 - Market Activity**
What resources does the city have available to combat loan denial rates in communities of color?

Chapter 6. Fair Housing

F17 | **Pg. 59 - Fair Housing Goals & Priorities (6.3)**
Can we be proactive about sending tenants resources? I know Berkeley sends a packet with resources to all new renters.

Chapter 7. Housing Plan

F18 | **Pg 63 - Program H-2, Action 2.2**
What enforcement mechanisms will tenants have to ensure this is being done in a timely manner?

- F19 | **Pg 64 - Program H-3, Action 3.4**
Can we implement a tenant opportunity to purchase program here as well?
- F20 | **Pg 66 - Program H-2.5**
What flexibility do we have to increase in-lieu of fees to discourage developers from avoiding building affordable units? What is the current in-lieu of fee?
- F21 | **Pg 66 - Program H-2.6**
Is this specific to rental units or just homeownership?
- F22 | **Pg 66 - Program H-4**
How can we prioritize 3+ BR development to address overcrowding?
- F23 | **Pg 68 - Action 6.4**
What is the justification for spending 4 years assessing?
- F24 | **Pg 69 - Action 7.6**
Does the city have any mechanisms to force acceptance of Housing Choice Vouchers?
- F25 | **Pg 75 - Program H-13**
Can the city explore opportunities to provide incentives or benefits for local residents and Hayward employees?
- F26 | **Pg 75 - Policy H-4.1**
How much is the current process contributing to construction costs? On average, how much would streamlining these processes reduce overall costs?
- F27 | **Pg 75 - Policy H-4.2**
Similar to the previous question - how much will these incentives and bonuses reduce overall costs? Is there an average percentage of dollars saved per project?
- F28 | **Pg 76 - Program H-14**
Comment: I hope public land disposition means leasing only. Hayward should not sell its land off!
- F29 | **Pg 76 - Program H-14 Action 14.3**
Will this reduce the likelihood of higher density units being built?
- F30 | **Pg 77 - Action 16.3**
Could this be amended to include greenspace, mixed-use, and other development amenities that make for more livable, walkable neighborhoods?

- F31 | Pg 77 - Action 16.4**
Where can I learn more about the current process for project review?
- F32 | Pg 78 - Action 17.2**
How much staff time will be allocated to this given the relatively small amount of units it provides?
- F33 | Pg 80 - H-5.7 Family Housing**
I love this! Are there specific percentages the city is aiming for? Can the city development Community Benefit Agreements that include this as part of project approval?
- F34 | Pg 81 - Action 19.4**
Comment: I appreciate this effort but wonder if there are more systemic approaches we can take beyond supporting just 10 people/year
- F35 | Pg 81 - Action 19.5**
Where will this data be published?
- F36 | Pg 81 - Action 19.9**
How much would the city budget towards this?
- Pg 81 - Action 19.11**
Comment: I LOVE THIS
- F37 | Pg 82 - Action 20.3**
Comment: Add Eden Community Land Trust, Hayward Area Planners Association, and HayCoCoa to this list please!
- F38 | Pg 82 - Action 20.4**
Comment: Would like to explore ways to disseminate this info more widely/regularly
- Pg 82 - Action 20.5**
Comment: Great!!
- F39 | Pg 83 - Policy H-6.2**
Can we push for fair chance housing to remove discrimination based on criminal record and add sexual orientation to this list?
- F40 | Pg 85 - Program H-22**
Can we develop a streamlined process for tenants to report potential violations (maybe through Access Hayward or the city website?)

F41 | **Pg 86 - Program H-24**
What can the city do when Landlords fail to pay for required relocation assistance?

F42 | **Pg 86 - Action 24.2**
Can we be more proactive about this information, maybe send something to newly registered tenants with their first utility bill? (Also this table might be duplicated in the draft element on Pg 87)

Response to Public Comments

Committer	Comment #	Public Comment	City Response
BART	A1	BART has limited staff resources and funding opportunities for infrastructure, especially parking development, which is often required for BART's developable land. With current resources, it is challenging for BART to support the development of all the plans proposed in partner jurisdictions within the 2023-2031 Housing Element.	On March 7, 2022, the City received a letter from BART providing information related to their position about using BART properties in upcoming Housing Elements. That letter organized properties into near term, mid-term and long-term timeframes for initiating development. The Downtown Hayward station was placed in the near-term category and South Hayward station was placed in the midterm category. For station areas characterized as near-term, BART supported including the station in the Housing Element. For stations in the mid-term category, BART indicated uncertainty about developing timing and noted that further discussions would be necessary to understand what would be needed to develop the site. Following a conversation with BART, the City did include the South Hayward Station in the inventory based on the fact that there was significant growth in South Hayward in the areas near the BART Station in the last cycle. Based on those recent trends, the City believes that there is a strong potential for development of the site.
	A2	BART-owned properties in Hayward and South Hayward Stations showed that all units are in the Lower Income Capacity Category. The amount of affordable housing on BART property is dependent on the amount of affordable housing funding available including local subsidies. Given current funding availability, the size of BART properties included in the site inventory and the cost of developing the land with access and parking improvements, achieving 100% affordability may not be feasible.	Following a conversation with BART, the City decided to include the South Hayward Station in the inventory based on the fact that there was significant growth in South Hayward in the areas near the BART Station in the 5th cycle. Based on those recent trends, the City believes that there is a strong potential for development of the site. However, the City does understand that it is more realistic to assume a mix of affordability on the site. BART-owned properties were revised to assume a mix of lower-, moderate-, and above moderate-income units instead of assuming 100 percent affordability.
	A3	Developing TODs on BART land is more involved and requires strong partnerships between BART and local jurisdictions. BART's TOD Work Plan prioritizes stations that have market readiness, local support, and infrastructure needs. Key considerations by BART for prioritizing development projects are 1) availability of local funding and resources to support development, including staff support and funding for community outreach, affordable housing, and infrastructure, and 2) seamless coordination with local jurisdiction staff.	The City acknowledges and understands BART's position that development will require a strong partnership with jurisdictions among other factors outlined in the comment. The City of Hayward has a strong track record of working with regional agencies in seeing development of publicly owned land. As detailed in Appendix E, Review of Past Accomplishments, in 2016, the City entered into a Memorandum of Understanding with Caltrans to manage the disposition and development of former right of way for the former 238 bypass. During the last cycle, the City was able to entitle five of the parcels for a total of 933 new units, 358 of which are deed restricted for moderate and low income

		<p>Current listings in BART’s TOD Work Plan timeframes of Midterm or Long-term need to meet the following conditions to be considered for prioritization:</p> <ul style="list-style-type: none"> ▪ Local Support for TOD ▪ Local Support and Funding ▪ Proposing Designation ▪ Environmental Studies ▪ Infrastructure Needs ▪ Station Access and Parking Strategies ▪ BART Policies and Standards 	<p>households. The City is committed to and has shown the ability to make these partnerships work. The Housing Plan includes policies and programs intended to foster a strong partnership with BART and meet the conditions facilitate development on these sites.</p>
Campaign for Fair Housing Elements and YIMBY Law	B1	<p>The City should better substantiate its assumptions about future development. The City “assumes” its realistic capacity to be “75 percent,” but does not say how it arrived at that estimate. (See Draft, p.42.) The City should provide data to justify its assumption. This comment is also valid for the City’s ASU production estimate, for which the City claims but fails to show its data. (See id. p.40.)</p>	<p>The City is obligated to identify sites suitable for development to meet the RHNA. The sites inventory buffer accounts for the possibility of units not being developed from pipeline projects or on inventory sites. The 75 percent development capacity estimate is considered conservative for the region and based on Hayward’s pipeline list. Specifically, projects currently in Hayward’s pipeline are averaging buildout densities of 88 percent of the maximum allowable density. Additional justification of this assumption was added to Appendix C, Housing Resources.</p>
	B2	<p>The City should augment its capacity buffer, by allowing more density everywhere. Rather than pick and choose “approximately 1,558” single-family parcels for upzoning (id. p.78)—which is a good start—the City should preempt all questions about its capacity by allowing multifamily construction throughout its territory through legalizing the missing housing.</p>	<p>In 2019, the City received a Senate Bill 2 grant to comprehensively upzone approximately 1,558 parcels to match a higher density General Plan designation. This comprehensive upzoning project outlined above will be accompanied by an update to the City’s Objective Standards to further streamline development. The project is currently underway, and the City expects it to be completed by 2023. Further, through the implementation of Senate Bill 9, any single-family parcel can be subdivided into two parcels and a duplex may be built on each parcel which allows for development of multi-family housing in the Single Family Residential District.</p>
	B3	<p>The City should abolish its Design Guidelines and reorient development review toward safety and infrastructure. The City recognizes the Design Guidelines as a constraint, but gives no concrete plan to remove, its “permit and approval processes.” (Draft, p.52.) Please, abolish your design guidelines now, reorient toward safety and infrastructure, and leave architecture to the architects.</p>	<p>Please see comment B2 above regarding the City’s Objective Design Guidelines update currently underway.</p>

East Bay for Everyone	C1	<p>Hayward should conduct a governmental constraints analysis that examines its zoning and development standards relative to peer cities in the East Bay. For example:</p> <ul style="list-style-type: none"> ▪ The 20' front setback for RM and RH zones is excessive relative to similar mixed residential and high density residential zones in peer cities. ▪ The density maximum for Hayward's RH zone three story buildings on lots 120' wide or greater is 1,250 square feet ("sqf") of land per unit. By comparison neighboring San Leandro's densest residential zone requires 875 sqf of land per unit (RM-875). The density requirements for Hayward's RH zone pose a barrier to development. ▪ Parking requirements, especially around transit, represent an additional cost of \$40k per space or higher if underground. Hayward requires two parking spaces per 2-bedroom unit. Consider reducing or zeroing out these parking minimums around transit. 	<p>The City is currently preparing a set of Objective Design Guidelines. Updates to setbacks among other development standards will be included in the update. With regard to parking requirements, the Mission Boulevard Form Based Code (MBFBC) and Downtown Specific Plan (DTSP) do not require two parking spaces per unit as suggested by the commenter. Specifically, the MB-FBC has no parking minimums and the DTSP requires one parking space per unit. As part of the Objective Design Guidelines, the City is considering requiring one parking space per unit in the MB-FBC similar to the DTSP, depending on parking demand and feasibility analysis being prepared at this time.</p>
	C2	<p>Goal H-5 - Density Bonus Action 5.3 - Consider increasing density bonus beyond State Density Bonus Law.</p> <ul style="list-style-type: none"> ▪ We highly encourage Hayward to pursue this action. Given the uncertainty around construction costs and interest rates, it will be important to base any local density bonus program off of an economic feasibility analysis. 	<p>In 2022, the City initiated an update to the Density Bonus Ordinance. As detailed in Draft Housing Element Program H-5, the City plans to update the Density Bonus Ordinance by June 2023.</p>
	C3	<p>Goal H-3 - Suitable Sites Policy H-3.2 - Transit Oriented Development</p> <ul style="list-style-type: none"> ▪ This promotion of TOD is important but Hayward does not offer concrete, actionable steps to achieve this goal. There are no actions associated with this policy. ▪ Consider re-zoning areas around Hayward and South Hayward BART stations as well as the Line 10 and Line 99 AC Transit routes to allow for higher densities and height. 	<p>Goal H-3 contains a number of policies to support a diversity of housing type, size, location, price and tenure. In 2019, the City adopted the Downtown Specific Plan (Hayward Municipal Code Chapter 10, Article 28) and in 2020, the City adopted the Mission Boulevard Form Based Code (Hayward Municipal Code Chapter 10, Article 24). Both of those plans contain concrete actionable steps and related development standards and densities to support transit-oriented development. No additional action items are needed in Housing Plan.</p>
	C4	<p>Goal H-4 - Mitigate Constraints to Development Program H-14 - Development Incentives</p> <ul style="list-style-type: none"> ▪ The potential incentives include "disposition of public land." This should be clarified to articulate a policy of long-term ground leases, which is the best practice employed by San Francisco, Berkeley and Oakland in the development of land for mixed-income and affordable housing. Hayward should retain title to 	<p>Thank you for this suggestion. Disposition of public land could involve sale of land or long-term ground leases as suggested. It is not within the purview of this Housing Element to make specific decisions related to the disposition of land without any details regarding the location and type of development being proposed. The City Council will review and make these decisions on a case-by-case basis.</p>

		the land in order to realize the long-term upside of development and rising land values.	
C5	<p>Goal H-1 - Maintain Existing Housing Opportunities to Add:</p> <ul style="list-style-type: none"> ▪ Codify SB330/SB8 Tenant Demolition Protections and Right to Return ▪ SB330/SB8 create demolition protections for protected units (deed-restricted, rent-controlled and those occupied by low-income renters) when demolition is proposed. Development applicants must replace the protected units 1 to 1 and provide a right to return at deed-restricted or rent-control levels for displaced tenants. ▪ Hayward should codify these protections into its municipal code. ▪ Hayward should update its development application to inform potential applicants about SB330/SB8 tenant demolition protections and right to return. In addition, the development application should require a section requesting information about the existence of SB330/SB8 protected units that may be demolished as part of a project, plans for replacement and right to return of displaced tenants. Oakland and Los Angeles already do this for their development applications. 	These provisions are included in the Draft Housing Element as Program H-10, Replacement Housing.	
C6	Hayward claims that it will meet its RHNA goals through existing zoned capacity. Please confirm that all sites that have been re-used within the past two cycles will be re-zoned to allow for by-right development per AB1397.	By-right requirement under AB 1397 applies to sites that were identified in previous housing element updates as sites that could accommodate lower-income units. Parcels will be rezoned for by-right development if the parcel was used for lower income housing in the 5th cycle and again in the 6th cycle in accordance State law.	
C7	Hayward claims that it will meet its RHNA goals through existing zoned capacity. What is the basis for the column labeled "Site Available" in the site inventory Table A? Is it written documentation of interest from the landowner? If so, will Hayward make this documentation available to the public?	"Site Available" means that there is not currently a development application for the site.	
C8	Hayward claims that it will meet its RHNA goals through existing zoned capacity. Many of the sites identified are owned by Hayward. Does Hayward have an articulated program for planning and development of city-owned land? We request Hayward	Please see response to comments C4 and C11.	

	consider use of long-term ground leases to develop mixed-income and affordable housing as a tool to retain long-term ownership and benefits of development.	
C9	The Draft says that 35 units will be delivered within the CC-HDR zones within the 6th Cycle. 507 C Street is a non-vacant parcel that has been re-used from prior planning periods. There is no analysis of why this time will be different. Please confirm that this parcel will be re-zoned to allow by-right approval per AB1397.	This site will not be rezoned because lower-income units are not assumed on the site and is therefore not subject to AB 1397 by-right approval. This site continues to have high potential of redevelopment based on the site selection analysis included in Appendix C. The City will work to facilitate the redevelopment of this site.
C10	The Draft says that 35 units will be delivered within the CC-HDR zones within the 6th Cycle. 22756 Alice Street is a non-vacant parcel that has been re-used from prior planning periods. There is no analysis of why this time will be different. Please confirm that this parcel will be re-zoned to allow by-right approval per AB1397.	See response to comment C9.
C11	The Draft states that 1,571 units can be delivered within the CC-RCO zones of the Downtown Specific Plan within the 6th Cycle. The block bounded by C Street, Grand Street, Alice Street and Claire Street includes a number of non-vacant sites zoned CC-RCO. All of these sites have been in prior housing elements. There is no analysis of why these existing industrial uses are likely to be redeveloped within the 6th Cycle. In addition, there is no analysis of any additional costs associated with potential remediation from the mid-century automotive and industrial uses on the sites. Please confirm that this parcel will be re-zoned to allow by-right approval per AB1397.	This site will be rezoned because lower-income units are assumed on the site and is therefore subject to AB 1397 by right approval. This site continues to have high potential of redevelopment based on the site selection analysis included in Appendix C. The City will work to facilitate the redevelopment of this site.
C12	The Draft relies on the Mission Boulevard Code to provide 1,388 units within the 6th Cycle. 25376 Mission Boulevard is a good site, but the amount of zoned capacity provided (48 units on 1.86 acres) is insufficient to outbid an existing auto sales use. Increase the allowable density on this site. Please confirm that this parcel will be re-zoned to allow by-right approval per AB1397.	The Sites Inventory follows HCD's site selection criteria and realistic capacity based on local development trends. It's possible that a project with larger capacity than assumed will occur. This site will not be rezoned because lower-income units are not assumed on the site and is therefore not subject to AB 1397 by right approval. This site continues to have high potential of redevelopment based on the site selection analysis included in Appendix C. The City will work to facilitate the redevelopment of this site.
C13	The Draft relies on the Mission Boulevard Code to provide 1,388 units within the 6th Cycle. 29459 Mission Boulevard is a parking lot used by LiUNA Laborers Local 304. Has LiUNA indicated it intends to redevelop this lot during the planning period? Do they intend	This site is the subject of a planning application that includes the subject site (29459 Mission Blvd, APN 078C-0438-011-02) and the adjacent parcel located at 29475 Mission Blvd, APN 078C-0438-012-00). The project will redevelop the union hall and parking lot and adjust the lot line between the two

		to move their local office? It has previously been used in prior cycles. Please confirm that this parcel will be re-zoned to allow by-right approval per AB1397.	parcels. The parking lot for the union hall will be on an approximately 1.38 acre lot. The parking lot portion of the site will be retained in the inventory because there is no minimum parking requirement for non-residential uses in the Mission Boulevard Form Based Code which covers that property. Therefore, if the property owner wanted to redevelop the parking lot into high density housing, it is possible based on the applicable zoning.
Transform CA	D1	To meet housing, transportation, and climate goals, Hayward needs to expand on its successful programs and initiate some new ones. In particular, there will need to be an effective mix of: <ul style="list-style-type: none"> ▪ Planning for growth in walkable areas near transit ▪ Reducing the amount of parking mandated for housing and providing incentives and programs to drive less (Transportation Demand Management or TDM) ▪ Developing sufficient programs to meet affordable home targets of RHNA 	The City has implemented these goals and programs particularly in the Downtown Specific Plan (Hayward Municipal Code Chapter 10, Article 28) which was adopted in 2019, and in the Mission Boulevard Form Based Code (Hayward Municipal Code Chapter 10, Article 24) which was adopted in 2020. Those areas have reduced parking requirements and are subject to reduced parking analysis based on VMT screens for affordable housing near transit (https://www.hayward-ca.gov/discover/maps/726). Both of those plans contain concrete actionable steps and related development standards and densities to support transit-oriented development.
	D2	TransForm recommends that Hayward consider the following policies in the Housing Element: <ul style="list-style-type: none"> ▪ Funding a dedicated study of parking reforms, particularly how smart parking policies could positively impact housing, transportation, and other goals. ▪ Requiring unbundled parking for certain transit-oriented developments. This is easier for building managers to implement now with new parking tech tools like Parkade. ▪ Expanding the Transportation Demand Management program by requiring provision of transit passes to each resident. 	Parking requirements are low where redevelopment is expected to occur, specifically in the Downtown Specific Plan and Mission Boulevard Corridor. The City will continue to monitor its parking standards and revise if these standards are identified as a constraint to housing development.
	D3	We have used our GreenTRIP Connect tool to create scenarios for a potential future development site at 22765 Grand Street. This parcel is identified in Hayward’s draft Housing Element Site Inventory as a potential development site in the UN zone of the Downtown Area, meaning it would provide slightly few parking spaces based on proximity to transit. The California Office of Planning and Research recommends GreenTRIP Connect as a tool to use while developing General Plans and is especially useful during the development of Housing Elements.	Thank you for the comment. The City will take this information into consideration.

		<p>By implementing these strategies at 22765 Grand Street, GreenTRIP Connect predicts:</p> <ul style="list-style-type: none"> ▪ With unbundling and providing transit passes at this site, we saw a 37% decrease in parking and resident transportation savings of \$1,020 per year. ▪ With right-sized parking, incorporating the benefits of good location, unbundled parking and free transit passes, the development would cost \$2,002,000 less to build relative to current parking standards. ▪ When combined with 100% affordable housing these strategies resulted in an incredible 61% reduction in driving and greenhouse gas emissions for the site, compared to the city average. ▪ If an affordable development with smart parking strategies were built on this site each household would drive 7,132 less miles per year creating a greener and safer community. 	
	D4	<p>Actions 4.4 and 4.5 are two of the most important actions in the Housing Element because they are a cost-effective complement to strategies focused on housing production. The GreenTRIP scenarios and the chart on the final page of our Scenario document also show the imperative of programs to accelerate development of affordable homes, like Actions 4.4 and 4.5. Not only do lower-income households use transit more and drive much less than average, but success in this area can help provide homes for unsheltered individuals and families. A commitment to these programs will show that Hayward is committed to planning for all levels of the 2,509 RHNA BMR units anticipated in this cycle.</p>	<p>Thank you for the comment. The City will take this information into consideration.</p>
Carpenters Local 713	E1	<p>The Draft City of Hayward Housing Element notes in its housing constraints analysis that “there are a variety of factors outside of the City’s control that could influence whether or not that housing is built such as...availability of labor.” However, there are policies the City can adopt that would nurture the workforce necessary to realize the City’s housing construction needs.</p> <p>To support the policy goals of the Housing Element, Local 713 is requesting that the City add local hire and apprenticeship requirements to the final Housing Element for all residential construction projects larger than 10 units.</p>	<p>This suggestion is not within the purview of the Housing Element, which is intended to identify and remove constraints associated with development of housing. Introducing such a policy or Ordinance would increase the cost of housing production which is an identified constraint to housing production.</p>

	E2	<p>The Carpenters propose the following additions to the Municipal Code of the City of Hayward for any residential projects larger than 10 units.</p> <p>Permitting requirements: A person, firm, corporation, or other entity applying for a building permit under the relevant section of the Municipal Code of the City of Hayward, California shall be required to comply with the apprenticeship, healthcare, and local hire requirements of the Housing Element of the General Plan. Failure to comply with the requirements set forth in this section shall be deemed a violation of this article.</p>	See response to comment E1.
	E3	<p>Apprenticeship: For every apprenticeable craft, each general contractor and each subcontractors (at every tier for the project) will sign a certified statement under penalty of perjury that it participated in a Joint Apprenticeship Program Approved by the State of California, Division of Apprenticeship Standards OR in an apprenticeship program approved by the State of California Division of Apprenticeship Standards that has a graduation rate of 50% or higher and has graduated at least thirty (#) apprentices each consecutive year for the five (5) years immediately preceding submission of the prequalification documents. The contractor or subcontractor will also maintain at least the ratio of apprentices required by California Labor Code section 1777.5.</p>	See response to comment E1.
	E4	<p>Local Hire Policy: Contractor will be required to provide documentation that the contractor will hire a minimum of twenty-five percent (25%) of staff for any job classification with more than four (4) employees employed whose primary residence, which is not a post office box, is, and has been, within Alameda county within 180 days of the expected date of issuance of the Notice to Proceed for the project.</p>	See response to comment E1.
Glenn Kirby	P1	<p>As Currently stated, Goal H-2.3 Inclusionary Housing gives the developer the power to opt out of building on-site affordable housing and instead pay an in-lieu fee. Given this choice, very few developers have chosen to build affordable housing units within market-rate residential developments and thus, the City has very few market rate projects (rental and owner-occupied) that include affordable housing units.</p>	<p>Thank you for these comments which are related the Affordable Housing Ordinance (Hayward Municipal Code Chapter 10, Article 17). The Ordinance allows developers to choose how they would like to satisfy their affordable housing obligation. Two of the options are to provide affordable housing within the development or to pay an in-lieu fee. In lieu fees are placed in an affordable housing trust fund and used to create new affordable housing units. The commenter is requesting that the City Council consider amendments to the Ordinance to require that developers provide on-site affordable units rather than allowing the</p>

			<p>developer to choose to pay in lieu fees. Draft Housing Element Goal H-2 lists a host of programs that can be used to incentivize the development of affordable housing. Inclusionary Housing (Policy H-2.3) is only one program listed within that goal and further detailed in Program H-6. Pursuant to that Program, the City of Hayward Housing Division has initiated the process to update the Affordable Housing Ordinance and expects to modify the Ordinance, based on updated feasibility analysis, by January 2024. The recommendations for how to update the Ordinance will be based on the findings and recommendations set forth in the feasibility analysis.</p>
	P2	In Policy H-2.4, the City is empowered only to encourage integration of affordable housing and we know from reviewing residential projects over the last decade, that this current policy is not working for a number of reasons.	See response to comment P1.
	P3	I urge the City Council a make an effective, equity-based revision to the Housing Plan and require every residential development in the City to include a percentage of moderate/low-income housing, fulfilling its responsibility to create housing opportunities for all its residents. This change would provide financial certainty to the developer because inclusionary affordable housing would be a requirement of the ordinance and a commitment by the City Council.	See response to comment P1.
Mary Ann Higgs	P4	My concern is whether building on a large scale is a smart thing to do right now. My main concern is water supply since we are in a drought and things are not getting better. I am concerned that adding housing of any type puts an undue burden on this limited resource. I think there should be a caveat that the plans can only be executed if there is adequate water to support individuals that will be residing in these units. Maybe the caveat is there must be 'X' consecutive years of average or above average rainfall/snowpack before 'X' number of housing is built.	Thank you for the comment. Water supply capacity and other services will be considered on a project-by-project basis.
Roland L. McCready	P5	I read through this plan. I am a senior citizen homeowner who lives in the Jackson Triangle. How will this affect me?	Thank you for your comment. The Housing Element is a planning document that allows the City to plan for a variety of housing at all income levels for the next 8 years. The Housing Plan also contains educational opportunities, outreach and resources for senior citizens on fixed incomes among others.

Sandy Stark	P6	My only comment and complaint is, why aren't you building Tower cities, 50 stories, or at least 20, because they are needed terribly! Make sure each Tower has all things so some or all can get rid of their personal vehicles, and just rent one whenever needed! Include: groceries, gyms, car rentals, hospitals/clinics, vets, indoor terrariums and parks, and indoor vertical food gardens, are necessities. If you don't you'll just have worse traffic congestion, and worse air to breathe.	Thank you for your comment. Your response has been noted.
Tammy Artis	P7	I didn't see a mention of live/work housing?	Live/Work housing is a type of use and housing form (Shopfront) that is permitted in the Downtown Specific Plan and in the Mission Boulevard Form Based Code areas.
Marla Lyons	P8	Please when constructing these housing communities that they are Better "soundproofed" so all your movements can be private.	Thank you for your comment. Your response has been noted.
Zachariah Oquenda	P9	Can we include something in the policies explicitly supporting people in reentry to have a fair chance to access housing opportunities? There is a nexus between discrimination based on race and disability as these are two protected classes that are disproportionately impacted by the criminal legal system. South Hayward is one area where there is an above average concentration of people with records that would tend to lead to disproportionate discrimination in South Hayward neighborhoods.	Thank you for this comment. The City will add a new policy related to "Fair Chance Housing" to explore opportunities to assist individuals with poor credit history, poor landlord referral/references, formerly incarcerated or otherwise require mitigating circumstances in their evaluation prior to denial.
D. Yates, Ph.D. Professor Emerita	P10	Looking at the renderings that are part of the plans there seem to be a number of multi-story housing units suggested. My suggestion would be to incorporate single-story houses for those with ambulatory concerns, i.e.. bad knees/back with will preclude one from negotiating stairs.	Thank you for your comment. Your response has been noted.
Rafael Velazquez Cardenas	P11	Under Appendix E, the review of our city's past accomplishments, why were we severely under the RNHA goal for our severely low through moderate income homes in our past efforts? What policies or city ordinances can be put in place to make sure we are not neglecting our lower income residents while clearly exceeding the needs for the above moderate-income residents? How can we prevent this in upcoming building of housing?	Thank you for this comment and questions. The City of Hayward, like most other jurisdictions throughout the state, had difficulty meeting the Regional Housing Need Allocation for low- and moderate-income households. It is important to note that the City does not build housing. Development of affordable housing is reliant on numerous factors including financing, land availability, cost of construction and labor that are outside of the City's control. The Draft Housing Element contains Goals, Policies and Programs specifically focused on development of housing at a variety of income levels. Please see Goal H-2 to assist in the development of affordable

		housing and related programs; Goal H-3, to provide suitable sites for a variety of housing types; and Goal H-4 to mitigate potential constraints to housing production, and related Policies and Programs.
P12	Under the Inclusionary housing section, new buildings need to provide affordable rental units at 6% of the built units? Why such a low percentage when the median income of our city is close to 56k per year and when the need is much higher in Hayward? Can this percentage be increased through city policies or incentives in order to build more affordable housing?	Draft Housing Element Goal H-2 lists a host of programs that can be used to incentivize the development of affordable housing. Inclusionary Housing (Policy H-2.3) is only one program listed within that goal and further detailed in Program H-6. Pursuant to that Program, the City of Hayward Housing Division has initiated the process to update the Affordable Housing Ordinance and expects to modify the Ordinance, based on updated feasibility analysis, by January 2024. The recommendations for how to update the Ordinance will be based on the findings and recommendations set forth in the feasibility analysis.
P13	Under the Inclusionary housing section, affordable ownership units must be 10% of units built for moderate income households, but a fee can be paid in lieu if developers do not meet the quota. What is this fee and is it substantial enough to dissuade developers from avoiding affordable ownership units? I also wonder if this fee would end up costing our city and residents in the long run if developers do not build enough housing to meet the community's needs. Are there any city ordinances/policies that can make this loophole harder for developers to exploit?	The Affordable Housing In-Lieu fee is available on the City's Master Fee Schedule available at this link: https://www.hayward-ca.gov/your-government/documents/master-fee-schedule . See page 21 of the PDF. Please also see response to comment above about the Affordable Housing Ordinance update.
P14	Under Action 13.2, why don't we amend the zoning to also permit building of multi-family housing/apartments in these low-density neighborhoods? Why does the proposal only create middle housing types of new units (condos, duplex, etc.)?	The Draft Housing Element demonstrates that the City has adequate sites and zoning to meet the Regional Housing Needs Allocation therefore rezoning is not necessary at this time. The City does assume that some lower density areas will become more dense through construction of Accessory Dwelling Units (ADU) and new State Laws including Senate Bill 9 (SB9) which allows any single family lot to be split into two lots and for duplexes to be built on each lot. The City does have Program H-18 to monitor these ADU and SB9 projects and to ensure equitable distribution of such projects throughout the City in the next Housing Element cycle.
P15	Are there any policies or ordinances we can add to also protect and meet the housing need for our large undocumented population in Hayward? Immigrant families cannot access Section 8 housing and may not seek help due to the fear of family separation. Possibly stronger rent stabilization, education, and anti-harassment policies can be	The City of Hayward is a Sanctuary City and provides services to all residents regardless of immigration status https://www.hayward-ca.gov/residents/undocumented-residents/city-policies-and-faq . Therefore, all of the services and resources available to special needs populations, including low-income households would be available to the

		very helpful. Our Hayward 2019 Rent Stabilization ordinance is a good start; however, it is definitely not enough. The 5% cap on rental increases annually is far above what our average workers earn and increases on rent can have drastic impacts on family health and stability. Our immigrant workers, who tend to have very low wage work and do not see the wage increases of other workers, are especially vulnerable. Are there ways our housing element can make the rent stabilization even stronger than the 5% cap annually on certain units?	undocumented population where not in conflict with Federal Law. In 2020, the City Council considered decreasing the rent cap in the Rent Stabilization Ordinance and ultimately did not adopt changes to the Ordinance. The City Council may opt to update the Ordinance in the future.
	P16	Do we have any city-owned public rent controlled spaces? How can we build these up and use them to serve our vulnerable populations?	There are City and other public agency owned properties that are identified on the Housing Sites Inventory included in Appendix C and there is a specific Program related to development of a variety of housing types on publicly owned properties in the Draft Housing Element (Program H-13).
George Syrop	F1	Do we have a vacancy registry or atlas where residents can learn: average vacancy rate, how many units are empty, how long they've been empty, who the landlord is for a given property, rent costs, evictions rates, % of security deposits withheld at a certain property, and more?	Thank you for this question. As described in the Draft Housing Element, the City's Code Enforcement Division maintains a list of rental properties and periodically conducts rental inspections however the information retained as part of that program does not include rent costs, security deposits or other information of that nature.
	F2	How can we prioritize lowering rental barriers? Application fees, fair chance housing, etc.?	The Draft Housing Element contains Goals, Policies and Programs to incentivize the development of affordable housing and to reduce barriers to access to housing.
	F3	Can Hayward provide hotel vouchers or incentives for hotel/motel businesses to help with transitional housing supply?	As part of the Let's House Hayward! homelessness reduction plan, the City will continue leveraging partnerships between non-profit housing developers, Alameda County, and regional jurisdictions to support the creation of hotel conversion projects by community-based entities. Additionally, The City provides a limited amount of short-term hotel stays for individuals experiencing homelessness. Individuals may be referred by City staff or partner nonprofit agencies.
	F4	Pg 24 - Ground leasing public land vs. selling. Comment: HUGE SUPPORT, our land is our most valuable asset, we should not give up our public resources.	This comment has been noted.
	F5	Pg. 25 - City partnerships with Chabot & CSUEB for housing. Question: Can we explore housing options for employees of other Hayward anchor institutions (defined as employing 1%+ of the workforce)? St. Rose, City of Hayward, HUSD	The City will work with large employers to house their workforces. Those employers can approach the City at any time to discuss options to develop housing throughout Hayward. However, the City will prioritize the groups

	(especially since education/healthcare/services sector is increasing - noted on pg. 28)	described in the Housing Element for City resources and funds.
F6	Pg. 29 - only 20% of rental units are 3 bedrooms or more. Comment: Appendix A describes significant overcrowding, how is the housing element specifically addressing/prioritizing affordable 3+ bedroom rentals?	The City prioritizes development of larger units in applications for Notices of Funding Availability (NOFA) for public funds in that additional "points" are awarded to projects that contain a larger proportion of large units. See Draft Housing Element Program H-4, Affordable Housing Development Assistance, and Policy H-5.7, Family Housing.
F7	Pg. 36 - references a "graphic below" at the end of the first paragraph, but I'm not seeing one.	Reference to a "graphic below" has been removed on page 36.
F8	Pg. 36 - 6th Cycle of RHNA is an 18% increase over the last one. Question: How much did we build relative to our allocation?	Please see Table E-1, Quantified Housing Objective and Achieved Accomplishments in Appendix E, Review of Past Accomplishments to see how many building permits were issued during the 5th Cycle Housing Element.
F9	Pg. 40 - ADU's Comment/Question: Will only contribute 7% towards RHNA goals (if estimated 40 units/year is achieved). How can we streamline this process to avoid spending staff time on a relatively small stock of housing?	The ADU review and approval process was streamlined during the last Housing Element cycle. The Planning Division created a simple checklist that applicants submit with a building permit for a Junior/Accessory Dwelling Unit. This process eliminated the need for a separate Planning approval process.
F10	Pg. 43 - Summary of Adequate Sites. Question: What would it take to change zoning districts to accommodate more lower income units beyond the current 1607?	The City has complied with State Law and provided an inventory that demonstrates that the City has adequate zoned land to accommodate the Regional Housing Need Allocation. Wholesale rezoning efforts would require initiation of the project by the City Council and allocation of appropriate funding and staff resources to conduct outreach, analysis, preparation of maps and plans and environmental analysis.
F11	Pg. 45 - Home Investment Partnership Program. Comment/Question: 482k doesn't seem like a lot, how are HOME funds currently being divided among the services listed? What adjustments can we make to allocations to provide more value?	Half of HOME funds are used for tenant based rental based assistance for former foster care youth while the remainder of HOME funds are combined with other financial resources to fund affordable housing projects.
F12	Pg. 45 - SB2 Grants Question: How much are we collecting from these grants? What are we spending it on?	The City received \$310,000 in SB2 Grants and \$495,000 in LEAP grant funding. The City is currently using the funds to prepare the Draft Housing Element and related General Plan Amendments, to update the Density Bonus, to prepare Objective Standards and related zoning update and to develop an ADU program.

F13	Pg. 46 - LEAP Grants How much of the \$119M is Hayward receiving? How is it being allocated currently?	Please see response to comment F12.
F14	Pg. 47 - Code Enforcement What does this process currently look like? Any notes on streamlining this process?	Please see Draft Housing Element Program H-2, Residential Rental Inspection Program, for information and metrics related to this program.
F15	Pg. 52 - Permit, Processing, Procedures. Where can I find a schedule of these fees? Do we have data on how often they're waived (or in lieu of fees are paid), and the impact these fees have on increasing project times?	The City's Fee Schedule is available at this link: https://www.hayward-ca.gov/sites/default/files/Adopted%20FY%202023%20Master%20Fee%20Schedule_1.pdf . All projects must pay a variety of impact fees which may be reduced depending on the development but are not generally waived.
F16	Pg. 54 - Market Activity. What resources does the city have available to combat loan denial rates in communities of color?	Residential lending practices are regulated by the federal government. The City funds homeownership counseling agencies to educate homeowners on purchasing processes. The City also funds default counseling to avoid foreclosure.
F17	Pg. 59 - Fair Housing Goals & Priorities (6.3). Can we be proactive about sending tenants resources? I know Berkeley sends a packet with resources to all new renters.	Draft Housing Element Program H-20, describes various actions that the City will take during the next Housing Element cycle to broaden outreach.
F18	Pg 63 - Program H-2, Action 2.2. What enforcement mechanisms will tenants have to ensure this is being done in a timely manner?	The City's Code Enforcement Division will take the lead on ensuring compliance with these provisions.
F19	Pg 64 - Program H-3, Action 3.4. Can we implement a tenant opportunity to purchase program here as well?	The City explored the opportunity to transition rental to ownership units in 2020 and found that this conversion would require significant financial subsidies to cover retrofitting the units to meet ownership/condominium standards, attorney fees to develop legal documents and additional staffing resources to cover the processing of conversion from rental to ownership. However, this process could be accomplished by a private or nonprofit entity.
F20	Pg 66 - Program H-2.5. What flexibility do we have to increase in-lieu of fees to discourage developers from avoiding building affordable units? What is the current in-lieu of fee?	The Affordable Housing In Lieu fee is available on the City's Master Fee Schedule available at this link: https://www.hayward-ca.gov/your-government/documents/master-fee-schedule . Please see responses to comments on the Affordable Housing Update above.

F21	Pg 66 - Program H-2.6. Is this specific to rental units or just homeownership?	This program is applicable to both rental and ownership units.
F22	Pg 66 - Program H-4. How can we prioritize 3+ BR development to address overcrowding?	As noted above, the City prioritizes development of larger units in applications for Notices of Funding Availability (NOFA) for public funds. See Draft Housing Element Program H-4, Affordable Housing Development Assistance, and Policy H-5.7, Family Housing.
F23	Pg 68 - Action 6.4. What is the justification for spending 4 years assessing?	There is no Action 6.4 listed on page 68.
F24	Pg 69 - Action 7.6. Does the city have any mechanisms to force acceptance of Housing Choice Vouchers?	The City's Rent Stabilization Ordinance prohibits landlords from discriminating against tenants on the basis of income, including the use of Housing Choice Vouchers. However, the City cannot force landlords to accept Vouchers.
F25	Pg 75 - Program H-13. Can the city explore opportunities to provide incentives or benefits for local residents and Hayward employees?	The City will provide resources to all individuals who demonstrate need and are qualified for housing.
F26	Pg 75 - Policy H-4.1. How much is the current process contributing to construction costs? On average, how much would streamlining these processes reduce overall costs?	As noted in Appendix D, Housing Constraints, and in conversations with developers, length of time processing permits increases the cost of a development project. Staff does not have data on the quantitative results of such streamlining.
F27	Pg 75 – Policy H-4.2. Similar to the previous question – how much will these incentives and bonuses reduce overall costs? Is there an average percentage of dollars saved per project?	As noted above, this information is anecdotal and accepted as common knowledge across the industry. Streamlining the development review process will save time which in turn will save money in the development process.
F28	Pg 76 – Program H-14. Comment: I hope public land disposition means leasing only. Hayward should not sell its land off!	Thank you for your comment. Your response has been noted.
F29	Pg 76 – Program H-14 Action 14.3. Will this reduce the likelihood of higher density units being built?	Density is related to the applicable zoning regulations. Action 14.3 would not reduce density permitted on specific parcels.
F30	Pg 77 – Action 16.3. Could this be amended to include greenspace, mixed-use, and other development amenities that make for more livable, walkable neighborhoods?	This Action is applicable to all types of development and City goals outlined in the General Plan and applicable Specific Plans support the development of greenspace and livable, walkable neighborhoods.

F31	Pg 77 – Action 16.4. Where can I learn more about the current process for project review?	Please refer to Appendix D, Housing Constraints, for a general overview of the project review process.
F32	Pg 78 – Action 17.2. How much staff time will be allocated to this given the relatively small amount of units it provides?	As noted above, the ADU process was streamlined to eliminate a planning permit and to just require approval of a building permit.
F33	Pg 80 - H-5.7 Family Housing. I love this! Are there specific percentages the city is aiming for? Can the city development Community Benefit Agreements that include this as part of project approval?	The City has not identified specific percentages in the housing unit mix but does encourage provision of larger units through the planning process. Further, projects that provide higher number or proportion of large units are allocated more points for the City's affordable housing funding. Introducing a Community Benefits Agreement for all residential development projects would introduce a new constraint and added costs to development.
F34	Pg 81 - Action 19.4. Comment: I appreciate this effort but wonder if there are more systemic approaches we can take beyond supporting just 10 people/year	These Actions represent a realistic goal considering other programs, policies, and actions in addition to staffing and resource limitations. There is not limit to the number of people the City can help if resources are identified to provide toward this action item.
F35	Pg 81 - Action 19.5. Where will this data be published?	The City reports data on homelessness to the City Council every other year following release of the Point in Time (PIT) count.
F36	Pg 81 - Action 19.9. How much would the city budget towards this?	The City is allocating \$1.5 million in ARPA (American Rescue Plan Act) funds.
F37	Pg 82 - Action 20.3. Comment: Add Eden Community Land Trust, Hayward Area Planners Association, and HayCoCoa to this list please!	Thank you for the comment. These organizations have been added to action 20.3.
F38	Pg 82 - Action 20.4. Comment: Would like to explore ways to disseminate this info more widely/regularly	As noted above, these Actions represent a realistic goal but would not preclude the City from conducting additional outreach.
F39	Pg 83 - Policy H-6.2. Can we push for fair chance housing to remove discrimination based on criminal record and add sexual orientation to this list?	Thank you for this comment. The City will add a new policy related to "Fair Chance Housing" to explore opportunities to assist individuals with poor credit history, poor landlord referral/references, formerly incarcerated or otherwise require mitigating circumstances in their evaluation prior to denial.

F40		Pg 85 - Program H-22. Can we develop a streamlined process for tenants to report potential violations (maybe through Access Hayward or the city website?)	The City contracts with Eden Council for Hope and Opportunity (ECHO) to provide fair housing assistance and tenant landlord mediation. Inquiring and comments are provided to the City through email, walk-in and occasionally Access Hayward, and those inquiries are referred to ECHO.
F41		Pg 86 - Program H-24. What can the city do when Landlords fail to pay for required relocation assistance?	Please see Hayward Municipal Code Chapter 12, Article 2 Tenant Relocation Assistance. The Ordinance outlined the applicability, obligations and remedies for tenants. If a landlord fails to provide relocation assistance, the tenant may pursue legal recourse in small claims court.
F42		Pg 86 - Action 24.2. Can we be more proactive about this information, maybe send something to newly registered tenants with their first utility bill? (Also this table might be duplicated in the draft element on Pg 87)	Thank you for this suggestion. The City is continually exploring opportunities to expand outreach.



Appendix B – Housing Needs Assessment

City of Hayward Housing Element (2023-2031)

prepared by

City of Hayward

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1 Housing Needs Assessment

Ensuring adequate housing for all Hayward's present and future residents is a primary housing goal for the City. To realize this goal, the City must effectively target its programs and resources toward those households with the greatest need. An assessment of the demographic, socioeconomic, and housing characteristics in Hayward helps determine the specific housing needs of present and future residents. This section discusses the characteristics of Hayward's population and housing stock to better define the nature and extent of unmet housing needs in the city.

This section includes the following sections:

- Population Characteristics
- Age Characteristics
- Race and Ethnicity
- Economic Characteristics
- Household Characteristics
- Special Needs Groups
- Housing Stock Characteristics
- Affordable Housing in Hayward

1.1 Population Characteristics

Population characteristics affect the type and amount of housing needed in a community. Factors such as population growth, age and income distribution, and employment trends influence housing needs including the type and affordability of housing. The following section describes and analyzes the various population characteristics and trends that affect housing needs.

1.1.1 Population Growth

The City of Hayward encompasses over 64 square miles of Alameda County and is located along the east side of San Francisco Bay between the unincorporated communities of Castro Valley, Ashland, and Cherryland to the north, and Union City to the south. The City's incorporated area extends from the shoreline of the Bay into the east Hayward Hills. Incorporated in 1876, Hayward remained a small agricultural town until after World War II when the population rapidly increased the demand for suburban homes. More recently, Hayward continued to grow as the Bay Area's tech boom further increased demand for housing within commuting distance of employment centers in Silicon Valley.

From 1990 to 2000, Hayward's population increased by over 25 percent to 140,030 residents. Growth in the city slowed from 2000 to 2010, with an increase of 3 percent. From 2000 to 2020 Hayward's population grew by 15 percent. Hayward's population grew 44 percent in the 30 years since 1990.

Because the full release of the 2020 Census was delayed due to the COVID-19 pandemic, only limited high level demographic data was available for 2020. Therefore, the more detailed analyses presented in this housing element are based on the 2019 American Community Survey 5-year

Estimate Tables from the U.S. Census Bureau. Table B-1 compares the population changes since 1990 of Hayward, five Alameda County cities, and the County as a whole.

Table B-1 Population Growth

	1990	2000	2010	2020	Percent Change 1990-2000	Percent Change 2010-2020	Percent Change 1990-2020
Oakland	372,242	399,566	390,724	419,571	7.3%	7.4%	12.7%
Fremont	173,339	203,413	214,089	234,220	17.3%	9.4%	35.1%
Berkeley	102,724	102,743	112,580	122,580	0.0%	8.9%	19.3%
San Leandro	68,223	79,452	84,950	87,930	16.5%	3.5%	28.9%
Union City	53,762	66,869	69,516	73,637	24.4%	5.9%	37.0%
Hayward	111,343	140,030	144,186	160,834	25.8%	11.5%	44.4%
Alameda County	1,276,702	1,443,939	1,510,271	1,670,834	13.1%	10.6%	30.9%

Source: California Department of Finance, E-5 series.

1.2 Age Characteristics

A community’s current and future housing needs are determined in part by the age characteristics of residents. Typically, each age group has distinct lifestyles, family types and sizes, incomes, and housing preferences. As people move through each stage of life, housing needs and preferences may change. To create a balanced community that accommodates all age groups, it is important to provide housing options that suit a variety of needs.

Table B-2 shows the proportional populations by age group in the City of Hayward. While the City’s total population grew by approximately 14 percent, the child and youth population (ages 0-4 and 5-19 years), decreased by approximately 13 percent and 8 percent respectively between 2000 and 2019. Much more growth was seen in Hayward’s older age categories. Between 2000 and 2019 the population of seniors (ages 65+) in the city grew by approximately 35 percent, which is the largest growth of any age category. In the same period, the population of adults between the ages of 35 and 64 grew by approximately 27 percent. This represents an increase in the proportion of Hayward’s population in the 34–64-year age group from approximately 35 percent in 2000 to 39 percent in 2019. Hayward’s median age has increased steadily from 31.9 years of age in 2000 to 35.5 years of age in 2019.

Table B-2 Age Characteristics

Age Groups	2000 Persons	2000 Percent	2010 Persons	2010 Percent	2019 Persons	2019 Percent	Percent Change (2000-2019)
Under 5 years	11,011	7.9%	10,774	7.5%	9,618	6.0%	-12.7%
5-19 years	30,494	21.8%	29,126	20.2%	28,221	17.7%	-7.5%
20-34 years	35,761	25.5%	35,401	24.6%	40,415	25.4%	13.0%
35-64 years	48,537	34.7%	54,243	37.6%	61,827	38.8%	27.4%
65+ years	14,227	10.2%	14,642	10.2%	19,212	12.1%	35.0%
Total Population	140,030	100%	144,186	100%	159,293	100%	13.8%
Median Age (years)	31.9		33.5		35.5		

Source: Bureau of the Census, 2000. Bureau of the Census, 2010. ACS, 2019.

1.3 Race and Ethnicity

The race and ethnicity of residents is important to an analysis of housing needs and conditions for several reasons. Residential segregation and exclusion, whether by race and ethnicity, disability, or income, is a result of numerous housing policies, practices, and procedures—both public and private—that have enduring and pervasive negative impacts. Overt and covert housing discrimination through land use policy, shifting housing markets, and patterns of investment and disinvestment, have restricted meaningful fair housing choice and equitable access to opportunity, particularly for communities of color. Historic patterns of segregation persist in California despite the long-standing federal mandate, established by the Fair Housing Act of 1968 (FHA), that federal agencies and federal grantees affirmatively further the purposes of the FHA. To this end, it is important for a city to understand the interplay of racial and ethnic demographics and housing issues. Further in-depth analysis and discussion of housing segregation and disproportionate burden can be found in Appendix F, *Fair Housing Assessment*.

Alameda County has become increasingly diverse in terms of race and ethnicity. As shown in Table B-3, Hispanic/Latino residents comprise the largest racial/ethnic group in Hayward, followed by Asian residents (which encompasses many different ethnic groups of Asia and the Indian Subcontinent) and non-Hispanic White residents. The proportion of Hispanic/Latino residents grew from approximately 34 percent in 2000 to 41 percent in 2010 and has remained largely consistent through 2019. In the same period, the proportion of Asian residents has increased steadily from an estimated 19 percent in 2000 to 27 percent in 2019. The proportion of non-Hispanic White residents has decreased from approximately 29 percent in 2000 to 16 percent in 2019. In the same period, the proportion of African American residents of Hayward has decreased slightly from 11 percent to 9 percent. American Indian or Alaska Native and Native Hawaiian and other Pacific Islander have each consistently accounted for 3 percent or less of the population of the city since 2000.

Because of increasing family and household formation among members of different racial/ethnic groups, the 2000 Census introduced a new category – “two or more races” – to better represent the growing number of Americans who identify with multiple races or ethnic groups. This census category has become more important, particularly in ethnically and racially diverse regions like the Bay Area. According to the 2015-2019 American Community Survey (ACS), an estimated 5 percent of Hayward residents identified as being of a mixed racial/ethnic background.

Table B-3 Race/Ethnicity

Race/Ethnicity	2000 Persons	2000 Percent	2010 Persons	2010 Percent	2019 Persons	2019 Percent
Non-Hispanic White	40,896	29.2%	27,178	18.8%	25,757	16.2%
African American	14,846	10.6%	16,297	11.3%	14,598	9.2%
Asian	26,189	18.7%	31,090	21.6%	43,088	27.0%
Native Hawaiian and Other Pacific Islander	2,511	1.8%	4,290	3.0%	3,461	2.2%
Hispanic/Latino	47,850	34.2%	58,730	40.7%	64,269	40.3%
American Indian or Alaska Native	570	0.4%	492	0.3%	576	0.4%
Other Race or Two or More Races	7,168	5.1%	6,109	4.2%	7,544	4.7%
Total	140,030	100%	144,186	100%	159,293	100%

Source: Bureau of the Census, 2000. Bureau of the Census, 2010. ACS, 2019.

1.4 Economic Characteristics

Employment has an important impact on housing needs. Incomes associated with different jobs and the number of workers in a household determines the type and size of housing a household can afford. Higher-paying jobs provide broader housing opportunities for residents, while lower-paying jobs limit housing options. Additionally, employment growth is a major factor affecting the demand for housing in a community. In some cases, the types of jobs themselves can affect housing needs and demand (such as in communities with military installations, college campuses, and large amounts of seasonal agriculture).

1.4.1 Employment

Hayward’s proximity to major transportation corridors makes it attractive to major firms throughout the San Francisco Bay region. The city is home to a variety of employers including large public entities such as Alameda County Sheriff’s Department and California State University East Bay, as well as bio-medical and industrial corporations like Baxter Bio Pharma, Illumina, Plastikon Industries Inc., and Kobe Precision. Table B-4 lists the major employers located in Hayward, as reported in the City’s 2020 Comprehensive Annual Financial Report (CAFR).

Table B-4 Major Employers in Hayward

Name of Employer	Type of Service
Alameda County Sheriff’s Department	Law Enforcement/Security
Baxter Bio Pharma	Bio-Medical
California State University East Bay	Education
Chabot Community College	Education
Costco Warehouse	Retail/Grocery
Fremont Bank Operations Center	Finance
Hayward Unified School District	Education
Illumina	Bio-Medical
Inland Marine Industries, Inc.	Manufacturing
New Century Beverage (Pepsi)	Beverage Production
Maleko Personnel, Inc.	Staffing Services
Plastikon Industries, Inc.	Bio-Medical
Gillig Corporation	Manufacturing
St. Rose Hospital	Hospital & Medical Services
City of Hayward	Government
Kobe Precision	Semiconductors

Note: The City’s CAFR did not report the number of employees at each firm in 2020.

Source: City of Hayward, 2020

Table B-5 summarizes the employment characteristics of the City’s civilian population. In 2000, the two largest occupational categories for residents were manufacturing and education/health/social services, accounting for approximately 16 percent and 15 percent of workers, respectively. These two categories represent just under one-third of jobs held by Hayward residents. By 2019, the employment share of the manufacturing sector in Hayward had fallen to 11 percent and the

employment share of the education/health/social services sector had grown to 20 percent. Both changes are consistent with employment trends in Alameda County and the broader Bay Area Region. According to ACS, education/health/social services had overtaken manufacturing as the sector employing the largest percentage of workers in the city with professional services following with 14 percent of workers in 2019. Approximately one-third of working residents of Hayward are employed in either of these two sectors. In Alameda County, education, health, social, and professional services account for 41 percent of employment in 2019.

Table B-5 Employment Characteristics

Industry	Percent of City Employment in 2000	Percent of County Employment in 2000	Percent of City Employment in 2019	Percent of County Employment in 2019
Agriculture, forestry, hunting, fishing, and Mining	0.2	0.3	0.4	0.4
Construction	7.6	5.6	7.9	5.3
Manufacturing	16.3	14.2	11.4	9.8
Wholesale Trade	6.3	4.1	3.0	2.5
Retail Trade	12.7	10.8	10.7	8.9
Transportation and warehousing, Utilities	7.9	5.8	7.3	5.1
Information	3.9	4.8	2.1	3.5
Finance, Insurance, and Real Estate	6.3	6.8	5.3	6.1
Professional Services	10.4	14.8	13.9	19.9
Education, health, and social services	14.6	18.3	20.2	21.4
Arts, entertainment, and recreation	6.3	6.4	9.2	8.8
Other Services, except Public Administration	4.4	4.5	5.3	4.9
Public Administration	3.1	3.7	3.3	3.5
Total	100	100	100	100

Sources: Bureau of the Census, 2000 and American Community Survey, 2015-2019.

Table B-6 displays mean annual wage data for occupations compiled by the California Employment Development Department (EDD) for Alameda County. Management, legal, and professional occupations generally offer the highest wages while food service, manufacturing, and personal care occupations offer lower wages.

Table B-6 Mean Salary by Occupation – Alameda County

Occupation	Average Salary
Management Occupations	\$158,446
Legal Occupations	\$146,544
Computer and Mathematical Occupations	\$124,151
Healthcare Practitioners and Technical Occupations	\$121,183
Architecture and Engineering Occupations	\$109,102
Life, Physical, and Social Science Occupations	\$103,059
Business and Financial Operations Occupations	\$97,088
Construction and Extraction Occupations	\$79,163
Arts, Design, Entertainment, Sports, and Media Occupations	\$77,908
Protective Service Occupations	\$71,366
Educational Instruction and Library Occupations	\$70,691
Community and Social Service Occupations	\$68,136
Installation, Maintenance, and Repair Occupations	\$67,785
Sales and Related Occupations	\$59,555
Office and Administrative Support Occupations	\$55,056
Production Occupations	\$51,926
Transportation and Material Moving Occupations	\$48,835
Building and Grounds Cleaning and Maintenance Occupations	\$48,311
Personal Care and Service Occupations	\$42,532
Farming, Fishing, and Forestry Occupations	\$42,154
Healthcare Support Occupations	\$40,799
Food Preparation and Serving Related Occupations	\$38,872
All Occupations	\$76,328

Sources: California Employment Development Department, Occupational Wage data, 2021

1.4.2 Household Income

Household income is directly connected to the ability to afford housing. Higher income households are more likely to own a home rather than rent housing. Lower income households are more likely to occupy overcrowded or substandard housing and tend to pay a higher percentage of their income for their housing.

For planning and funding purposes, the California State Department of Housing and Community Development (HCD) has developed the following income categories based on the Area Median Income (AMI) of metropolitan areas such as Alameda County:

- Extremely low-income: households earning up to 30 percent of the AMI
- Very low-income: households earning between 31 and 50 percent of the AMI
- Low-Income: households earning between 51 percent and 80 percent of the AMI
- Moderate-Income: households earning between 81 percent and 120 percent of the AMI
- Above Moderate-income: households earning over 120 percent of the AMI

Combined, the extremely low, very low, and low-income groups are referred to as lower-income.¹

Between 2014 and 2018, approximately 59 percent of Hayward households earned moderate or above moderate incomes, while 42 percent of households had lower incomes. Renters typically had lower household incomes than homeowners with 53 percent of renter households having incomes less 80 percent AMI compared approximately 31% of owner households (Table B-7).

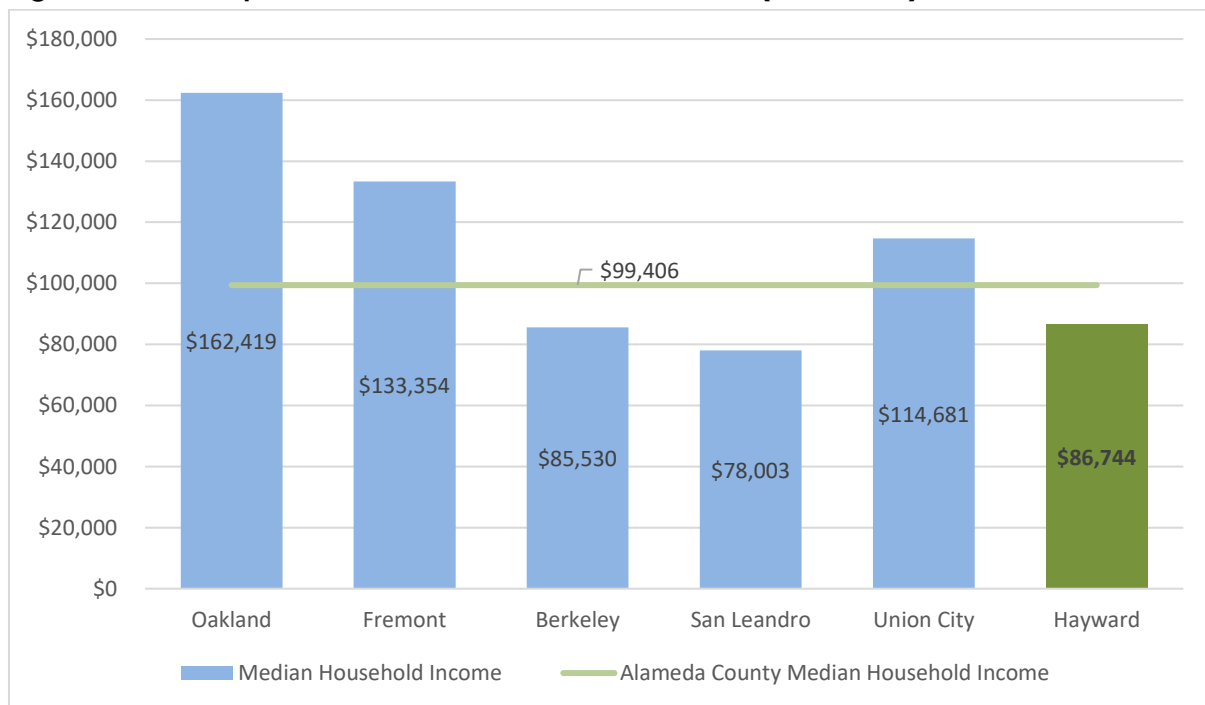
Table B-7 Household Income by Tenure (2014-2018)

Income Category (% of County AMI)	Percent of Owners	Percent of Renters	Total Households	Percent of Total Households
Extremely Low (30% AMI or less)	8.2%	18.6%	6,295	13.2%
Very Low (31 to 50% AMI)	9.6%	16.0%	6,060	12.7%
Low (51 to 80% AMI)	12.8%	18.5%	7,430	15.6%
Moderate or Above (over 80% AMI)	69.4%	46.9%	27,980	58.6%
Total	100%	100%	47,770	100%

Source: HUD; Comprehensive Housing Affordability Strategy (CHAS), 2014-2018.

Household incomes in Hayward tend to be lower than those in Alameda County as a whole. The ACS estimates the median household income in Hayward between 2015 and 2019 to be \$86,744, compared to \$99,406 in the County. Figure B-1 compares household income in Hayward and Alameda County between 2015 and 2019.

Figure B-1 Comparison of Median Household Income (2015-2019) Household Income



Source: Bureau of the Census, American Community Survey, 2015-2019.

¹ Federal housing and community development programs typically assist households with incomes up to 80 percent of the AMI and use different terminology. For example, the Federal Community Development Block Grant (CDBG) program refers households with incomes between 51 and 80 percent AMI as moderate income (compared to low-income based on State definition).

Table B-8 compares median income in Hayward to neighboring cities and the region. Median household income in the city is approximately 13 percent lower than Alameda County’s AMI, but similar to Berkeley’s AMI.

Table B-8 Median Household Income (2015-2019)

Jurisdiction	Median Household Income	Percent above/below Regional Median
San Leandro	\$78,003	-21.5%
Berkeley	\$85,530	-14.0%
Hayward	\$86,744	-12.7%
Union City	\$114,681	15.4%
Fremont	\$133,354	34.2%
Oakland	\$162,419	63.4%
Alameda County	\$99,406	0.0%

Source: Bureau of the Census, American Community Survey, 2015-2019.

As shown in Figure B-2, 17 percent of Hayward households earned less than \$35,000 per year in 2019. By contrast, about 21 percent of Hayward households earned \$150,000 or more per year. Hayward has a higher concentration of low- and middle-income households and a lower proportion of higher income households than Alameda County.

Figure B-2 Household Income (2015-2019)



Source: Bureau of the Census, American Community Survey, 2015-2019.

1.5 Household Characteristics

The Census defines a household as all persons who occupy a housing unit, which may include single persons living alone, families related through marriage or blood, and unrelated individuals living together. Persons living in retirement or convalescent homes, dormitories, or other group living

situations are not considered households. Household type and size, income levels, the presence of special needs populations, and other household characteristics determine the type of housing needed by residents, their preferences, and their ability to obtain housing that meets their needs. For example, single-person households tend to reside in apartment units or smaller single-family homes. Households with multiple people, such as families with children or grandparents in the home, typically require residences with several bedrooms. This section details the various household characteristics represented in Hayward.

1.5.1 Household Type and Size

Hayward had an estimated 47,666 households in 2019, representing an estimated 6 percent increase since 2000. As shown in Table B-9, 74 percent of the city’s households in 2018 were families. The proportion of single occupant households and other non-family households both declined slightly from 2000 to 2019. In the same period the proportion of households composed of a married couple with children declined from 27 percent in 2000 to 23 percent in 2019. In the same period, the average household size has increased from 3.07 to 3.27.

Table B-9 Household Characteristics

Household Type	2000 Number	2000 Percent	2010 Number	2010 Percent	2019 Number	2019 Percent	Percent Change (2000-2019)
Households	44,809	100%	44,380	100%	47,666	100%	6.4%
Family Households	32,228	71.9%	31,038	69.9%	35,233	73.9%	9.3%
Married with Children	12,349	27.6%	9,931	22.4%	10,741	22.5%	-13.0%
Married No Children	10,588	23.6%	10,852	24.5%	13,663	28.7%	29.0%
Other Families	9,291	20.7%	10,255	23.1%	10,829	22.7%	16.6%
Non-Family Households	12,581	28.1%	13,342	30.1%	12,433	26.1%	-1.2%
Householder Living Alone	9,356	20.9%	10,332	23.3%	8,710	18.3%	15.7%
Elderly Living Alone	3,423	7.6%	3,508	7.9%	3,179	6.7%	-7.1%
Other Non-Families	3,225	7.2%	3,087	7.0%	3,723	7.8%	15.4%
Average Household Size	3.07	–	3.15	–	3.27	–	6.1%

Sources: Bureau of the Census, 1990-2010. American Community Survey 2015-2019.

Household size is a significant factor in housing demand. Often, household size can be used to predict the size of housing unit that a household will require. For example, housing units with up to two bedrooms are suitable for small households (one to three persons per household) while units with three to four bedrooms are more suitable for large households (five or more persons per household). Housing choices are often more of a function of economics than preference, as many households are obligated to rent smaller units or extend beyond their financial means to access larger homes. Table B-10 shows that family households to be significantly larger than non-family households.

Table B-10 Household Size by Type

Household Type	Average Household Size
Married-Couple Family Household	3.90
Male Householder (No Spouse Present)	3.92
Female Householder (No Spouse Present)	3.80
Nonfamily Household	1.55
All Households	3.27

Source: American Community Survey, 2015-2019.

In 2019, the average number of persons per household in Alameda County was 2.82 persons. The City of Hayward had an average of 3.27 persons per household in the same year, representing an increase from an average of 3.07 persons per household in 2000. Table B-11 compares household size in Hayward to household size in surrounding cities and the County as a whole. Household size varied among the cities, with Union City having the highest average household size among surrounding Alameda County jurisdictions.

Table B-11 Average Persons per Household by Jurisdiction

Jurisdiction	Average Household Size (2015-2019)
Berkeley	2.39
Oakland	2.58
San Leandro	2.85
Fremont	3.09
Hayward	3.27
Union City	3.39
Alameda County	2.82

Source: American Community Survey, 2015-2019.

1.6 Special Needs Groups

Certain segments of the population may have more difficulty in finding decent, affordable housing due to their special needs. Special circumstances may be related to one’s employment and income, family characteristics, disability, or household characteristics, among other factors. Government Code Section 65583(a)(7) requires an analysis of the needs of “special needs” groups including persons with disabilities, the elderly, large households, single-parent and particularly female-headed, single-parent households, people experiencing homelessness, and farmworkers. The special needs groups analyzed in this section include those groups required by state law as well as people living in poverty and college students (Table B-12). Many of these groups overlap, for example some farm workers are homeless, and many seniors have a disability of some type. This section contains a discussion of the housing needs facing each of these groups. Most of these special needs groups could be assisted by an increase in affordable housing, especially housing located near public transportation and services.

Table B-12 Special Needs Groups in Hayward

Special Needs Group	Number of Persons or Households	Percent of Total Persons or Households
Households with Seniors	12,927	27.1%
Senior Headed Households	9,288	19.5%
Seniors Living Alone	3,179	6.7%
Persons with Disabilities	14,022	8.9%
Large Households (5+ persons)	9,150	19.2%
Single-Parent Households	3,255	6.8%
Female Headed Households (no spouse present)	11,636	24.4%
Female Headed Households with children	2,591	5.4%
People Living in Poverty	13,084	8.4%
Farmworkers*	< 593	–
Homeless	381	0.2%
Students	14,059	8.8%

*City level data on the population of farmworkers in Hayward is not available. 593 value represents the number of farmworkers in Alameda County.

Sources: American Community Survey (ACS), 2015-2019; EveryOne Counts! 2022 Homeless Count and Survey, Hayward, CA, 2019; U.S. Department of Agriculture, Census of Farmworkers, 2017.

The following sections provide a detailed discussion of the housing needs facing each special needs group as well as programs and services available to address their housing needs. While the programs and resources discussed below are available to assist many special needs households and individuals, households and individuals with these special needs still face significant hardship in accessing adequate and affordable housing. Chapter 6, *Housing Plan*, discusses how Hayward intends to address the limitations of the resources presented in this section.

1.6.1 Seniors

The limited income of many seniors often makes it difficult to find affordable housing. Table B-12 shows that 9,288 households were headed by seniors, which accounts for approximately 20 percent of total households. Table B-13 shows that 19,212 persons aged 65 and over resided in Hayward in 2019. This accounted for approximately 13 percent of residents; a similar or slightly lower proportion of seniors residing in other Alameda County cities.

Table B-13 Persons Aged 65 and Over

Jurisdiction	Total	Age 65+	Percent Age 65+
Hayward	159,293	19,212	12.1%
Fremont	235,740	29,846	12.7%
Oakland	425,097	55,715	13.1%
Berkeley	121,485	17,429	14.3%
San Leandro	90,025	13,558	15.1%
Union City	74,722	11,921	16.0%
Alameda County	1,656,754	224,026	13.5%

Source: American Community Survey, 2015-2019.

Of households headed by seniors, an estimated 73 percent owned their homes, while the remainder (27 percent) rented their homes. According to the ACS, among 9,288 senior-headed households, approximately 6,544 (or 71 percent) can be considered extremely low, very low, and low income (earning less than 80 percent of the AMI).

In addition to disproportionate cost burden problems faced by seniors due to their relatively fixed incomes, many are faced with various disabilities. Senior renters, age 65 or over, in Alameda County and Hayward are increasingly cost-burdened. Since 2010, there was a 71 percent increase in cost-burdened seniors in Hayward, compared to a 51 percent increase in Alameda County². Roughly 33 percent of Hayward's senior population was listed as having one or more disabilities according to the 2015-2019 ACS. Further discussion of the types of housing problems seniors face can be found in Appendix F: *Fair Housing Assessment*.

Resources

The special needs of seniors can be met through a range of services, including congregate care, rent subsidies, shared housing, and housing rehabilitation assistance. For seniors with physical limitations or disabilities, housing can be modified with features that help ensure continued independent living arrangements. The City of Hayward allocates approximately \$300,000 in CDBG funds to two housing rehabilitation programs that assist homeowners with home repair grants that can be used to make accessibility improvements.

Several businesses and community institutions provide services to the elder community in Hayward. The Hayward Area Senior Center offers recreation and resources aimed at helping seniors age in their own homes. Innovage, a holistic health provider specifically for seniors, offers transportation, in-home care, recreation, physical therapy, and many other supportive services designed to assist the large proportion of seniors living independently.

As of October 2021, 33 licensed elderly residential facilities were located in Hayward with a total capacity of 766 beds. The City of Hayward allows by right elder care homes smaller than six residents in all residential zones. Group homes for more than six persons are permitted in the Suburban Residential (RS), Residential Natural Preservation (RNP), Medium Density Residential (RM), High-Density Residential (RH), Agriculture (A), and Residential office (RO) zones, subject to a conditional use permit.

1.6.2 Persons with Physical and Developmental Disabilities

Physical, mental, and/or developmental disabilities may provide challenges to gaining employment, mobility, or independent living. Persons with disabilities may experience housing burdens and other challenges due to restricted income and/or accessibility needs. The living arrangement of disabled persons depends on the severity of the disability. Many persons with disabilities live at home independently or with family members. Independent living can be supported through special housing features for the people with disabilities, income support, and in-home supportive services. Some persons with disabilities may require housing in a supportive or institutional setting.

Housing for persons with disabilities must be adapted according to individual needs. Various types of housing may be inaccessible to persons with mobility and sensory limitations. Housing may need to be adapted to accommodate widened doorways and hallways, access ramps, larger bathrooms, lowered countertops, and other features necessary for accessibility, and many housing types may

² City of Hayward, Displacement Study (2021)

not have suitable space for such adaptations. Location of housing is also an important factor for persons with mobility restrictions who rely on public transportation for travel.

Some residents suffer from disabilities that require living in a supportive or institutional setting. According to 2015-2019 ACS data, approximately 9 percent of Hayward residents had a disability.

Table B-14 shows the total number of disabled persons per age group in the city.

Table B-14 Disabilities Tallied in Hayward (2019)

Disability Type	Under 18	Age 18 to 64	Age 65+	Total
Total Disabled Persons	915	6,845	6,253	14,013

Note: A person can have multiple disabilities.

Source: Bureau of the Census, 2000 Census; American Community Survey, 2006-2010 and 2015-2019.

Persons with Developmental Disabilities

State law requires the Housing Element to discuss the housing needs of persons with developmental disabilities. As defined by federal law, “developmental disability” means a severe, chronic disability of an individual that:

- Is attributable to a mental or physical impairment or combination of mental and physical impairments;
- Is manifested before the individual attains age 18;
- Is likely to continue indefinitely;
- Results in substantial functional limitations in three or more of the following areas of major life activity: a) self-care; b) receptive and expressive language; c) learning; d) mobility; e) self-direction; f) capacity for independent living; or g) economic self-sufficiency; and
- Reflects the individual’s need for a combination and sequence of special, interdisciplinary, or generic services, individualized supports, or other forms of assistance that are of lifelong or extended duration and are individually planned and coordinated.

Many persons with developmental disabilities can live and work independently in a conventional housing environment. More severely disabled individuals require a group living environment with supervision. The most severely affected individuals may require an institutional environment with medical services and physical therapy. Many persons with developmental disabilities require supportive services during the transition from childhood to a more independent living situation as an adult.

The California Department of Developmental Services (DDS) estimates that, in 2022, 1,768 individuals with developmental disabilities were living in Hayward. Of individuals with developmental disabilities, 43 percent were children under 18 and 57 percent were adults.

The DDS currently provides community-based services to approximately 243,000 persons with developmental disabilities and their families through a statewide system of 21 regional centers, four developmental centers, and two community-based facilities. The center is a private, non-profit community agency that contracts with local businesses to offer a wide range of services to individuals with developmental disabilities and their families. According to DDS, as of December 2020, 23,423 individuals with developmental disabilities were being assisted at the Regional Center of the East Bay (RCEB) 11,078 of which were residents of Alameda County. Of these individuals

served, approximately 24 percent were Hispanic, 18 percent were Asian, and 26 percent were white. Table B-15 shows the age distribution of people with developmental disabilities in Hayward.

Table B-15 Persons with Developmental Disabilities Served by RCEB by Age Group in Hayward

Age Group	0 – 14	15 – 22	23 – 54	55 – 56	65+	Total
Persons with Disabilities	511 (29%)	299 (17%)	650 (37%)	169 (10%)	139 (8%)	1,768 (100%)

Note: Percentages do not add up to 100 percent due to rounding. Data recorded by the RCEB is not a total count of persons with disabilities in San Leandro.

Source: Regional Center of the East Bay, 2022.

Resources

There are a number of housing resources that improve access to housing for people living with a development disability. These resources include rent-subsidized homes, licensed and unlicensed group homes in single-family neighborhoods, Section 8 vouchers, special programs for home purchase, HUD housing, and residential care facilities. The design of housing-accessibility modifications, the proximity to services and transit, and the availability of group living opportunities represent some of the types of considerations that are important in serving this need group. The City of Hayward allocates approximately \$300,000 in CDBG funds to two housing rehabilitation programs that assist homeowners with home repair grants that can be used to make accessibility improvements.

Incorporating barrier-free design in all new multifamily housing, as required by California and Federal Fair Housing laws, is especially important to provide the widest range of choices for disabled residents. The Fair Housing Act requires builders of multi-family housing projects to be accessible to people with disabilities through considerations in seven key areas³:

- Accessible building entrance on an accessible route
- Accessible and usable public and common use areas
- Usable doors
- Accessible route into and through the covered unit
- Light switches, electrical outlets, thermostats, and other environmental controls in accessible locations
- Reinforced walls for grab bars
- Usable kitchens and bathrooms

While the Fair Housing Act creates a national baseline for multifamily housing accessibility, a citywide Universal Design Ordinance can go further to increase the usability of homes and apartments by people of all ages, sizes, and abilities. The Center for Universal Design⁴ defines the seven principles of Universal Design as:

- Equitable use
- Flexibility in use

³ United States Department of Housing and Urban Development, Fair Housing Act Design Manual (1998)

⁴ North Carolina State University, The Center for Universal Design, The Principles of Universal Design (1997)

- Simple and intuitive use
- Perceptible information
- Tolerance for error
- Low physical effort
- Size and space approach and use

A home that complies with a Universal Design Ordinance that aligns with these principles enhances the ability of all residents to live independently in their own homes as long as possible by allowing the house to adapt to a lifetime of changing needs. As detailed in Program H-19 of the Housing Plan, the city seeks to develop and adopt a Universal Design Ordinance by January 2025.

Lastly, the City of Hayward operates a paratransit service for adults unable to ride other public transit due to a medical or other disabling condition. This service is intended to supplement the East Bay Paratransit Service when it is unable to provide service. Arc of the East Bay is the largest of Hayward’s providers of non-medical care services and day programs to the developmentally disabled community.

1.6.3 Large Households

Large households are defined as those consisting of five or more members. These households comprise a special need group because of the frequently limited supply of adequately sized and affordable housing units in a community. To save for other basic necessities such as food, clothing, and medical care, it is common for lower-income large households to reside in smaller units. This frequently results in overcrowding and could accelerate unit deterioration.

Table B-16 compares the number of large households in Hayward to that of Alameda County. Approximately 19 percent of households in Hayward consisted of five or more persons, compared to approximately 11 percent region wide.

Table B-16 Large Households (2019)

Jurisdiction	# of Large Households	% of Total Households	# of Large Owner Households	% of Total Households	# of Large Renter Households	% of Total Households
Hayward	9,150	19.2%	4,910	10.3%	4,240	8.9%
Alameda County	62,587	10.8%	34,619	6.0%	27,968	4.8%

Source: American Community Survey, 2015-2019.

Resources

Lower and moderate-income large households can benefit from various affordable housing programs. These include the Homeownership Education classes, Mortgage Credit Certificate program, affordable housing development assisted with City, State, and federal funds, and Housing Choice Vouchers, among others.

1.6.4 Single-Parent Households

Single-parent families, particularly female-headed, single-parent families with children often experience a higher housing cost burden relative to the general population and may require assistance to access affordable day care, health care, and other supportive services to ensure fair

access to housing and other resources. As a result, State housing element law requires that jurisdictions analyze the particular needs of single-parent households especially female-headed single-parent households. An estimated 7 percent of Hayward households were headed by single parents in 2019 (Table B-17), the majority of which (80 percent) were headed by females. This is compared to an estimated 5 percent of households in Alameda County, 80 percent of which were headed by females. According to the 2015-2019 ACS, 25 percent of female-headed single-parent households had incomes below the poverty level.

Table B-17 Single-Parent Households (2019)

	Total Households	Single-Parent Households	Percent Total Households	Female-Headed Households with Children	Percent of Single - Parent Households
Hayward	47,666	3,255	6.8%	2,591	79.6%
Alameda County	577,177	29,653	5.1%	23,572	79.5%

Source: American Community Survey, 2015-2019.

Resources

Lower-income single-parent households can benefit from City programs that provide direct rental assistance or that will facilitate the development of deed restricted affordable housing. Affordable housing opportunities can also be expanded for low- and moderate- income single-parent households through the Housing Choice Vouchers, Homeownership Education classes, and the Mortgage Credit Certificate program.

1.6.5 Farmworkers

The US Department of Agriculture’s (USDA) 2017 Census of Agriculture reported that in Alameda County, a total of 593 persons were hired farm labor with 305 of these workers employed for 150 days or more, and 288 for 150 days or less. The special housing needs of many agricultural workers stem from their low wages and seasonal employment. According to the 2015-2019 ACS, the total number of residents employed in farming, fishing, and forestry was less than one percent of the city’s population. Given the low number of persons employed in agricultural-related industries, the City can address the needs of the farmworker population through its overall affordable housing programs. Because Hayward is an urban/suburban community on the shore of the San Francisco Bay, those persons identified as having agricultural jobs are most likely employed at plant nurseries and small-scale fishing operations and thus are not anticipated to have the seasonal housing needs associated with crop-related farmworker jobs.

The City does have an agricultural zoning designation, but this is mostly utilized for open-space preservation and ranchette-style residential properties. There are no large-scale agricultural operations in Hayward. Therefore, there is no need for land use regulations to address the State Employee Housing Act (Section 17000 of the Health and Safety Code).

Resources

Because farmworkers make up a small percentage of the City’s population, no specific housing programs are necessary. The housing needs of farmworkers in Hayward can be addressed through the City’s general affordable housing programs for lower-income households. Certain programs and services offered by agencies detailed in Hayward’s Housing Plan can also be of assistance to Hayward’s farmworkers.

1.6.6 Individuals Experiencing Homelessness

Throughout the country and the Bay Area, homelessness has become an increasingly important issue. According to the Everyone Counts! 2019 Homeless Count and Survey the factors contributing to the rise in homelessness in Alameda County include the loss of employment (13 percent of respondents), a mental health issue (12 percent of respondents), substance abuse issue (10 percent of respondents), eviction or foreclosure (9 percent of respondents), rent increase (9 percent of respondents), and incarceration (8 percent of respondents).

California Housing Element law (California Government Code Section 65583(1)(6)) requires municipalities to address the special needs of individuals experiencing homelessness within their jurisdictional boundaries. Individuals experiencing “homelessness” as defined by the U.S. Department of Housing and Urban Development (HUD) Title 42 U.S. Code Section 11302, describes an individual (not imprisoned or otherwise detained) who:

- Lacks a fixed, regular, and adequate nighttime residence; and
- Has a primary nighttime residence that is:
 - A supervised publicly or privately operated shelter designed to provide temporary living accommodations (including welfare hotels, congregate shelters, and transitional housing for the mentally ill);
 - An institution that provides a temporary residence for individuals intended to be institutionalized; or
 - A public or private place not designed for, or ordinarily used as, a regular sleeping accommodation for human beings.

This definition does not include persons living in substandard housing, unless it has been officially condemned; persons living in overcrowded housing, persons being discharged from mental health facilities (unless the person was homeless when entering and is considered to be homeless at discharge), or persons who may be at risk of homelessness (for example, living temporarily with family or friends).

Homelessness continues to be a regional and national issue. Services and facilities available for the homeless are coordinated in Hayward and Alameda County as a continuum of care. The continuum of care begins with assessment of the needs of the homeless individual or family. The person/family may then be referred to permanent housing or to transitional housing where supportive services are provided to mitigate any potential underlying causes of homelessness. The goal of a comprehensive homeless service system is to ensure that individuals and families experiencing homelessness move from homelessness to permanent housing and have access to support systems to maintain that housing.

HUD requires that every other year, regional continuums of care conduct a point in time (PIT) count of all sheltered and unsheltered people experiencing homelessness on a single night in January. Alameda County’s PIT count of people experiencing homelessness was put on hold in 2021 due to the COVID-19 pandemic. As such, this report references data from the County’s 2022 PIT count. According to the 2022 Alameda County PIT count, 114 sheltered and 267 unsheltered individuals experience homelessness in Hayward. Table B-18 shows the number of sheltered and unsheltered people experiencing homelessness in Hayward and surrounding cities. Hayward’s population of people experiencing homelessness accounts for 4 percent of the county’s homelessness. A similar

proportion of people experiencing homelessness are sheltered in Hayward when compared to other Alameda County cities.

Table B-18 Homelessness in Hayward and Surrounding Cities (2022)

Jurisdiction	Sheltered	Unsheltered	Total	% Sheltered	% of Total Homeless Population in Alameda County
Oakland	1,718	3,337	5,055	34.0%	51.9%
Fremont	160	886	1,026	15.6%	10.5%
Berkeley	254	803	1,057	24.0%	10.8%
San Leandro	97	312	409	23.7%	4.2%
Hayward	114	267	381	29.9%	3.9%
Alameda County	2,612	7,135	9,747	26.8%	100%

Source: EveryOne Counts! 2022 Homeless Count and Survey, Alameda County, 2022.

Resources

The city is included within the Alameda County Continuum of Care, which is a regional or local planning body that coordinates housing and services funding for homeless families and individuals. Homeless prevention activities in the Alameda County Continuum of Care include income support, CalWorks, CalFresh, Section 8 Vouchers, mental health and addiction treatment services, and rental assistance.

In 2021, the City adopted the Let’s House Hayward! Homelessness Reduction Strategic Plan to address the increasingly urgent issue of homelessness in the city. The strategic plan leans heavily on the findings of the 2019 EveryoneCounts PIT survey of homeless persons residing in Hayward. Let’s House Hayward! identified and outlined three specific goals and associated action items to address homelessness. These goals are:

- Formalize a coordinated and compassionate response to homelessness and develop wider community understanding and engagement.
- Increase the availability of an reduce barriers to homelessness crisis response services.
- Ensure access to and retention of affordable permanent housing.

To achieve these goals the City is facilitating inter-departmental and inter-agency collaboration to expand emergency and transitional shelter capacity; increase the availability and efficacy of holistic supportive services; and invest in eviction prevention, anti-displacement, and rapid re-housing initiatives.

Resources and programs in the Homeless Strategic Plan include six emergency shelters with a total of 155 beds, two winter warming shelters operated by South Hayward Parish and First Presbyterian Church, a rent stabilization and tenant protection ordinance, expanded COVID-19 rent mediation and assistance programs, and a policy of streamlining the development process for affordable housing units. The City intends to further expand shelter capacity and offer other low-barrier supportive services as the plan is implemented as well as reduce regulatory and zoning barriers to shelter and affordable housing development.

Currently, the City’s Zoning Ordinance defines “homeless shelter” as “an institution that provides shelter for individuals and families with no limitation on the length of stay.” The City accommodates homeless shelters in all General Commercial (CG), Mission Boulevard sub-areas (MB-CN/NN), and

Industrial (I) zones provided the site and development meets the requirements and standards defined in the zoning code.

1.6.7 College Students

Hayward is home to California State University, East Bay (CSU East Bay) and Chabot Community College. According to the 2015-2019 ACS, approximately 14,059 (9 percent) of Hayward residents were enrolled in a college or graduate school between 2015 and 2019. The college student population (those enrolled or identified in a program above grade 12) is another significant factor that affects housing demand. Although students represent a temporary housing need, the impact upon housing demand is critical in areas immediately adjacent to trade schools, colleges, and universities. Given student income limitations, the same market forces that impact the lower income housing market also influences student housing.

Resources

Students can take advantage of all of the City's housing stock, but they tend to most commonly utilize multi-family rentals given their needs and the cost of housing in the region. Multi-family housing is permitted in almost all zoning districts including the Mission Boulevard Form Based Code area, Downtown Specific Plan area, Commercial zoning districts and Medium and High-Density Residential Districts and Residential Office District with approval of Site Plan Review for new construction. A 2018, AB 990 Analysis for the CSU East Bay found that there were 129 multi-family units within a 3-mile radius of the university. In 2018, the average rent for a 1-bedroom unit across these properties was \$1,721⁵.

Cal State East Bay offers limited on-campus student accommodation across two residential complexes, Pioneer Heights, and University Village. Chabot Community College does not offer on campus housing, but it does contract with a homestay agency to assist students with housing in the vicinity. These local student populations potentially generate demand for low-cost housing needs in Hayward and surrounding communities.

1.7 Housing Stock Characteristics

The characteristics of the housing stock, including housing production, type, age, condition, tenure, vacancy rates, housing costs, and affordability are important in determining the housing needs for the community. This section details the characteristics of the housing supply to identify how well the current housing stock meets the needs of current and future residents of the city.

Table B-19 shows a comparison of growth in the number of housing units since 2000 across Alameda County cities. The housing stock in most comparable cities grew faster from 2000 to 2010 than the following 9-year period. The number of housing units in Hayward grew approximately 5 percent from 2000 to 2010 but grew less than 4 percent from 2010 to 2019. The number of housing units in Hayward grew slightly slower than Alameda County which grew by approximately 13 percent between 2000 and 2019.

⁵ CSU East Bay, AB990 Off-Campus Housing Analysis (2018)

Table B-19 Housing Unit Growth (2000 to 2019)

Jurisdiction	2000	2010	2019	Percent Change 2000-2010	Percent Change 2010-2019	Percent Change 2000 - 2019
Berkeley	46,875	49,454	48,674	5.5%	-1.6%	3.8%
San Leandro	31,300	32,419	32,844	3.6%	1.3%	4.9%
Hayward	45,960	48,296	50,052	5.1%	3.6%	8.9%
Oakland	157,505	169,710	173,300	7.7%	2.1%	10.0%
Fremont	69,452	73,989	79,170	6.5%	7.0%	14.0%
Union City	18,862	21,258	22,903	12.7%	7.7%	21.4%
Alameda County	540,183	582,549	608,096	7.8%	4.4%	12.6%

Source: Bureau of the Census, 2000-2010. American Community Survey, 2015-2019.

1.7.1 Housing Type

Over 60 percent of Hayward housing stock consists of single-family homes. Multi-family dwellings account for 33 percent of homes in the city, while mobile homes and vehicles comprise 5 percent of all homes in the community. Between 2000 and 2019, the proportion of single-family homes, both detached and attached, has increased from 58 to 62 percent of units in Hayward. Correspondingly, the proportion of multi-family homes has decreased slightly from approximately 37 to 33 percent, and the proportion of mobile homes in the city was consistent in this same period.

According to HCD, there are 2,268 mobile home spaces in Hayward across 10 mobile home parks.⁶ As a means to protect lower-income residents, mobile home spaces in Hayward are subject to a rent stabilization ordinance which limits a mobile home park owner from raising rent on a space more than the greater of three percent in twelve months or 60 percent of the percent change in the consumer price index (CPI).

Table B-20 Housing Unit Type

Housing Unit Type	2000 Units	2000 Percent of Total	2010 Units	2010 Percent of Total	2019 Units	2019 Percent of Total	Percent Change 2000-2010	Percent Change 2010-2019
Single-Family Homes	25,814	57.5%	29,718	60.7%	31,062	62.1%	15.1%	4.5%
Detached	22,423	49.9%	25,557	52.2%	25,641	51.2%	14.0%	0.3%
Attached	3,391	7.6%	4,161	8.5%	5,421	10.8%	22.7%	30.3%
Multi-Family Homes	16,881	36.7%	16,876	34.5%	16,494	33.0%	0.0%	-2.3%
2-4 units	3,274	7.3%	2,974	6.1%	2,626	5.2%	-9.2%	-11.7%
5+ units	13,607	30.3%	13,902	28.4%	13,868	27.7%	2.2%	-0.2%
Mobile Homes/ Other	2,207	4.9%	2,353	4.8%	2,496	4.9%	6.6%	6.1%
Total Housing Units	45,960	100%	48,947	100%	50,052	100%	6.5%	2.3%

Sources: Bureau of the Census, 2000; American Community Survey, 2006-2010 and 2015-2019.

⁶ State Department of Housing and Community Development Mobile home and RV Parking Listing. Accessed October 2021.

1.7.2 Tenure

Housing tenure refers to whether a unit is owned or rented. The owner versus renter distribution of a community’s housing stock influences several aspects of the local housing market. Residential stability is influenced by tenure, with ownership housing being associated with a lower turnover rate than rental housing. Housing cost burden (sometimes referred to as overpayment), while faced by many households regardless of tenure, is generally far more prevalent among renters. Tenure is primarily related to household income, housing type, and age of the householder.

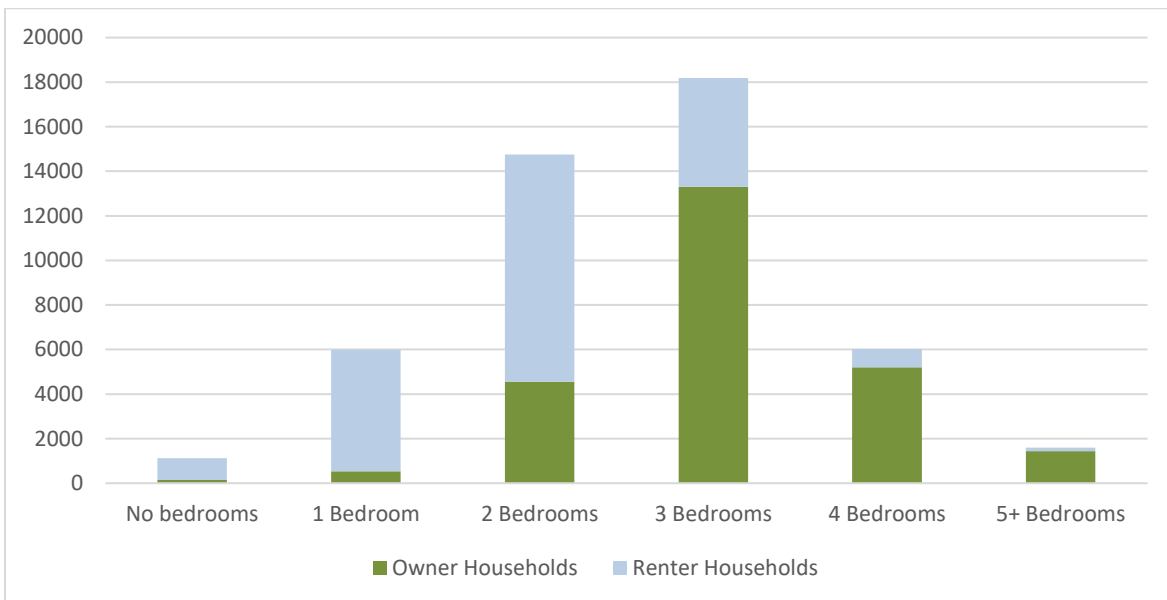
Table B-21 Household Size by Tenure

Tenure	Average Household Size 2000	Average Household Size 2010	Average Household Size 2019
Owner-Occupied	3.08	3.14	3.32
Renter-Occupied	3.13	3.10	3.22
Total	3.02	3.12	3.27

Sources: Bureau of the Census, 2000 and 2010; American Community Survey, 2015-2019.

In 2019, among the City’s occupied housing units, an estimated 54 percent were owner-occupied, while 46 percent were renter occupied. As shown in Figure B-3, renter-occupied households had a slightly smaller average household size than owner-occupied households in 2019. The average renter-household size in 2019 was 3.22 persons compared to 3.32 persons for the average owner-household. Though the average homeowner household size and renter household size is similar, the City’s rental housing stock offers a smaller percentage of larger units (three and four bedrooms). Figure B-4 shows that larger units were more likely to be owner occupied than rented. Larger sized units constituted 79 percent of owner-occupied housing and only 20 percent of renter-occupied units. This disparity in the availability larger sized rental housing may make accessing adequate housing difficult for larger households unable to afford home ownership.

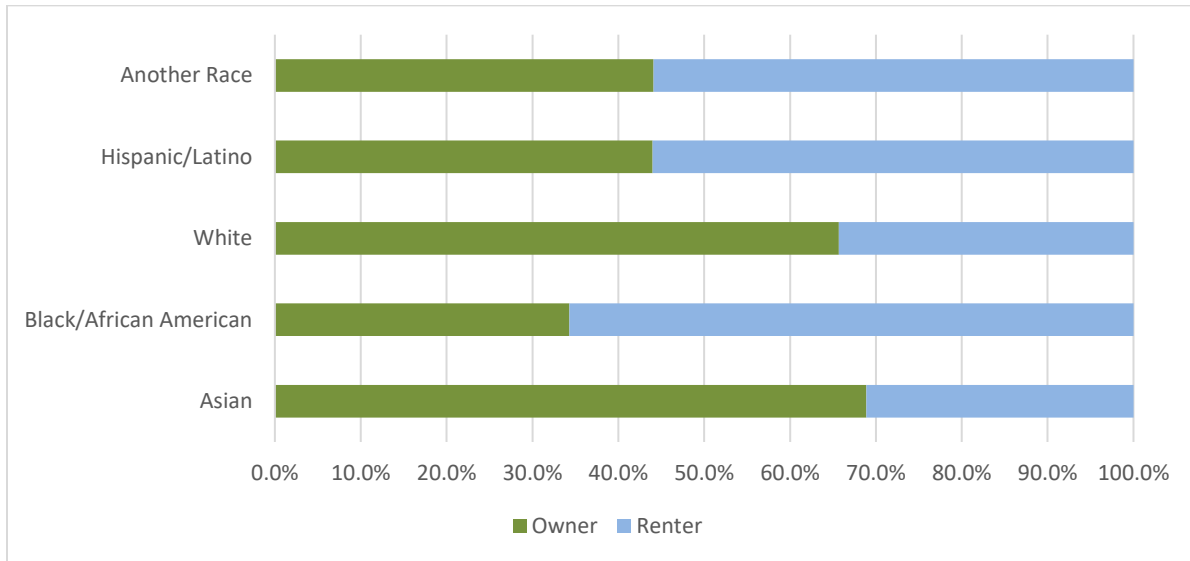
Figure B-3 Distribution of Units by Number of Bedrooms and Tenure (2019)



Source: American Community Survey 2015-2019

Due to historical patterns of segregation, discriminatory lending, and urban renewal, non-white households are less likely to own their home and access the wealth building opportunity that ownership offers. Figure B-4 shows that rates of home ownership are significantly higher among non-Hispanic White and Asian householders than Black/African American householders, Hispanic/Latino householders, and householders belonging to another racial group.⁷

Figure B-4 Tenure by Race of Householder (2015-2019)



Source: American Community Survey 2015-2019

1.7.3 Vacancy

Vacancy rates are an important housing indicator because they indicate the degree of choice available. Too high a vacancy rate can make it difficult for owners trying to sell or rent. Low vacancy rates usually indicate high demand and/or low supply conditions in the housing market. A vacancy rate that is too low can force prices up, making it more difficult for lower and moderate-income households to find housing. Vacancy rates between two and three percent for single-family housing and between 5 and 6 percent for multi-family housing are usually considered optimal for a healthy housing market. However, vacancy rates are not the sole indicator of market conditions. They must be viewed in the context of all the characteristics of the local and regional market. Low rental-housing vacancy rates in a community, common especially in high demand regions like the Bay Area, also contribute to increased rents, increased housing costs, increased homelessness, and difficulties exiting homelessness.

Table B-22 shows a comparison of vacancy rates across Alameda County. With a housing stock of 54 percent owner-occupied and 46 percent renter-occupied, the weighted optimum vacancy rate in Hayward should be between 3 and 4 percent. In 2019, the vacancy rate was 5 percent, which is comparable to other cities in Alameda County.

⁷ Urban Institute, 2021. Available: <https://apps.urban.org/features/tracking-housing-wealth-equity/>

Table B-22 Vacancy Rates by Community (2019)

Jurisdiction	% Vacant	Total Units	# Vacant
Oakland	6.3%	173,300	10,881
Fremont	4.4%	79,170	3,483
Berkeley	6.8%	48,674	3,322
San Leandro	4.3%	32,844	1,410
Union City	4.6%	22,903	1,051
Hayward	4.8%	50,052	2,386
Alameda County	5.1%	60,8096	30,919

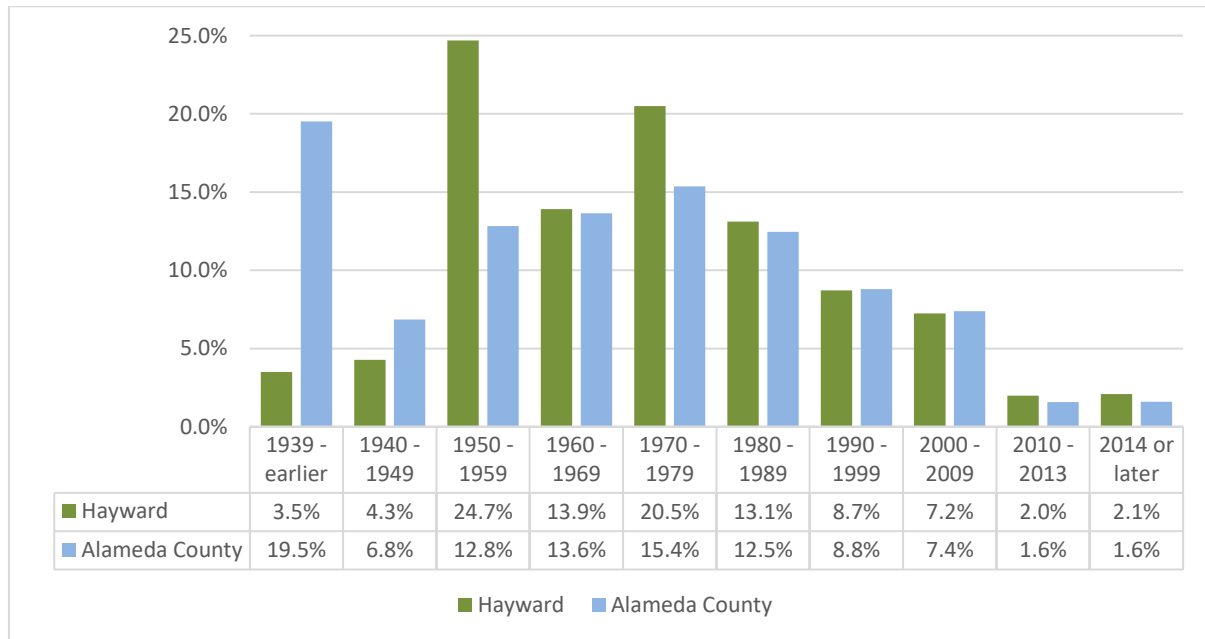
Source: American Community Survey, 2015-2019.

1.7.4 Housing Age and Condition

Housing age can be an important indicator of housing condition in a community. Like any other tangible asset, housing is subject to gradual physical deterioration over time. If not properly and regularly maintained, housing can deteriorate and threaten the health and safety of residents, as well depress neighboring property values and discourage reinvestment. Many federal and state programs also use the age of housing as a factor in determining housing rehabilitation needs. Typically, housing over 30 years of age is more likely to have rehabilitation needs that may include new plumbing, roof repairs, foundation work, and other repairs.

Figure B-5 shows the age of housing stock in Hayward compared to Alameda County. As of 2019, 80 percent of all housing units in Hayward were built prior to 1990, potentially requiring repairs and modernization improvements. Only 4 percent of the city’s housing units were built after 2010.

Figure B-5 Housing Stock Age (2015-2019)



Source: American Community Survey 2015-2019

Although the Census does not include statistics on housing condition based upon observations, it includes statistics that correlate closely with substandard housing conditions. Three factors most commonly used to determine housing conditions are age of housing, overcrowding, and lack of plumbing/kitchen facilities. Table B-23 below summarizes the availability of plumbing and kitchen facilities. In the past, lack of telephone service was also an indicator of housing conditions. Today, however, with the widespread availability of cell and internet phone services, many households have chosen not to install land line telephone services.

Table B-23 Substandard Units (2019)

Condition	Number	Percentage
Lacking complete plumbing facilities	137	0.3%
Lacking complete kitchen facilities	268	0.6%
Total occupied units:	47,666	100.0%

Source: American Community Survey, 2015-2019.

According to Table B-23, less than 1 percent of occupied units in Hayward lack plumbing and/or kitchen facilities. The City’s Code Enforcement Division is familiar with the condition of housing and neighborhoods, in general. Because each of the officers within Code Enforcement is assigned to specific districts, the staff gains an in-depth insight into the condition of specific properties.

The Code Enforcement Division considers housing units in compliance with State minimum housing standards, as established under the California Health and Safety Code, and California Building Codes, to be standard and habitable units. Any housing unit that does not meet these requirements is considered substandard. Hayward’s Code Enforcement Department estimates that, based on past experiences and knowledge of specific neighborhoods related to code enforcement cases, 10 percent (approximately 4,700 units) of the City’s occupied units can be considered substandard and in need of rehabilitation and replacement. Housing that is not maintained can discourage reinvestment, depress neighboring property values, and can negatively impact the quality of life in a neighborhood. Improving housing is an important goal of the City. Common housing code violations and substandard conditions in Hayward include - unpermitted construction, moisture damage, Faulty electrical wiring, plumbing, windows, and roof systems, deteriorated exterior siding, and faulty heating and mechanical systems. Most of Hayward’s substandard units are suitable for rehabilitation.

1.7.5 Overcrowding

The combination of low-incomes and high housing costs has forced many households to live in overcrowded housing conditions. “Overcrowding” is generally defined as a housing unit occupied by more than one person per room. Rooms can include living rooms and dining rooms but excludes hallways, kitchens, and bathrooms. Significant overcrowding can indicate that a community does not have an adequate supply of affordable housing, especially housing that could accommodate large families.

Overcrowding typically occurs when there are not enough adequately sized units in a community, when high housing costs relative to income force more individuals to share a housing unit than it can adequately accommodate, or when families reside in smaller units than they need to devote income to other necessities, such as food and health care. Overcrowding tends to accelerate the physical deterioration of housing and disproportionately affects renter-households.

Table B-24 summarizes overcrowding in Hayward. Overcrowding decreased from approximately 20 to 11 percent between 2000 and 2010, but it rose to 14 percent by 2019. Similarly, the rate of severe overcrowding decreased from 11 percent in 2000 to 4 percent in 2010 and has stayed relatively stable through 2019. Approximately 21 percent of all renters lived in overcrowded conditions compared to 8 percent of owners according to ACS data. This disparity in the rates of overcrowding between owner and renter households is likely due to the relative scarcity of larger housing units available on the rental market as shown in Figure B-3.

Table B-24 Overcrowding

Overcrowding	Owner-Households		Renter-Households		Total Households	
	Number	Percent	Number	Percent	Number	Percent
	2000	2000	2000	2000	2000	2000
Total Overcrowded (> 1.0 person/room)	2,930	12.2%	5,874	28.0%	8,804	19.7%
Severely Overcrowded (>1.5 persons/room)	1,639	6.8%	3,369	16.1%	5,008	11.2%
	2010	2010	2010	2010	2010	2010
Total Overcrowded (> 1.0 person/room)	1,375	6.0%	3,827	16.7%	4,767	11.0%
Severely Overcrowded (>1.5 persons/room)	298	1.3%	1,627	7.1%	1,733	4.0%
	2019	2019	2019	2019	2019	2019
Total Overcrowded (> 1.0 person/room)	1,948	7.7%	4,618	20.6%	6,566	13.8%
Severely Overcrowded (>1.5 persons/room)	488	1.9%	1,683	7.5%	2,171	4.6%

Source: Bureau of the Census, 2000 Census; American Community Survey, 2006-2010 and 2015-2019.

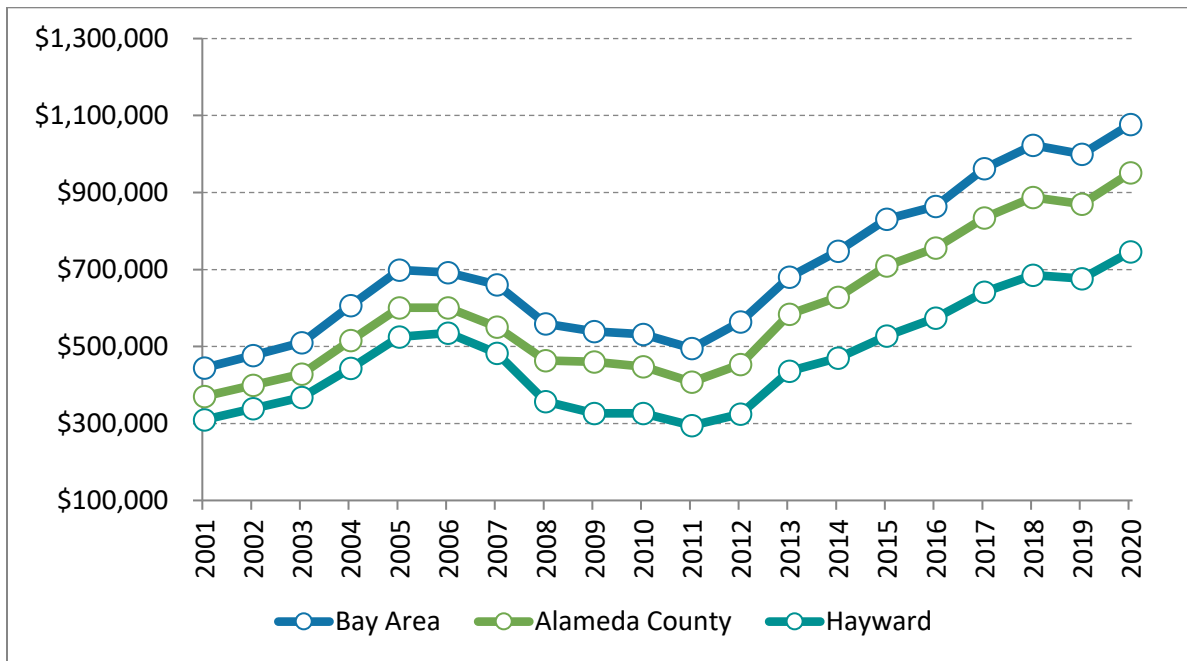
1.8 Housing Costs and Affordability

Housing costs are indicative of housing accessibility to all economic segments of the community. The cost of housing in a community is directly correlated to the number of housing problems and affordability issues. High housing costs can price low-income families out of the market, cause extreme cost burdens, or force households into overcrowded or substandard conditions. This section summarizes the cost and affordability of the housing stock to Hayward residents.

1.8.1 Home Values

The real estate listing services company Zillow estimates that Hayward’s typical home value in December of 2020 was approximately \$745,855. This value is lower than the countywide typical value of \$951,381 and the Bay Area as a whole (Figure B-6). Home values in the city were approximately 12 percent lower than Oakland and 22 percent lower than Alameda County as a whole, but comparable to home values in San Leandro.

Figure B-6 Median Home Values (2020)



Source: Home Value Index, Zillow, 2020.

As demonstrated in Table B-25, home values in Hayward increased by about 41 percent between 2015 and 2020. Other Alameda County cities also saw significant increases in median home prices during this time, as did Alameda County as a whole.

Table B-25 Comparison of Zillow Home Value Index (2015-2020)

Jurisdiction	Dec 2015 Price	Dec 2020 Price	Percent Change in Home Value Index
Oakland	\$598,530	\$845,670	+41.3%
Fremont	\$886,652	\$1,180,205	+33.1%
Berkeley	\$1,031,750	\$1,405,908	+36.3%
San Leandro	\$540,460	\$763,777	+41.3%
Union City	\$706,084	\$991,876	+40.5%
Hayward	\$527,757	\$745,855	+41.3%
Alameda County	\$710,019	\$951,381	+34.0%

Source: Home Value Index, Zillow, 2020.

1.8.2 Rental Costs

Less than half of Hayward households (46 percent) live in rental housing. According to the 2015-2019 ACS, monthly rent ranges from less than \$500 per month (3 percent of Hayward renters) to more than \$2,000 per month (38 percent of Hayward renters). The most common rent category in the city is greater than \$2,000 per month. Figure B-7 shows the distribution of monthly rental rates by income category.

Figure B-7 Household Income by Rent in Hayward



Source: American Community Survey, 2015-2019.

As shown on Table B-26, average monthly rents in Hayward ranged from \$2,079 for a one-bedroom apartment to \$2,523 for a three-bedroom apartment in 2021. Rents for efficiency units (studios) in Hayward are typically higher than comparable units in other Alameda County jurisdictions, but larger units in Hayward were significantly less expensive than similar units in Oakland, Fremont, and Berkeley. Only in the City of San Leandro are apartments of all sizes typically less expensive than apartments in Hayward.

Table B-26 Comparison of Median Monthly Rent (2021)

Unit Size	Studio	1-Bed	2-Bed	3-Bed
Oakland	\$1,405	\$2,626	\$3,642	\$6,154
Fremont	\$2,090	\$2,293	\$2,782	\$3,883
Berkeley	\$1,741	\$1,904	\$3,938	\$4,052
San Leandro	\$1,709	\$1,701	\$2,047	\$2,483
Hayward	\$2,159	\$2,079	\$2,608	\$2,523

Source: Median rent search conducted on October 10, 2021, on Apartments.com.

Rents increased throughout the nation during the 2009 recession in response to continued high foreclosure rates, few new units, tightened standards for home loans, and demand from young workers. In addition, more people moved from homeownership to renting, which increased demand on rental housing. According to HCD’s Final Statewide Housing Assessment, rental costs in California have continued upward from 1990.

1.8.3 Housing Affordability

The cost of housing compared to the income of local households is used to determine the affordability of an area. If costs are high relative to income, housing problems such as overcrowding, and cost burden are more likely to occur. The lack of affordable housing contributes to cost burden, overcrowding, and even homelessness. “Affordable housing cost” for lower-income households is defined in California law as not more than 30 percent of gross household income with variations (Health and Safety Code Section 50052.5). The comparable federal limit, more widely used, is 30 percent of gross income, with variations. “Housing cost” commonly includes rent or mortgage payments, utilities (gas, electricity, water, sewer, garbage, recycling), and property taxes and insurance on owner-occupied housing.

The median income for renter households in Hayward \$68,591 which equates to an affordable monthly housing cost of \$1,714. The median income for owner households is \$109,359 which equates to an affordable monthly housing cost of \$2,740. According to CHAS data, half of all renters and 30 percent of homeowners in Hayward spend more than 30 percent of their gross monthly income on housing.

Severe cost burden occurs when 50 percent of a household’s monthly income goes towards paying housing costs. In Hayward, 23 percent of renter households experience severe cost burden. Comparing rental housing costs in Hayward and maximum affordable prices for low-income households in Alameda County shows that households with HUD defined low-income can afford rental housing in Hayward. Very- and extremely low- income households (the majority of which are renter households) are being priced out of Hayward.

Table B-27 shows the affordable rent for each income category as shown in the Alameda County HCD income limits. According to the table, affordable monthly rent for lower income households (0-80 percent AMI) would range from \$1,028 at 30 percent AMI to \$2,740 at 80 percent AMI. Alternatively, households in the moderate and above moderate-income categories could afford rent over \$3,700.

Table B-27 Alameda County Income Limits (2021)

AMI 4-Person Household	Standard HUD Income Groups	Adjusted HUD 4 – Person Household	Adjusted HUD Income as % of AMI	Affordable Monthly Rent
\$125,600	Extremely Low Income (30% AMI)	\$41,100	32.7%	\$1,028
	Very Low Income (50% AMI)	\$68,500	54.5%	\$1,713
	Low Income (80% AMI)	\$109,600	87.2%	\$2,740
	Moderate Income (120% AMI)	\$150,700	–	\$3,768
	Above Moderate (> 120% AMI)	> \$150,700	–	> \$3,768

Source: HUD adjusts income limits upward to account for high-cost housing markets such as Alameda County.

The defined ‘Affordable Monthly Rent’ is affordable for households at the income threshold. The Alameda County income levels are upwardly adjusted for high housing costs using the VLI 4-person household as the basis for all other income calculations for HUD’s income groups.

The ELI, VLI and LI income groups are provided by HUD, Moderate and Above Moderate are generated using HUD-provided ratios.

Source: Alameda County Housing & Community Development Income and Rent Limits, 2021.

Housing affordability can be inferred by comparing the cost of renting or owning a home in the city with the maximum affordable housing costs for households at different income levels. Taken

together, this information can generally show who can afford what size and type of housing and indicate the type of households most likely to experience overcrowding and overpayment.

HUD conducts annual household income surveys nationwide to determine a household's eligibility for federal housing assistance. Based on this survey, HCD developed income limits that can be used to determine the maximum price that could be affordable to households in the upper range of their respective income category. Households in the lower end of each category can afford less by comparison than those at the upper end.

1.8.4 Cost Burden

Measuring the portion of a household's gross income that is spent for housing is an indicator of the dynamics of demand and supply. This measurement is often expressed in terms of "over payers": households paying an excessive amount of their income for housing, thereby decreasing the amount of disposable income available for other needs. This indicator is an important measurement of local housing market conditions because it reflects the affordability of housing in the community. Federal and state agencies use overpayment indicators to determine the extent and level of funding and support that should be allocated to a community. State and federal programs typically define over-payers as those lower-income households paying over 30 percent of household income for housing costs. A household is considered experiencing a severe cost burden if it spends more than 50 percent of its gross income on housing.

Housing cost burden affects a substantial portion of households in Hayward, particularly lower income renter households and Hispanic/Latino and Black/African American households. Table B-28 presented earlier provides overpayment detail by income group and household type in Hayward between 2014 and 2018. At lower-income levels, cost burden has a greater impact on renters than on owners. For households with moderate and above moderate incomes, cost burden is less prevalent and impacts renters and owners at similar rates. While approximately 40 percent of all households in Hayward are housing cost burdened, 48 percent of Hispanic/Latino households and 53 percent of Black/African American households are cost burdened.

Table B-28 also details the housing assistance needs for lower-income households that rent or own in Hayward. The types of problems vary according to household income, type, and tenure. Some notable trends include:

- Low-income households are more likely to rent their homes;
- Renter-households are significantly more likely to experience housing cost burden (50 percent) compared to owner-households (30 percent);
- Approximately 79 percent of extremely low-income households, 76 percent of very low-income households, and 63 percent of low-income households are housing cost burdened; and
- Over 71 percent of extremely low-income renter households spend more than 50 percent of their income on housing and 83 percent spend more than 30 percent of their income on housing.

Table B-28 Housing Cost Burden by Tenure (2014-2018)

Household by Tenure, Income, and Cost Burden	Renters	Owners	Total Households
Extremely low-income (0-30% AMI)	4,270	2,025	6,295
With cost burden >30%	82.6%	70.4%	78.6%
With cost burden > 50%	71.2%	58.0%	67.0%
Very low-income (31-50% AMI)	3,680	2,380	6,060
With cost burden >30%	88.7%	57.4%	76.4%
With cost burden > 50%	41.3%	38.7%	40.3%
Low-income (51-80% AMI)	4,260	3,170	7,430
With cost burden >30%	68.9%	54.7%	62.9%
With cost burden > 50%	14.9%	12.3%	13.8%
Moderate & Above Income (>80% AMI)	10,800	17,805	27,980
With cost burden >30%	16.6%	16.6%	17.0%
With cost burden > 50%	1.1%	1.7%	1.5%
Total Households	23,015	24,755	47,770
With cost burden >30%	50.0%	30.2%	39.8%
With cost burden > 50%	23.1%	11.3%	16.9%

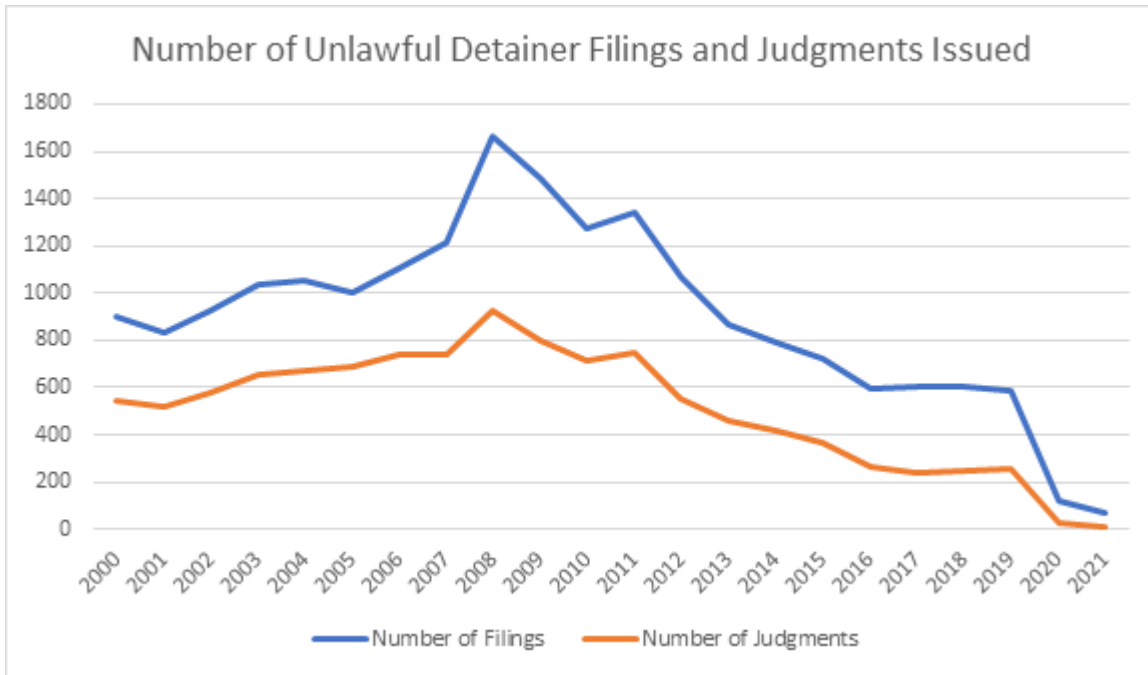
Note: Data presented in this table are based on special tabulations from the American Community Survey (ACS) data. Due to the small sample size, the margins of errors can be significant. Interpretations of these data should focus on the proportion of households in need of assistance rather than on precise numbers.

Source: HUD Comprehensive Housing Affordability Strategy (CHAS), 2014-2018.

1.9 Eviction

From 2000 to 2019, the annual number of unlawful detainer filings in the City of Hayward averaged 984 per year, with a peak in 2008 of 1,664 filings. As shown on Figure B-8, filings declined steadily from 2008, plateaued from 2016 to 2019, then dropped significantly beginning in March 2020 due to the local, state, and federal COVID-19 eviction moratoria. The proportion of filings that resulted in a judgment (as opposed to a dismissal) remained consistent with the number of filings, as shown in the chart below. From 2010 (when data become available) through 2019, approximately 31% of judgments resulted in a completed writ of possession (i.e., the Sheriff’s Office removed the tenants). In 2020 and 2021, during the COVID-19 pandemic and its corresponding eviction moratoria, an average of 8% of judgments resulted in a completed writ of possession.

Figure B-8 Number of Unlawful Detainer Filings and Judgments Issued



Notes. ⁱWrit of possession data are only available beginning in 2010. ⁱⁱData source: California Superior Court of Alameda

In July 2019, Hayward City Council enacted the Residential Rent Stabilization and Tenant Protection Ordinance (RRSO), which created a rent increase threshold for covered rental units¹ and just cause eviction protections for all rental units with few exceptions. The number of unlawful detainer filings in the nine months following the enactment of the RRSO decreased by 13% compared to the nine months before the RRSO was passed.

1.10 Affordable Housing

The City of Hayward is committed to facilitating and preserving affordable housing opportunities for its residents. State law requires the analysis of government-subsidized housing that may change from low-income housing to market-rate housing during the next 10 years. This section summarizes tenant-based rental housing in the city as well as affordable housing at-risk of converting to market rates and the cost to preserve or replace the at-risk units.

1.10.1 Rent Stabilization Ordinance and Naturally Occurring Affordable Housing

In June of 2019, the City of Hayward adopted the Residential Rent Stabilization and Tenant Protection Ordinance (RRSO) to encourage investment in local residential rental housing by allowing landlords to make a fair return on their real estate investments while also protecting the welfare of its citizens who are its tenants. The aim of the RRSO is to help mitigate housing problems caused by the lack of available housing for lower income households and rapidly rising rents. Under the RRSO, landlords of units built before July 1, 1979, may raise the rent of those units a maximum of 5 percent per year. In 2019, the RRSO was updated and extended protections to approximately 12,000 rental units that were initially subject to the City’s 1983 Residential Rent Stabilization Ordinance.

Older housing stock can provide a source of naturally occurring affordable housing which is not subject to rent control or deed restriction. As these units undergo refurbishment or a change in ownership, they will often see an increase in market-rate rent thereby becoming unaffordable to lower income households. There may be significant opportunity for the City to purchase these units outright or facilitate a transfer of ownership to a non-profit entity to maintain affordability in perpetuity. The city seeks to develop and adopt a program to facilitate the purchase of naturally occurring affordable housing to convert to deed restricted affordable housing.

1.10.2 Tenant-Based Rental Housing Assistance

The Housing Authority of Alameda County (HACA) serves Hayward and provides housing choice vouchers for lower-income households. The Section 8 Rental Assistance Program provides rental subsidies to low-income families that spend more than 30 percent of their gross income on housing costs. Additionally, Section 202 program funds development of affordable housing for senior households and Section 811 program provides non-profits with funding to provide supportive housing for disabled, very- and extremely low-income persons. HACA currently provides over 7,000 Alameda County families with housing vouchers through HUD assistance programs. The Alameda County Housing Choice Voucher waiting list is currently closed and fewer than 10 families are placed in assisted housing per month. The City also uses a portion of its HOME allocation to fund a rental assistance program for transition age youth who have “aged-out” of the foster care system. This program typically serves 12 transition age youth (TAY) per year. The City is in the process of establishing a shallow subsidy pilot program, which will provide small monthly rental subsidies to between 40 and 50 extremely low-income households for 12–18-month durations.

1.10.3 Publicly Assisted Rental Housing

The City of Hayward uses various funding sources, including HUD’s housing voucher programs, Community Development Block Grants (CDBG), HOME funds, Low- and Moderate-Income Housing Funds and Affordable Housing Ordinance in lieu fees to preserve and increase the supply of affordable housing in the city through the acquisition and/or rehabilitation of renter-occupied units and the rehabilitation of owner-occupied units.

The city has a range of publicly assisted rental housing affordable to lower and moderate-income households.

Table B-29 provides a summary listing of affordable projects in the city. Overall, 23 projects provide a total of 1,567 assisted rental housing units in the city.

Table B-29 Inventory of Assisted Rental Housing

Project Name	Total Units	Assisted Units	Funding Source	Earliest Date of Conversion
At risk of conversion before 2031				
Hayward Villa	78	78	Section 8 New Construction	10/31/2025
Josephine Lum Lodge	150	106	Section 8 LMSA	12/31/2025
Sycamore Square	26	26	Section 8 New Construction	12/31/2028
Wittenberg Manor II	65	64	Section 202/Section 811	9/30/2022
Weinreb Place	22	21	Section 202/PRAC	12/31/2021
Properties at risk of conversion after 2031				
EC Magnolia Court	21	21	Section 8/Section 202	3/31/2033

Project Name	Total Units	Assisted Units	Funding Source	Earliest Date of Conversion
Eden Issei Terrace	100	100	Section 8 New Construction	3/31/2033
Montgomery Plaza	50	50	Section 8 New Construction	3/31/2034
Olive Tree Plaza	26	26	Section 8/Section 202	3/31/2033
Tennyson Gardens Apartments/Faith Manor	158	155	Section 8 LMSA/RDA/TC	12/31/2073
Wittenberg Manor	95	95	Section 8 New Construction	5/31/2040
Villa Springs	66	66	RDA/TC	2065
C & Grand Senior Housing	60	60	Inclusionary/RDA/TC	2064
The Majestic Apartments	81	81	Bond/RDA/TC	2063
Walker Landing	78	78	Inclusionary/Bond/TC	2062
Huntwood Commons	40	40	HOME/WFHRGP	2061
Lord Tennyson	252	252	Bond/TC	2060
Sara Connor Court	57	57	HOME/RDA/TC	2059
Park Manor Apartments	81	81	TC/CDBG	2031
742 Harris Court	4	4	HOME	2054
Harris Court Apartments	20	20	HOME/TC	2053
Glen Berry	50	50	HOME/CDBG/TC	2048
Glen Eden	36	36	CDBG/RDA/TC	2047
Total		1,567		

Source: City of Hayward, 2021; HUD Section 8 Database, accessed October 2021

Sycamore Square, Tennyson Gardens Apartments, and Wittenberg Manor II are owned by a non-profit entity and are therefore at low risk of conversion before 2031. Josephine Lum Lodge is owned by a limited dividend housing corporation and is also at a low risk of conversion. Hayward Villa is owned and managed by for-profit entities and is therefore at a higher risk of conversion when its affordability controls expire in 2025. The City will continue to monitor the status of these at-risk units. Should a Notice of Intent to opt out of the voucher program be filed, the City will ensure that tenants are properly notified of their rights under California law. The following section outlines several avenues the City may pursue to preserve affordable housing stock.

1.10.4 Preservation of At-Risk Housing

State law requires that the City identify, analyze, and propose programs to preserve existing multi-family rental units that are eligible to convert to non- low-income housing uses due to termination of subsidy contract, mortgage prepayment, or expiring use restrictions during the next 10 years. Thus, this at-risk housing analysis covers the period from January 2023 and January 2033. Consistent with State law, this section identifies publicly assisted housing units in Hayward, analyzes their potential to convert to market rate housing uses, and analyzes the cost to preserve or replace those units.

Within the 2023-2033 “at-risk” housing analysis period, three of the City’s affordable housing projects are considered at low risk and one is considered at higher risk of being converted to market rate. While the HUD renewal process occurs periodically every five years, the approval is fairly

automatic. Though unlikely, it is possible 295 of the City's affordable housing units could convert to market-rate at some point in the planning period.

1.10.5 Preservation Options

Depending on the circumstances of the at-risk projects, different options may be used to preserve or replace the units. Preservation options typically include: 1) transfer of units to non-profit ownership; and 2) purchase of affordability covenants. In terms of replacement, the most direct option is the development of new assisted multi-family housing units. The following discussion highlights ways that the City's at-risk projects could be preserved as affordable housing. All the presented alternatives are costly and beyond the ability of the City of Hayward to manage without large subsidies from federal and/or State resources. These options are described below.

Transfer of Ownership

Typically, transferring ownership of an at-risk project to a non-profit housing provider is one of the least costly ways to ensure that the at-risk units remain affordable for the long term. By transferring property ownership to a non-profit organization, low-income restrictions can be secured, and the project would become potentially eligible for a greater range of governmental assistance.

If the current nonprofit organizations managing the units at risk are no longer able to maintain the project, transferring ownership of the affordable units to another nonprofit housing organization is a viable way to preserve affordable housing for the long term. The feasibility of this option depends on the willingness of the owner to sell, funding sources to buy the property, and the existence of a nonprofit organization with sufficient administrative capacity to manage the property. Additionally, projects such as Hayward Villa and Wittenberg Manor, in which all units are affordable, can participate in ownership transfers more easily and are therefore more likely to be feasible. The City will track the at-risk status of these at-risk projects. If these properties indicate plans to convert to market rate, the City will contact qualified entities to explore transfer of ownership options. California Government Code 65863.11 requires that nonprofit housing organizations are notified of an impending transfer of ownership, but there is no requirement that the current owner sell to an affordable housing developer or organization. Most assisted rental housing units in Hayward are already operated by nonprofit organizations; as such, no changes in ownership in the near future are anticipated.

Rental Assistance

Similar to Housing Choice Vouchers, the City could provide rent subsidies to tenants of at-risk units through a variety of potential funding sources. The level of the subsidy required to preserve the at-risk units is estimated to equal the Fair Market Rent (FMR) for a unit minus the housing cost affordable to a lower income household. Units in the at-risk projects include 74 studios, 189 one-bedroom units, 6 two-bedroom units, and 24 three-bedroom units. According to 2022 data from HUD, FMR for these units range from \$1,595 for a studio to \$3,196 for a 3-bedroom apartment.

State, local, or other funding sources can also be used to provide rental subsidies to maintain the affordability of at-risk projects. These subsidies can be structured to mirror the voucher program, whereby the subsidy covers the cost of the unit above what is determined to be affordable for the tenants' household income (including a utility allowance) up to the fair market value of the apartment. The per-unit subsidy is based on the difference between fair market rents and the annual amount affordable to a low-income household. Assuming a renter contribution of 30% of the

fair market rent of each unit, the total subsidy needed for the 295 at-risk affordable units in the city is \$4.8 million.

Purchase of Affordability Covenants

Another option to preserve the affordability of the at-risk project is to provide a financial assistance package to the owner to maintain the project as affordable housing. Assistance could include bonds, writing down the interest rate on the remaining loan balance, providing a lump-sum payment, and/or supplementing the rents to market levels. The feasibility and cost of this option depends on whether the complex is too highly leveraged. By providing lump sum financial incentives or ongoing subsidies in rents or reduced mortgage interest rates to the owner, the City could ensure that some or all the units remain affordable.

Construction of Replacement Units

The construction of new low-income housing units is a means of replacing the at-risk units if they are converted to market-rate units. The cost of developing housing depends upon a variety of factors, including density, size of the units (i.e., square footage and number of bedrooms), location, land costs, and type of construction. According to the 2019 California Tax Credit Allocation Committee (TCAC) staff reports, the typical cost of construction for below market rate housing in Alameda County in 2019 was \$726,469 per unit. The total cost to replace the 295 at-risk affordable units with new construction would be approximately \$214 million.

Cost Comparisons

The above analysis attempts to estimate the cost of preserving the at-risk units under various options. However, because different projects have different circumstances and therefore different options available, a direct comparison would not be appropriate. In general, providing additional incentives/subsidies to extend the affordability covenant would require the least funding over the long run, whereas the construction of new units would be the costliest option. Over the short term, providing rent subsidies would be least costly, but this option does not guarantee the long-term affordability of the units.

To estimate the market value for the at-risk units, the price of multi-family housing developments in the City that are for sale and in good condition were analyzed to calculate an average price per unit. According to recent multifamily developments for sale as of December 2021, the cost per unit is approximately \$410,000. Therefore, the market value to replace the units at risk for conversion is roughly \$121 million (295 affordable at-risk units multiplied by \$410,000).

1.10.6 Resources for Preservation

Preservation of at-risk housing requires not only financial resources but also administrative capacity of nonprofit organizations. These resources are discussed in detail later in this Housing Element in Appendix C, *Housing Resources*.

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**Please Start Here, Instructions in Cell
A2, Table in A3:B16**

Form Fields

Site Inventory Forms must be submitted to HCD for a housing element or amendment adopted on or after January 1, 2021. The following form is to be used for satisfying this requirement. To submit the form, complete the Excel spreadsheet and submit to HCD at sitesinventory@hcd.ca.gov. Please send the Excel workbook, not a scanned or PDF copy of the tables.

General Information	
Jurisdiction Name	HAYWARD
Housing Element Cycle	6th
Contact Information	
First Name	Leigha
Last Name	Schmidt
Title	Principal Planner
Email	Leigha.Schmidt@Hayward-ca.gov
Phone	5105834113
Mailing Address	
Street Address	<u>777 B Street</u>
City	Hayward
Zip Code	94541
Website	
www.hayward-ca.gov	

Table A: Housing Element For Alameda County jurisdictions, please format the APN's as follows: 999A-9999-999-99

Jurisdiction Name	Site Address/Intersection	5 Digit ZIP Code	Assessor Parcel Number	Consolidated Sites	General Plan Designation (Current)	Zoning Designation (Current)	Minimum Density Allowed (units/acre)	Max Density Allowed (units/acre)	Parcel Size (Acres)	Existing Use/Vacancy	Infrastructure	Publicly-Owned	Site Status	Identified in Last Two Planning Cycle(s)	Lower Income Capacity	Moderate Income Capacity	Above Moderate Income Capacity	Total Capacity	Improvement to Land Value Ratio	Year Built	Notes	
HAYWARD	22765 GRAND ST		94541431-0040-026-00		CC-ROC	UN	40	110	0.23	Commercial repair garage	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant				18	0.00	N/A		
HAYWARD	507 C ST		94541431-0040-017-00		CC-HDR	UN	40	110	0.20	Industrial	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant				16	0.34	1945		
HAYWARD	548 CLAIRE ST		94541431-0040-029-00		CC-ROC	UN	40	110	0.62	Industrial Light/Manufacturing	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant	51			51	2.39	N/A		
HAYWARD	529 C ST		94541431-0040-020-02		CC-ROC	UN	40	110	0.58	Warehouse	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant				47	0.79	1954		
HAYWARD	22756 ALICE ST		94541431-0040-031-00		CC-HDR	UN	40	110	0.24	Commercial repair garage	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant			47	19	0.79	1955		
HAYWARD	548 CLAIRE ST		94541431-0040-028-00		CC-ROC	UN	40	110	0.42	Warehouse	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant			19	34	0.12	N/A		
HAYWARD	577 C ST		94541431-0040-023-00		CC-ROC	UN	40	110	0.41	Warehouse	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant				33	0.06	1940		
HAYWARD	597 C ST		94541431-0040-024-02		CC-ROC	UN	40	110	0.33	Veterinarian Office	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant				27	2.33	1955		
HAYWARD	575 C ST		94541431-0040-022-00		CC-ROC	UN	40	110	1.07	Automobile dealership	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant				88	0.74	N/A		
HAYWARD	22765 GRAND ST		94541431-0040-027-00		CC-ROC	UN	40	110	0.30	Commercial repair garage	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant				24	0.52	N/A		
HAYWARD	541 C ST		94541431-0040-021-01		CC-ROC	UN	40	110	0.27	Commercial towing company	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant				22	1.29	N/A		
HAYWARD	22740 ALICE ST		94541431-0040-032-00		CC-ROC	UN	40	110	0.40	Industrial Light/Manufacturing	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant				33	1.50	1963		
HAYWARD	516 CLAIRE ST		94541431-0040-030-00		CC-ROC	UN	40	110	0.29	Commercial repair garage	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant				23	1.06	1947		
HAYWARD	22722 ALICE ST		94541431-0040-033-00		CC-ROC	UN	40	110	0.33	Commercial repair garage	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant				27	0.23	1958		
HAYWARD	25375 MISSION BLVD		94544444-0060-012-02		SMU	MB-CN	17.5	35	1.86	Automobile dealership	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant				48	0.02	1965		
HAYWARD	2824 MISSION BLVD		94544078C-0461-009-04		SMU	MB-CC	40	100	1.33	Vacant	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant				99	0.00	N/A		
HAYWARD	FLETCHER LN		94544445-0001-004-13		SMU	MB-CN	17.5	35	1.70	Auto-Storage	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant				44	0.02	N/A		
HAYWARD	29475 MISSION BLVD		94544078C-0438-012-00		SMU	MB-CC	35	55	1.34	Surface parking	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant				55	0.00	N/A	Parcel is combined with 29459 Mission Blvd (APN 078C-0438-011-02). Existing building to be demolished and a 1.3-acre parking lot will be built there for a commercial use that has no minimum parking requirement.	
HAYWARD	OVERLOOK AVE		94542445-0180-001-00		SMU	SMU	25	55	10.00	Vacant	YES - Current	YES - City-Owned	Available	Used in Two Consecutive Prior Housing Elements - Vacant			102	310	412	0.00	N/A	
HAYWARD	1026 C ST		94541428-0066-039-01		CC-ROC	DT-MS	40	110	0.20	Public Owned Parking	YES - Current	YES - City-Owned	Available	Not Used in Prior Housing Element				16	0.00	N/A		
HAYWARD	1026 C ST		94541428-0066-037-00		CC-ROC	DT-MS	40	110	0.45	Public Owned Parking	YES - Current	YES - City-Owned	Available	Not Used in Prior Housing Element				37	0.00	N/A		
HAYWARD	22696 MAIN ST		94541428-0066-038-02		CC-ROC	DT-MS	40	110	0.14	Public Owned Parking	YES - Current	YES - City-Owned	Available	Not Used in Prior Housing Element				11	1.11	0.00	N/A	
HAYWARD	22300 FOGDTHILL BLVD		94541415-0050-112-00		CC-ROC	UC	40	110	1.40	Vacant	YES - Current	YES - City-Owned	Available	Not Used in Prior Housing Element				115	0.00	1968		
HAYWARD	MISSION BLVD		94541428-0066-066-00		CC-ROC	DT-MS	40	110	0.98	Public Owned Parking	YES - Current	YES - City-Owned	Available	Not Used in Prior Housing Element				80	0.00	N/A		
HAYWARD	24874 MISSION BLVD		94544445-0150-058-04		SMU	MB-CN	17.4	55	1.82	Vacant commercial land	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element				75	0.00	N/A		
HAYWARD	27143 MISSION BLVD		94544445-0056-005-00		SMU	MB-CN	17.4	55	1.22	Single-tenant Retail Store	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element				50	0.88	1961		
HAYWARD	28546 MISSION BLVD		94544078C-0626-003-12		SMU	MB-CC	40	100	0.47	Automobile dealership	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			35	35	0.20	N/A		
HAYWARD	28546 MISSION BLVD		94544078C-0626-003-23		SMU	MB-CC	40	100	0.21	Automobile dealership	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element				16	0.04	N/A		
HAYWARD	28564 MISSION BLVD		94544078C-0626-003-26		SMU	MB-CC	40	100	0.92	Automobile dealership	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			69	69	0.10	1961		
HAYWARD	28700 MISSION BLVD		94544078C-0461-004-00		SMU	MB-CC	40	100	0.85	Single-tenant Retail Store	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element				66	1.03	1973		
HAYWARD	28722 MISSION BLVD		94544078C-0461-005-00		SMU	MB-CC	40	100	0.87	Single-tenant Retail Store	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element				65	0.67	1970		
HAYWARD	FOOT HILL BLVD		94541415-0250-111-02		CC-ROC	UC	40	110	2.14	Vacant	YES - Current	YES - City-Owned	Available	Not Used in Prior Housing Element			176	176	0.00	N/A		
HAYWARD	24732 MISSION BLVD		94544445-0150-029-02		SMU	MB-CN	17.4	55	5.12	Warehouse-Self Storage	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element				211	0.92	1979		
HAYWARD	1045 C ST		94541428-0066-055-01		CC-ROC	DT-MS	40	110	0.51	Single-tenant Retail Store	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element				41	0.41	1947		
HAYWARD	C ST		94541427-0011-020-00		CC-ROC	DT-MS	40	110	0.89	Public Owned Parking	YES - Current	YES - City-Owned	Available	Not Used in Prior Housing Element				73	0.00	N/A		
HAYWARD	A ST		94541415-0040-038-00		CC-ROC	UN	40	110	0.93	Public Owned Parking	YES - Current	YES - City-Owned	Available	Not Used in Prior Housing Element				78	0.00	N/A		
HAYWARD	C ST		94541431-0044-035-04		CC-ROC	UC	40	110	1.76	Surface Parking	YES - Current	YES - Special District-Owned	Available	Not Used in Prior Housing Element				29	1.45	0.00	N/A	
HAYWARD	10100 N ST		94544078C-0441-001-29		SMU	PD	75	100	5.86	Surface Parking	YES - Current	YES - Special District-Owned	Available	Not Used in Prior Housing Element				219	88	4.89	0.00	N/A
HAYWARD	FOGTHILL BLVD		94541415-0151-0113-00		CC-ROC	UC	40	110	2.28	Public Agency - Parking Garage	YES - Current	YES - City-Owned	Available	Not Used in Prior Housing Element				188	0.00	N/A		
HAYWARD	966 B ST		94542428-0056-057-00		CC-ROC	DT-MS	40	110	0.17	Vacant	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element				14	0.00	N/A		
HAYWARD	685 A ST		94542428-0046-053-00	A	CC-ROC	UC	40	110	0.08	Vacant	YES - Current	YES - Special District-Owned	Available	Not Used in Prior Housing Element			2	2	6	0.00	N/A	
HAYWARD	685 A ST		94543428-0046-054-00	A	CC-ROC	UC	40	110	0.08	Vacant	YES - Current	YES - Special District-Owned	Available	Not Used in Prior Housing Element			2	2	6	0.00	N/A	
HAYWARD	685 A ST		94541428-0046-052-02	A	CC-ROC	UC	40	110	1.92	Vacant	YES - Current	YES - Special District-Owned	Available	Not Used in Prior Housing Element				31	1.58	0.00	N/A	
HAYWARD	25000 MISSION BLVD		94544445-0000-012-04		SMU	MB-CN	17.4	35	4.92	Vacant	YES - Current	YES - City-Owned	Available	Not Used in Prior Housing Element				98	0.00	N/A		
HAYWARD	28800 MISSION BLVD		94544078C-0461-009-01		SMU	MB-CC	40	100	1.56	Automobile dealership	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element				116	0.29	N/A		

Table C: Land Use, Table Starts in A2

Zoning Designation From Table A, Column G and Table B, Columns L and N (e.g., "R-1")	General Land Uses Allowed "Low-density residential") (e.g.,
MB-CN	Medium Density Residential/Mixed-Use
MB-CC	High Density Residential/Mixed-Use
MB-NN	Medium High Density Residential/Mixed-Use
DT-MS	High Density Residential/Mixed-Use
PD	Planned Development
SMU	High Density Residential/Mixed-Use
UN	Medium High Density Residential/Mixed-Use
UC	Very High Density Residential/Mixed-Use



Appendix C – Housing Resources

City of Hayward Housing Element (2023-2031)

prepared by

City of Hayward

Planning Division, Department of Development Services

777 B Street

Hayward, California 94541

prepared with the assistance of

Rincon Consultants, Inc.

449 15th Street

Oakland, California 94612

August 2022

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1 Housing Resources

This chapter documents the methodology and results of the housing sites inventory analysis conducted to demonstrate the City of Hayward's ability to satisfy its share of the region's future housing need. Infrastructure, services, and financial and administrative resources that are available for the development, rehabilitation, and preservation of housing in the City of Hayward are also discussed in this chapter.

1.1 Future Housing Needs

State law requires each community to play a role in meeting the region's housing needs. A jurisdiction must demonstrate in its Housing Element that its land inventory is adequate to accommodate its share of the region's projected growth. This section assesses the adequacy of Hayward's land inventory in meeting future housing needs.

1.1.1 Regional Housing Needs Assessment Requirement

This update of the City's Housing Element covers the planning period of January 2023 through January 2031 (called the 6th Cycle Housing Element update). Hayward's share of the regional housing need is allocated by the Association of Bay Area Governments (ABAG) and based on recent growth trends, income distribution, and capacity for future growth. Hayward must identify adequate land with appropriate zoning and development standards to accommodate its assigned share of the region's housing needs.

Hayward's share of regional future housing needs is 4,624 total units. The number of units is distributed among five income categories, as shown below in Table C-1.

Table C-1 Hayward Housing Needs for 2023-2031

Income Category (% of Alameda County Area Median Income [AMI])	Number of Units	Percent of Total Units
Extremely Low (< 30% of AMI)*	547	12.4%
Very Low (30 to 50% of AMI)	528	12.7%
Low (51 to 80% of AMI)	617	15.6%
Moderate (81% to 120% of AMI)	817	16.1%
Above Moderate (> 120% of AMI)	2,115	43.0%
Total	4,624	100%

Source: Final Regional Housing Needs Allocation, ABAG, 2022

*The RHNA does not project the need for extremely low-income units, but pursuant to State law (AB 2634), the City must project its extremely low-income housing needs based on Census income distribution or assume 50 percent of the very low-income units required by the RHNA as extremely low-income units. The City's very low-income requirement is 1,075 units. The number of extremely low-income units that the City must plan for shown here was projected using Census data. According to the Comprehensive Housing Affordability Strategy (CHAS), data developed by HUD, 25.8 percent of households in the city earned less than 50 percent of the AMI. Among these households, 50.9 percent earned incomes below 30 percent (extremely low). Therefore, the City's RHNA allocation of 1,075 very low-income units was distributed as 547 extremely low (50.9 percent of the 1,075 very low-income units required by the RHNA) and 528 very low-income units. However, for purposes of identifying adequate sites for the RHNA allocation, State law does not mandate the separate accounting for the extremely low-income category.

1.1.2 Units Planned or Approved

Residential developments approved and permitted, but not yet built (“pipeline projects”) can be credited towards the City’s RHNA for the 6th cycle Housing Element provided it can be demonstrated that the units can be built by the end of the 6th cycle’s planning period. Similarly, units within completed projects which have received a certificate of occupancy as of June 30, 2022 can also be credited towards the RHNA. Affordability (the income category in which the units are counted) is based on the actual or projected sale prices, rent levels, or other mechanisms establishing affordability of the units within the project. Single-family homes are usually sold at market-rate prices, with no affordability covenants attached to the land. Multifamily or single-family developments that use density bonuses, public subsidies, or other mechanisms that restrict rents or sales prices would be restricted to specified below-market rate prices affordable to households in the various income categories described above. Local, state, or federal rules would establish rules for which income categories must be served by each development.

Of projects currently in the pipeline, 10 consist solely of market-rate units affordable to above-moderate households, while 18 projects have an affordability component. These projects are generally clustered along the Mission Boulevard corridor as well as within Hayward’s Downtown. All projects with affordability components have restricted rents or sales price resulting from city intervention including development subsidy, negotiated land disposition agreement, or in the City’s Affordable Housing Ordinance (AHO). In some cases, the project also has been approved for a density bonus as shown by the listed projects that exceed maximum density or exceed the minimum requirements of the City’s Affordable Housing Ordinance. Rents are restricted by a regulatory agreement while resale prices are restricted by a Borrower’s Occupancy and Resale Restriction Agreement. Table C-2 shows the mechanisms utilized to enable the affordable housing project. Projects that are currently in the pipeline collectively achieve an average density of approximately 88 percent of the zoning district’s maximum allowable density. Table C-3 identifies the approved or pending projects that are credited towards meeting the City’s RHNA. The locations of these projects are symbolized with the corresponding Map ID numbers on Figure C-1.

Table C-2 Affordability Mechanisms for Pipeline Projects

Project Name	Affordability Mechanism
Oak Street	Affordable Housing Ordinance
Parcel Group 8	SB35, Density Bonus, Publicly Owned Land Regulatory Agreement resulting from (Federal, state, local) government development subsidy.
21659 Mission Boulevard	Affordable Housing Ordinance
Maple and Main	Affordable Housing Ordinance
420 Smalley Avenue	Affordable Housing Ordinance
Pimentel Place	Affordable Housing Developer Regulatory Agreement resulting from (Federal, state, local) government development subsidy.
Pine Vista Condos	Density Bonus
O’Neil Ave Apartments	Density Bonus
La Playa Subdivision	Affordable Housing Ordinance, Concessions for requesting General Plan Amendment
Berry Avenue Multifamily	Affordable Housing Ordinance

Project Name	Affordability Mechanism
Parcel Group 5	Affordable Housing Ordinance, Surplus Land Act, Publicly Owned Land
27177-27283 Mission Blvd	Affordable Housing Ordinance, Density Bonus
Mission Paradise	Affordable Housing Developer Regulatory Agreement resulting from (Federal, state, local) government development subsidy.
Parcel Group 3 – La Vista Residential	Density Bonus, Publicly Owned Land, Low Income Housing Tax Credit, Tax-exempt Bonds, CalHFA MIP
Huntwood	Affordable Housing Ordinance
Mission Terraces	SB35, Density Bonus
SoMi (True Life)	Affordable Housing Ordinance

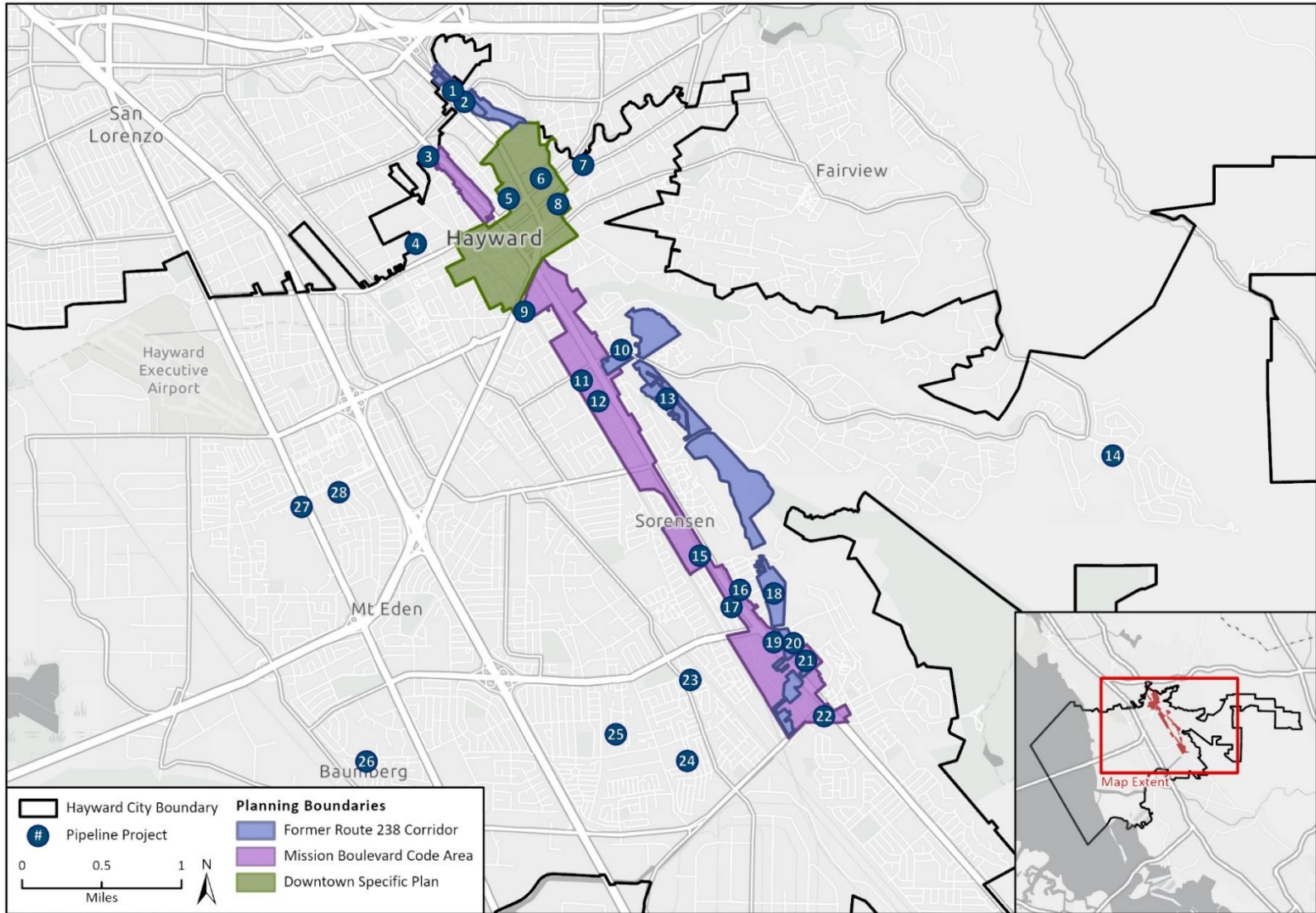
Table C-3 Planned, Approved, and Pending Projects (2021)

Map ID	Project Name	ELI* Units	VLI* Units	LI* Units	MI* Units	AMI* Units	Total Units	Max Units Allowed	% of Max Units Allowed	Entitlement Status
1	Oak Street	-	-	-	4	36	40	56	71%	Approved
2	Parcel Group 8	-	24	51	20	1	96	54	178%	Approved
3	21659 Mission Boulevard	-	1	-	3	41	45	63	72%	Approved
4	420 Smalley Avenue	-	-	-	1	7	8	8	100%	Approved
5	Maple and Main	-	48	-	-	192	235	343	68%	Under Review
6	1200 A Street	-	-	-	-	155	155	149	104%	Approved
7	4 th and B	-	-	-	-	41	41	78	53%	Approved
8	Pimentel Place	15	20	11	10	1	57	57	100%	Approved
9	Pine Vista Condos	-	-	-	7	33	40	32	125%	Approved
10	Carlos Bee	-	-	-	6	9	15	14	107%	Approved
11	O’Neil Ave Apartments	-	1	-	-	8	9	13	71%	Approved
12	Berry Avenue Multifamily	-	1	-	1	16	18	29	63%	Approved
13	Parcel Group 5	-	18	-	-	74	92	122	75%	Approved
14	Cavallo Highlands	-	-	-	-	20	20	38	52%	Approved
15	27177-27283 Mission Blvd	-	-	-	6	49	55	86	64%	Approved
16	Mission Paradise	15	20	40	-	-	76	104	73%	Approved
17	28049 Mission Boulevard	-	-	-	-	25	25	37	68%	Approved
18	Parcel Group 3 - La Vista Residential	-	36	138	-	2	176	194	91%	Approved
19	Mission Terraces	-	76	33	-	1	110	91	121%	Approved
20	SoMi (True Life)	-	-	-	20	169	189	174	109%	Approved
21	Mission Seniors	-	-	-	-	203	203	228	89%	Approved
22	Mission Villages	-	-	-	-	72	72	188	38%	Approved
23	Huntwood	-	-	-	1	13	14	21	65%	Approved
24	Vagabond	-	-	-	-	8	8	8	100%	Approved
25	Harvey Avenue	-	-	-	-	17	17	14	121%	Approved

Map ID	Project Name	ELI* Units	VLI* Units	LI* Units	MI* Units	AMI* Units	Total Units	Max Units Allowed	% of Max Units Allowed	Entitlement Status
26	Arf Avenue Subdivision	-	-	-	-	9	9	12	81%	Approved
27	Hesperian Subdivision	-	-	-	-	19	19	16	122%	Approved
28	La Playa Commons	-	-	2	3	42	47	47	100%	Approved
Total Units		30	245	275	82	1,263	1,895	Average % of Max Density	88%	

Notes: ELI = Extremely-Low Income; VLI = Very-Low Income; LI = Low Income; MI = Moderate Income; AMI = Above-Moderate Income

Figure C-1 Planned or Approved Projects



Basemap provided by Esri and its licensors © 2022.
 Additional information provided by City of Hayward, 2022.

Housing Sites Inventory

1.1.3 Accessory Dwelling Units

Accessory dwelling units (ADUs) anticipated to be built between 2023 and 2031 are also credited towards the City's RHNA. An ADU is a secondary dwelling unit located on residentially zoned property that has an existing single-family or multi-family residence. Due to its small square footage, it could provide affordable housing options for family members, friends, students, the elderly, in-home health care providers, the disabled, and others.

Trends in Hayward indicate that the number of ADU permit applications have been increasing in recent years. The City of Hayward Building Division permitted and finalized 21 ADUs in 2018, 20 ADU units in 2019, 79 ADUs in 2020 and 44 in 2021. This overall increase in ADU permits is likely due to recent State legislation that has reduced regulatory barriers to build and permit ADUs. Conservatively assuming that annual permits will average 40 units per year, the City has assumed a total of 320 ADUs will be permitted between 2023 and 2031.

In 2020, the Center for Community Innovation at the University of California at Berkeley (UC Berkeley) undertook a comprehensive, statewide survey of ADUs, resulting in a document entitled "Implementing the Backyard Revolution: Perspectives of California's ADU Homeowners", released on April 22, 2021. This memo uses and extends that research, providing a foundation that Bay Area jurisdictions may build upon as they consider ADU affordability levels while developing their Housing Element sites inventory analyses. The study concluded that the assumptions listed in Table C-4 are generally applicable across Bay Area jurisdictions¹.

Table C-4 Percent of ADUs Affordable to Different Income Categories

Affordability Category	ABAG Recommended Percentage	Estimated ADUs
Very-Low	30%	96
Low	30%	96
Moderate	30%	96
Above Moderate	10%	32
Total	100%	320

1.1.4 Remaining Share of RHNA

After counting anticipated units from pipeline projects and ADUs, the City must demonstrate its ability to meet its remaining housing needs through the identification of sites suitable for housing development. Table C-5 shows the remaining RHNA after accounting for units that are pending or approved as of June 30, 2022, and the number of ADUs assumed to be permitted between 2023 and 2031.

Table C-5 Remaining Share of RHNA

Affordability Category	RHNA Allocation	Units Pending or Approved or under Construction	Estimated ADUs	Remaining RHNA
Very-Low	1,075	275	96	704
Low	617	275	96	246
Moderate	817	82	96	639
Above Moderate	2,115	1,263	32	820

¹ https://abag.ca.gov/sites/default/files/documents/2022-06/ADUs-Projections-Memo_final.pdf

Total	4,624	1,895	320	2,409
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After accounting for planned and approved units and projected ADU development the City has satisfied approximately 47 percent of its total allocation for the 2023-2031 planning period. The City must demonstrate the availability of sites with appropriate zoning and development standards that allow and encourage the development of an additional 2,409 units. This total includes 704 very low-income, 246 low-income, 639 moderate-income, and 820 above moderate-income units.

1.2 Residential Sites Inventory

New residential development in the City of Hayward is expected to occur primarily in the areas covered by the following plans:

- Downtown Specific Plan
- Mission Boulevard Specific Plan (Mixed Use Corridor PDA)
- Former Route 238 Corridor

The Sites Inventory identifies vacant and underutilized sites within these plan areas that have the capacity to accommodate the City’s remaining RHNA. A detailed, parcel-specific Sites Inventory is provided in Appendix B. The sites identified in this inventory have a potential development capacity of 3,504 new housing units.

1.2.1 Methodology

Suitable Sites for Affordable Housing

State law requires that jurisdictions demonstrate in the Housing Element that the land inventory is adequate to accommodate that jurisdiction’s share of the regional growth. State law has established “default” density standards for the purpose of estimating potential units by income range:

- A density standard of 0 to 14 units per acre (primarily for single-family homes) is assumed to facilitate the development of housing in the above moderate-income category.
- A density standard of 15 to 29 units per acre (primarily for medium density multi-family developments) would facilitate the development of housing in the moderate-income category.
- A density standard of 30 or more units per acre (primarily for higher density multi-family developments) would facilitate the development of housing in the low- and very low-income category.

In addition to default density standards, the California Legislature established size requirements for parcels intended to support the development of lower income units. Government Code Section 65583.2 establishes that sites between 0.5 and 10 acres in size which are zoned for residential development at greater than 30 units per acre are suitable for lower-income projects. Very small parcels, even when zoned for high densities, may not facilitate the scale of development required to access competitive funding resources. Conversely, typically lower-resource affordable housing developers may be unable to finance the scale of project necessitated by very large parcels.

Suitability of Nonvacant Sites

As part of the Alameda County Housing Collaborative discussion series, developers in Alameda County indicated that nonvacant sites currently occupied by a single-tenant retail or office use are ideal for redevelopment². These sites usually have existing utility connections on site, and single ownership and tenancy reduces the potential complexity of a change in ownership or use. This developer feedback was considered during the site selection process.

To identify potential sites for additional development, geospatial data was used to identify vacant and nonvacant but underutilized properties within the city. Nonvacant parcels were chosen as sites likely to be redeveloped during the planning period based on the following factors:

- **Improvement-to-land value ratio:** A parcel's improvement-to-land value ratio can help quickly identify properties that are potentially underutilized. A ratio of less than 1.0 indicates that the real estate market values the land itself more highly than what is currently built on that land. These underutilized parcels represent opportunities for property owners and developers to invest in further improvements that increase the overall value of the property. It should be noted that the improvement-to-land value ratio of a property does not necessarily consider development standards or environmental constraints that may impact the feasibility of redevelopment on the site.
- **Existing use vs. zoned use:** A comparison of a site's current use to the use for which it is zoned can also help identify underutilized properties. For example, a parcel currently occupied by a parking lot or single-family home which is zoned for high-density housing or high intensity commercial development represents an opportunity for the property owner to convert the property to a higher value use.
- **Age of structure:** The age of a structure is most useful in demonstrating that a site is not likely to redevelop. New construction on the site indicates that a property owner is unlikely to invest in additional improvements or redevelop the site in the near future.
- **Floor area ratio:** Low floor area ratios further indicate underutilization especially in downtown areas or upzoned³ corridors. Conversely, developed sites with higher floor area ratios are less likely to redevelop as the land and demolition costs would be high.
- **Ownership patterns:** In cases where site consolidation (i.e., merging parcels) is required for redevelopment, properties owned by a single entity are simpler to consolidate and/or redevelop. Publicly owned land can be more easily developed as affordable housing because land acquisition costs for developers are lower or nonexistent.

Potential sites were then reviewed based on these criteria to eliminate those unlikely to be redeveloped in the near term.

Realistic Development Capacity

The City assumed that the realistic development capacity of the chosen sites may be significantly less than the full development capacity allowed by the parcel's zoning or land use designation. This assumption is based on site specific conditions and development standards that may reduce the development potential of a given site. Steep slopes, protected wetlands or watercourses, open space or parking requirements, and irregularly shaped parcels all impact the ability to achieve the

² The Alameda County Collaborative held a panel with active, local developers on November 29, 2021.

³ Upzone is the reclassification of a site or area to a higher zone, typically allowing for more intensive use, e.g. from residential to commercial or from single- to multiple-family use.

maximum density allowed by the zoning code. On average, the pending and approved projects shown in Table C-3 achieved a density equal to approximately 88 percent of the maximum density allowed on the site. Based on that finding, the City conservatively assumes the realistic capacity of each site listed in the Sites Inventory to be the total acreage of the site multiplied by 75 percent of the maximum density allowed under the applicable zoning or general plan designation.

Suitability of BART Owned Sites

The Sites Inventory includes five parcels owned by Bay Area Rapid Transit (BART) that surround Hayward’s two BART stations. Parcels near the Downtown Hayward BART station include three vacant parcels along A Street and a surface parking along C Street. It is anticipated that the parcels along A Street would consolidate into one larger site. One parcel currently used for parking was included near the South Hayward BART station along Dixon Street. The Sites Inventory assumes a mix of lower-, moderate-, and above moderate-income units on each site.

According to BART’s Transit-Oriented Development Program Work Plan, redevelopment of the Downtown Hayward Station is prioritized for the near-term (2020-2025) and redevelopment of the South Hayward Station is prioritized in the mid-term (2025-2030).⁴ The City has experienced significant growth in these areas, including two recent residential projects on parcels formerly used as BART parking lots (Alta Mira and Cadance, see Section 1.3.1). Based on these recent trends, the City believes that there is a strong potential for development of the site.

The City of Hayward has a strong track record of working with regional agencies in seeing development of publicly owned land. As detailed in Appendix E, Review of past Accomplishments, in 2016, the City entered into a Memorandum of Understanding with Caltrans to manage the disposition and development of former right of way for the former 238 bypass. During the 5th Cycle, the City entitled five of the parcels for a total of 933 new units, 358 of which are deed restricted for moderate and low income households. The City is committed to fostering partnerships with BART to facilitate the redevelopment of these sites.

⁴ BART’s Transit-Oriented Development Program Work Plan. 2020.
https://www.bart.gov/sites/default/files/docs/BART%20TOD_Workplan_FINAL_Spreads_200814%20Reduced.pdf



1.2.2 Hayward Downtown Specific Plan

Adopted by the City in 2019, the Hayward Downtown Specific Plan (DSP) and Development Code develops a vision for a resilient, safe, attractive, and vibrant historic downtown which integrates a multi-modal circulation system and new pedestrian oriented public spaces. The specific plan includes a form-based code that is intended to both provide increased predictability to property owners and developers throughout the development permitting process and achieve a well-defined and active streetscape.

The DSP anticipates significant infill development over the next 20 years within five distinct “placetypes” including mixed-use gateway, downtown core, downtown neighborhood, station plaza, and downtown southern gateway. Each of these placetypes is further defined by the DSP Development Code which intends to facilitate the creation of a walkable neighborhood environment within a short distance of neighborhood serving retail and services. The Development Code classifies each site into the following zones and provides clear standards for building types allowed:

- Neighborhood Edge (NE): Small-to medium footprint, lower-intensity housing choices, from detached single-family houses to small multiplex apartment buildings containing up to six units.
- Neighborhood General (NG): Small-to-medium footprint, moderate-intensity, medium house-scale housing choices, from single-family houses and attached townhomes to small-scale apartment buildings and courtyard buildings on medium-sized lots.
- Urban Neighborhood (UN): Small-to-large footprint, moderate-intensity, large house-scale and block-scale housing choices, from rows of townhomes and large multiplex buildings containing between 6 and 18 units, to medium-scale apartment buildings.
- Downtown Main Street (DT-MS): A vibrant urban main street serving as the citywide focal point for Hayward with commercial, retail, entertainment, and civic uses, public transportation, and small-to-large footprint, moderate-to-high-intensity housing choices including large multiplex buildings to large-scale apartment buildings.

- Urban Center (UC): Medium-to-large footprint, moderate-intensity housing choices, from rows of townhomes and large multiplex buildings to large-scale apartment buildings surrounding an enclosed parking structure.

Vacant and Underutilized Properties in the Downtown Specific Plan Area

The DSP Development Code closely regulates building form and character, and it does not directly regulate the density of residential development. Because the DSP Development Code is intended to implement Hayward’s General Plan land use designations, this analysis assumes that for sites within the DSP, the maximum allowable residential density is determined by the densities listed in the Land Use Element of the General Plan. The General Plan designates the vast majority of the DSP Area as Central City-Retail and Office Commercial (CC-ROC) and Central City-High Density Residential (CC-HDR). Each of these designations allow mixed-use residential development at a density of 40 to 110 dwelling units per acre.

All potential sites identified in the DSP area meet the criteria to count toward the City’s share of the RHNA for lower-income housing based on density and lot size. For the purposes of meeting the City’s RHNA for moderate and above-moderate income units, multiple sites that meet HCD’s requirements for the development of lower income housing have been allocated to moderate and above-moderate income units. Table C-6 summarizes the capacity of vacant and underutilized sites within the DSP area.

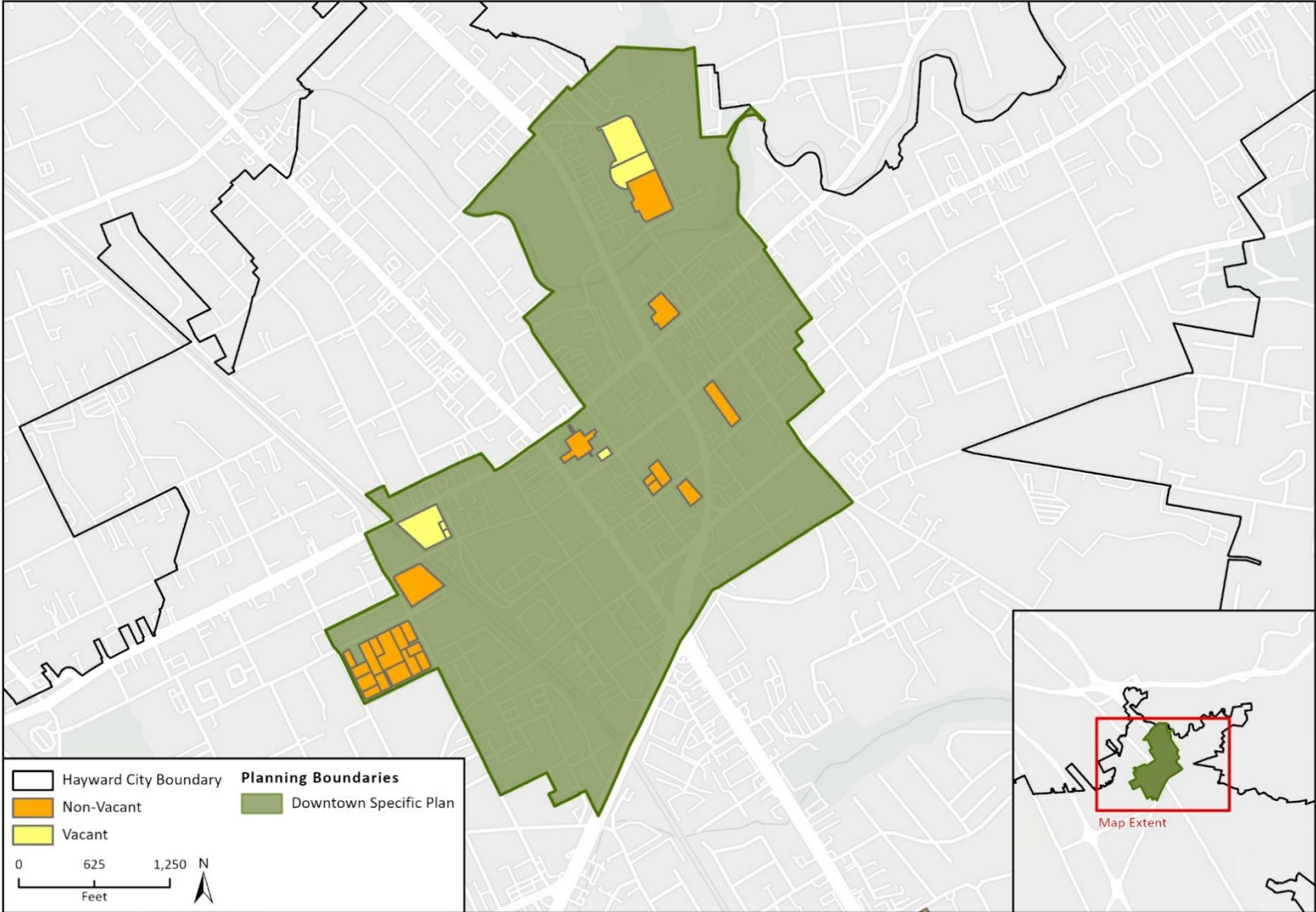
Table C-6 Residential Development Potential in the Downtown Specific Plan Area

General Plan Land Use Designation	Acres	Number of Parcels	Maximum Allowed Density	Potential New Units
Central City – High-Density Residential (CC-HDR)	0.44	2	110 dwelling units per acre	35
Central City – Retail and Office Commercial (CC-ROC)	19.19	27	110 dwelling units per acre	1,571
Total	19.63	29	-	1,606

Sites identified within the DSP are well served by transit and other community amenities including grocery stores, medical offices, and entertainment. The vacant former Civic Center site at the northern gateway to downtown is directly adjacent to a shopping and office commercial center and across Foothill Boulevard from the Lincoln Landing mixed-use development. In addition, the Maple and Main mixed-use project has been approved at the intersection of Maple Court and McKeever Avenue in the heart of the DSP area. All sites identified within the DSP are within a one-mile walk of the BART Station and approximately 60 percent of the potential new units are within 0.5-mile walk of the station. Several of the sites identified within the DSP are owned by the City and are currently used for public parking or unoccupied. The City has had success since 2010 in facilitating deed-restricted affordable and market-rate housing projects on City-owned parcels. The City considers the publicly owned parcels in the DSP area as opportunities for high-quality residential infill development.

The Sites Inventory identified 19.63 acres of vacant and underutilized land within the DSP Area (as shown in Figure C-2) which can accommodate 1,606 housing units. This estimate is based on a density factor of 82.5 units per acre (i.e., 75 percent of the maximum density of 110 units per acre allowed by the General Plan).

Figure C-2 Vacant and Underutilized Sites within the Downtown Specific Plan Area



Basemap provided by Esri and its licensors © 2022.

Housing Sites Inventory
Fig X Downtown Specific Plan Area



1.2.3 Mission Boulevard Corridor

In 2020, the City of Hayward adopted Ordinance 20-12 which formally consolidated the South Hayward BART/Mission Boulevard Form Based Code and Mission Boulevard Form Based Code and reclassified the ordinance as the Mission Boulevard Corridor Code. This new code implements smart-growth principles and policies outlined in the General Plan. The intent of the Mission Boulevard Corridor Code is to encourage compact, mixed-use, walkable neighborhoods with a variety of housing types in proximity to high-frequency transit stations. Development of this character will help the City advance its goals of decreasing automobile dependency and reducing both traffic congestion and its subsequent greenhouse gas emissions.

The Mission Boulevard Corridor Code looks to encourage and guide infill development through the application of the following zoning districts:

- Corridor Neighborhood (MB-CN): A mixed-use neighborhood environment with moderate intensity, medium-scale residential and non-residential uses compatible with surrounding neighborhoods, along a multi-modal corridor within short walking, biking, or bus distance of neighborhood serving retail and service uses.
- Neighborhood Node (MB-NN): A vibrant, urban neighborhood serving node. This district supports mixed-use infill development to provide a range of commercial, retail, entertainment, civic, and moderate intensity residential uses in a more compact urban setting.
- Corridor Center (MB-CC): A transit-oriented mixed-use, urban center with high-intensity, residential and non-residential uses located within proximity to BART, to facilitate access to BART by biking or walking.
- Civic Space (MB-CS): This zone is intended to provide public open space and civic buildings. When applied to privately owned parcels, existing use may continue until the site is redeveloped or comes under public ownership.

- **Planned Development (PD):** This zoning district is applied to the South Hayward BART Station property. This district is intended to facilitate close collaboration between the property owner (Bay Area Rapid Transit) and the City to foster well designed residential and mixed-use development. PD districts help encourage redevelopment projects which incorporate a variety of housing types or combinations of residential and nonresidential uses which may not be achievable under other zoning districts. This site is also subject to California AB 2923 which establishes baseline zoning standards for BART owned properties within 0.5 miles of BART stations. Current zoning of the South Hayward BART Station property meets or exceeds the requirements of AB 2923⁵.

The Mission Boulevard Code defines and applies the following overlay zones to better regulate portions of the corridor:

- **Transit Oriented Development (TOD) Overlay:** Properties near public transit centers, as identified on the Mission Boulevard Code, including BART, are allowed an increase in residential density and adjusted building height limits.
- **Commercial Overlay Zone 1:** Properties designated with a Commercial Overlay Zone 1 designation may be developed with a mix of uses, but commercial uses must occupy the first or ground floors. Uses associated with the residential use, such as leasing office, community space, amenities, etc., are allowed on the ground floor. This requirement may be adjusted through the Major Site Plan Review Process.
- **Commercial Overlay Zone 2:** Properties designated with a Commercial Overlay Zone 2 designation may be developed with a mix of uses, but commercial uses must occupy the primary street frontage.

Anchored by Downtown to the north and the South Hayward BART Station to the south, development along the corridor is characterized by large-scale commercial and light industrial uses including auto dealerships, auto repair and accessory businesses, single-tenant commercial buildings, and pockets of single-family homes. Since 2010, multiple large-scale residential projects have contributed to a mix of housing types along the corridor including affordable and market-rate townhomes and midrise apartment buildings. These projects have advanced the City’s vision of a series of walkable and compact urban neighborhoods along Mission Boulevard. A high-frequency bus line runs along Mission Boulevard and the South Hayward BART Station provides access to regional transit. Several residential projects along the corridor are approved or under review, and the City expects additional development in the upcoming housing cycle.

Vacant and Underutilized Properties in the Mission Boulevard Corridor Code Area

Like the DSP, the Mission Boulevard Corridor Code regulates a potential development’s form and character. The Corridor Code also specifies minimum and maximum density for a site, as shown in Table C-7. All potential sites identified within the Mission Boulevard Corridor Code area are assumed to be adequate for the development of lower-income housing. Table C-8 summarizes the capacity of vacant and underutilized sites within the Mission Boulevard Corridor Code Area.

⁵A Technical Guide to Zoning for AB 2923 Conformance
https://www.bart.gov/sites/default/files/docs/00_AB2923_TechGuide_Draft_2020Jun_0.pdf

Table C-7 Mission Boulevard Corridor Code Allowed Densities

Zoning District	Minimum Density	Maximum Density	Maximum with Site Plan Review
Corridor Neighborhood (MB-CN)	17.5 du/ac	35 du/ac	55 du/ac south of A Street
Neighborhood Node (MB-NN)	17.5 du/ac	35 du/ac	65 du/ac
Corridor Center (MB-CC)	35 du/ac	55 du/ac	75 du/ac
	TOD Overlay 1: 75 du/ac TOD Overlay 2: 40 du/ac	TOD Overlay 1: 100 du/ac TOD Overlay 2: 65 du/ac	TOD Overlay 2: 100 du/ac

Notes: du/ac = dwelling units per acre

Table C-8 Residential Development Potential in the Mission Boulevard Corridor Code Area

Zoning District	Acres	Number of Parcels	Maximum Allowed Density	Potential New Units
Corridor Neighborhood (MB-CN)	11.7	5	35 – 55 du/ac	428
Corridor Center (MB-CC)	7.6	8	55 – 100 du/ac	521
South Hayward BART Site - Planned Development (PD)	5.9	1	100*	439
Total	25.2	14	-	1,388

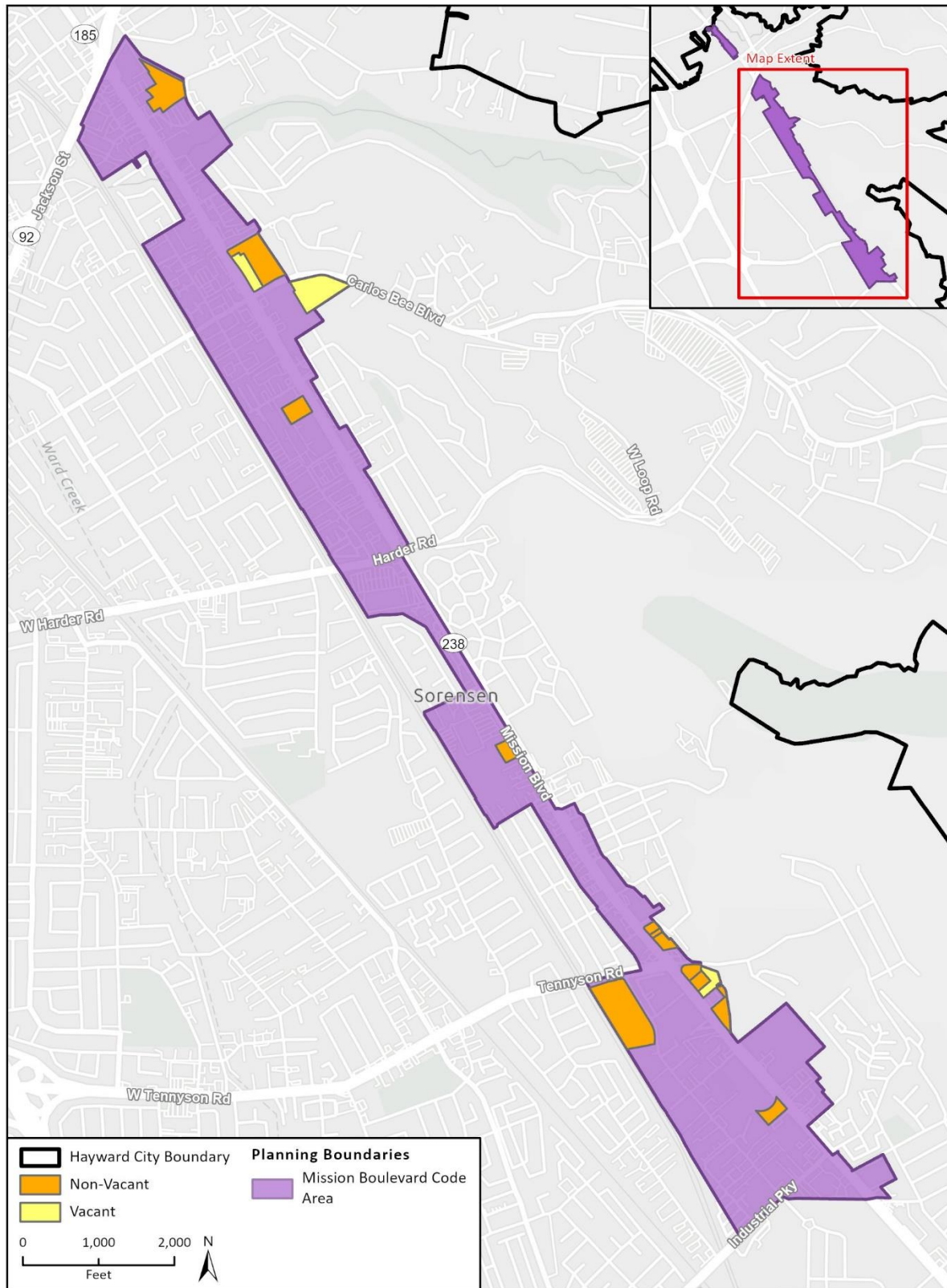
Notes: du/ac = dwelling units per acre

The maximum density allowed on each site is determined by the location of the parcel and any applicable overlay zones as detailed in Table C-7. The estimate of new unit potential is based on a conservative 75 percent factor of the maximum number of units allowed on the site.

*Maximum density on South Hayward BART property is based on the Mission Boulevard Code Transit Oriented Development Overlay 1 which allows development up to 100 dwelling units per acre.

The Sites Inventory identified a series of independent auto dealerships, auto repair shops, surface parking lots, and single-tenant commercial buildings as suitable for further housing development. A total of approximately 28 acres of vacant and underutilized land within the Mission Boulevard Corridor Code Area (as shown in Figure C-3) can accommodate an additional 1,388 housing units. This estimate is based on the realistic density factor of 75 percent of the maximum densities allowed.

Figure C-3 Vacant and Underutilized Sites within the Mission Boulevard Corridor Code Area





1.2.4 Former Route 238 Corridor

In the mid-1960s, the State of California purchased 354 acres of vacant, commercial, and residential land in the City of Hayward and unincorporated Alameda County, in preparation for the construction of a Route 238 Bypass. The bypass was never built, and the parcels remain mostly vacant. The area surrounding these parcels has been developed primarily with residential subdivisions, multifamily housing, and institutional uses. In 2007 the City of Hayward received a grant from the State Department of Transportation (Caltrans) to complete a conceptual land use study of the Route 238 Bypass parcels. This study was conducted in preparation for the transfer of State-owned parcels to new ownership.

On January 12, 2016, the City Council adopted Resolution No. 16-004, authorizing the City Manager to negotiate and execute an agreement with Caltrans to acquire 17 properties along the 238 Bypass Corridor to remediate blight; support transit-oriented, mixed-use development; and ensure redevelopment of the properties under a coherent plan that meets the City's land use goals and other public purposes. Since the City of Hayward acquired these parcels in 2016, numerous developers have responded to the City's request for proposals to develop medium and large-scale, affordable mixed-use projects across the nine parcel groups.

- Parcel Groups 1 & 10: The SOHAY project developed 400 attached townhomes and 72 apartments on Parcel Groups 1 & 10. The site aggregated 21 parcels to create a 21.6 acres development site surrounded by existing development. The development included 472 housing units, approximately 20,000 square feet of commercial space, 2.4 acres of designated park land and a network of pedestrian and bicycle trails. Of the 472 residential units developed on this site, 72 were multifamily rental and 400 were condominium ownership units. A total of 20 of the multi-family rental units are restricted to low-income households and 28 condominium units are restricted to moderate income households.

- Parcel Group 2: The City approved the True Life Company’s application to develop a mixed-use project including 189 townhomes and stacked flats and 10,500 square feet of retail space. Of these units, 20 will be deed restricted to moderate income households.
- Parcel groups 3 and 4: The City approved Eden Housing’s application to develop the La Vista Residential project which includes 176 affordable apartment homes and a 384-student school on the site.
- Parcel Group 5: In 2019 the City adopted the Parcel Group 5 Master Development Plan and released a request for proposals seeking a developer to build up to 74 single family homes and eighteen affordable accessory dwelling units. The City expects to take the entitlement and Disposition and Development Agreement to the City Council in the second quarter of 2022.
- Parcel Group 6: In 2019 the City adopted the Parcel Group 6 Master Development Plan released a request for proposals to solicit a conceptual plan for the property. The Parcel Group 6 Master Plan allowed for maximum 55 units per acre while the underlying SMU General Plan designation allows for up to 100 units/acre. While there has been significant interest from the residential development community, the City has yet to reach final approval of any application to develop the site.
- Parcel Group 7: The City has approved the development of an automobile dealership on the lower portion of Parcel Group 7 adjacent to Mission Boulevard. The remaining portion of Group 7 remains an opportunity site for housing development and is included in the housing Sites Inventory.
- Parcel Group 8: the Parcel Group 8 site is approximately 19.8 acres split between the City of Hayward and unincorporated Alameda County. Approximately half of the site (9.17 acres) will be retained as open space and used as a park. A 96-unit affordable residential project subject to a Senate Bill 35/Density Bonus Application is pending City of Hayward approval on a 1.5-acre portion of the site at the corner of Grove Way and Foothill Boulevard. An existing multi-family cottage development is located at Grove Way and Bridge Court within Alameda County. The remainder of Parcel Group 8 (8.26 acres split between City and County) is intended to be developed with market rate housing.
- Parcel Group 9: This is a 4.53-acre vacant site located at the northern City limits and is split between the City of Hayward and unincorporated Alameda County. The City has not identified a development plan or a developer for this site.

Vacant and Underutilized Properties in the Former Route 238 Corridor

Sites identified in this inventory along the former Route 238 Corridor are designated Sustainable Mixed Use (SMU) in the General Plan which in this context allows development at densities up to 55 dwelling units per acre. These specific sites are assumed to be adequate to support development of a mix of lower, moderate, and above-moderate income housing.

A significant housing opportunity site exists on the upper portion of Parcel Group 7 adjacent to Carlos Bee Road. While the zoning of this site allows residential development at densities up to 55 dwelling units per acre, the topography of the site may limit its realistic development potential. The inventory estimates the 4.9-acre site to be suitable for 98 moderate-income units at a net density of 20 dwelling units per acre.

Parcel Group 6 (the former site of the Carlos Bee Quarry) represents the largest opportunity to encourage the development of a mixed-income neighborhood within the Route 238 Corridor. Based on previous applications and concept plan studies, the parcel’s current zoning, and a realistic

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density 75 percent of the general plan maximum, the Sites Inventory conservatively estimates that 10 acres of the 29-acre site of the site will yield 412 units. Table C-9 summarizes the capacity of vacant and underutilized sites within the former Route 238 Corridor.

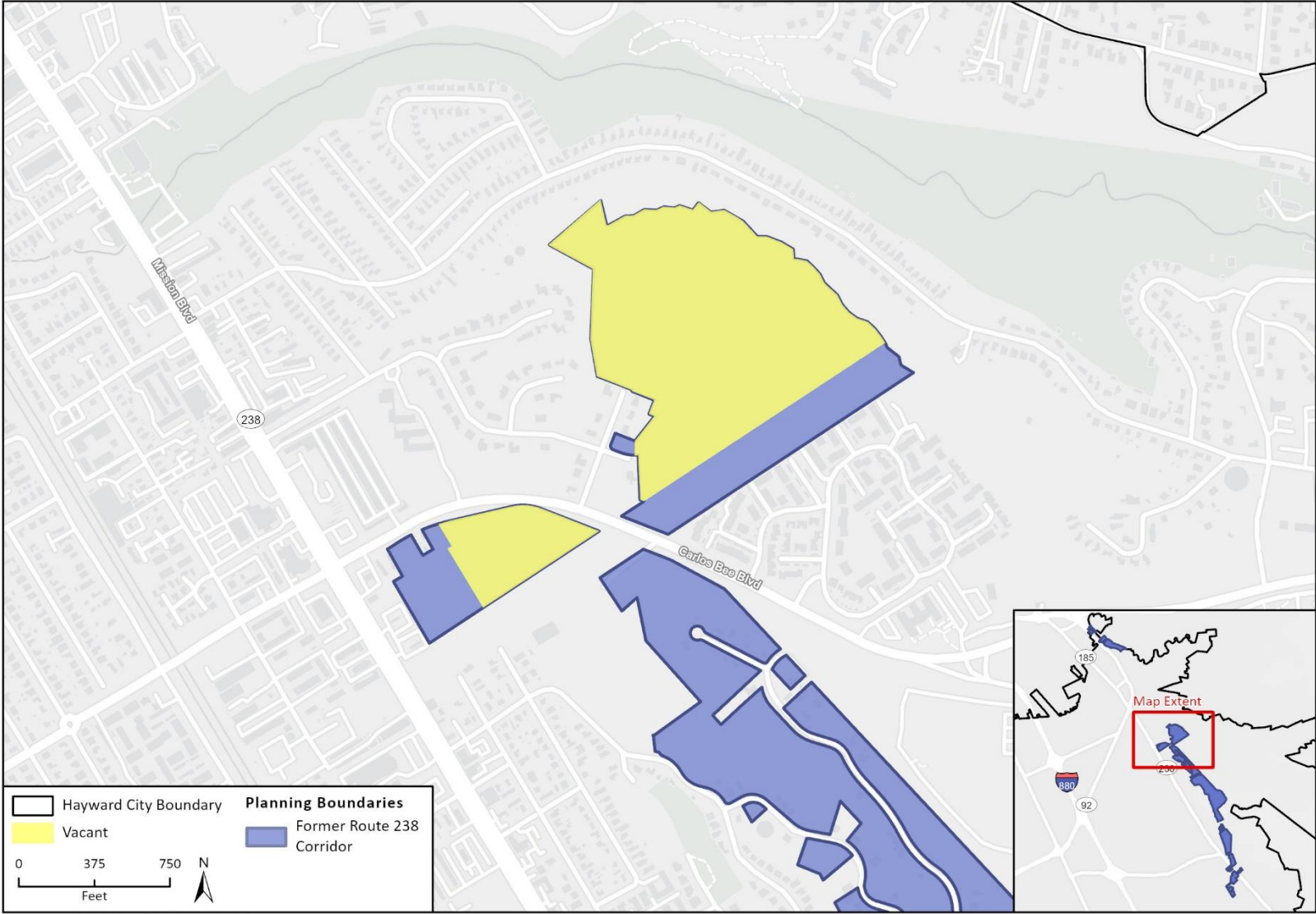
Table C-9 Residential Development Potential along the Former Route 238 Corridor

General Plan Land Use Designation	Acres	Number of Parcels	Maximum Allowed Density	Realistic Potential New Units
Corridor Neighborhood (MB-CN)	4.9	1	35 du/ac	98
Sustainable Mixed Use (SMU)	10.0	1	55 du/ac	412
Total	14.9	2	-	510

Notes: Du/ac = dwelling units per acre

The Sites Inventory identified 14.9 acres of vacant and underutilized land within the former Route 238 Corridor (as shown in Figure C-4) that can accommodate an additional 510 housing units. This estimate is based on a realistic density factor which is 75 percent of the maximum densities allowed by the General Plan Designation for each site as well as the assessed realistic development capacity of the parcel Group 6 and 7 sites given their unique topography and site constraints.

Figure C-4 Underutilized Sites within the former Route 238 Corridor



1.3 Adequacy of Residential Sites Inventory in Meeting RHNA

The residential Sites Inventory identified vacant and under-utilized sites in Hayward which can accommodate a total of 3,504 residential units based on residential densities per existing land use designations, zoning districts, and specific plans. The sites are in the following General Plan land use designations: Central City - Retail and Office Commercial (CC-ROC), Central City - High Density Residential (CC-HDR), and Sustainable Mixed Use (SMU) and the following zoning districts: DT-MS, MB-CC, MB-CN, MB-NN, PD, SMU, UC, and UN.

The City intends to include three non-vacant sites which were listed in a previous housing element to accommodate a total of 150 lower income units during the planning period. Housing element law requires the City to include a program in the housing element that requires rezoning of these sites to allow residential use by right at specified densities for housing developments in which at least 20 percent of the units are affordable to lower income households. Program H-11 of the Housing Plan allows by-right approval for projects with 20 percent affordable units proposed at 548 Claire Street (431-0040-029-00), Fletcher Lane (445-0001-004-13), and 29459 Mission Boulevard (078C-0438-011-02).

Hayward anticipates meeting its RHNA requirements for the January 2023 through January 2031 planning period without the need to rezone areas of the city. The Sites Inventory shows a surplus of 289 lower-income units, giving the city a 31 percent buffer for this income category. The results of the residential Sites Inventory are presented in Table C-10.

Table C-10 Adequacy of Residential Sites Inventory

	Lower Income	Moderate Income	Above Moderate Income	Total
RHNA Allocation	1,692	817	2,117	4,624
Planned and Approved Units	550	82	1,263	1,895
ADUs Anticipated	192	96	32	320
Remaining RHNA	950	639	820	2,409
Downtown Specific Plan Area	643	486	477	1,606
Mission Boulevard Corridor	596	252	540	1,388
Former Route 238 Corridor	0	200	310	510
Total Units on Vacant Sites	433	249	477	1,159
Total Units on Underutilized Sites	806	689	850	2,345
Total Units on Vacant and Underutilized Sites	1,239	938	1,327	3,504
Total Unit Surplus	289	299	507	1,095

1.3.1 Recycling Trends

Much of the recent development relies on the redevelopment (or “recycling”) of underutilized properties or underperforming commercial sites. Examples of recent recycling trends include the following:



- Lincoln Landing: This project located at 22335 Foothill Boulevard consists of a consolidation of four parcels to develop market rate apartments and 80,500 square feet of commercial space. This mixed-use development replaces a vacant large-footprint office building and approximately 8.75 acres of surface parking. The 11.3-acre site accommodates 476 units for a gross density of 42 dwelling units per acre. The project site is zoned Central City Commercial (CC-C) and designated CC-ROC in the General Plan. Lincoln Landing is located in the city’s Downtown Opportunity Zone which allows investors and local jurisdictions to leverage privately sourced funds for eligible economic development and community reinvestment projects. The project, which broke ground in September 2019, represents one of the largest Opportunity Zone projects in the country. The project received \$300 million in opportunity zone fund investment from Bridge Investment Group. This additional funding complemented traditional financing secured from Bank of America and other capital partners.



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- **Mission Crossings** – This project located at 25501 Mission Boulevard developed 140 market-rate townhome units on 7.3 acres of a 9.6-acre parcel, with 14 of the townhomes deed restricted for Moderate Income households in compliance with the Affordable Housing Ordinance. The remaining 2.3 acres is entitled to accommodate a 93-room hotel and 7,225 square feet of retail space. The mixed-use development replaces two independent auto-dealerships and their associated service facilities. The net density of the townhome portion of the development is approximately 19 dwelling units per acre. The project site is zoned MB-CN and designated SMU in the General Plan.



- **Legacy at Hayward** – This project is nearing completion as of December 2021 located at 2816 Mission Boulevard. The project includes 97 market rate units near the South Hayward BART Station. The 1.8-acre development replaces a low-FAR auto-accessories store with a 4-story building integrating structured parking and a variety of residential amenities. Gross density of the development is approximately 54 dwelling units per acre. The project site is zoned MB-CC and designated SMU in the General Plan.



- SOHAY – The SOHAY project located at 29504 Dixon Street, developed 400 attached townhomes and 72 apartments on a collection of 21 long-vacant parcels totaling approximately 21.6 acres. The development includes 20 rental units restricted to low-income and 28 ownership units restricted to moderate income residents. Approximately 2.8 acres of the site is devoted to a new public park and flood control infrastructure and the entire project is within short walking distance of the South Hayward BART Station. The residential portion of the development achieved a density of approximately 25 units per acre. The project site is zoned Planned Development (PD) and designated SMU in the General Plan. The SOHAY project is the result of a negotiated Deposition and Development Agreement with the City.



- Alta Mira – Completed in 2017, the Alta Mira project represents an example of high-quality, affordable Transit Oriented Development (TOD). The project located at 28925 Mission Boulevard includes 152 units affordable to residents with an income which is 30 to 50 percent of Alameda County’s median income. The project is within ¼ mile of the South Hayward BART

station and provides a variety of amenities and supportive services to both seniors and families. The 1.9-acre site includes a new public park and achieved a gross density of approximately 80 dwelling units per acre. The project site is zoned Planned Unit Development (PUD) and designated SMU in the General Plan. The City provided permanent financing in the amount of \$6.95 Million to facilitate the development of this project. The site was formerly used as a BART parking lot.



- Cadence – The Cadence project was developed in conjunction with Alta Mira (Alta Mira was built to satisfy the developer’s affordable housing requirements) and is located 28850 Dixon St. This mixed-use development replaces 2.9 acres of vacant land and surface parking with 206 market-rate units, extensive amenities, and ground floor retail space. The achieved density of the development is 71 dwelling units per acre. The site was formerly used as a BART parking lot.



- **Abode** – The approved Abode project at 2595 Depot Road consists of a four-story building accommodating 125 studio units of permanent supportive housing. The development plan includes 72 parking spaces for residents. The Project takes advantage of California’s Senate Bill (SB) 35 and Assembly Bill (AB) 1763 which allowed for streamlined permitting and unlimited density bonuses for 100% affordable projects within ½ mile of a major transit stop, and received waivers and concessions related to building height and waiver of personal storage space requirements. An existing residential drug and alcohol rehabilitation facility will continue operating on the 3.1-acre site. The City provided permanent financing of approximately \$6.1 million and awarded the City’s \$18.2 million of Alameda County Measure A1 funds toward the project. The gross density of the development is 40 dwelling units per acre. The project site is zoned Agricultural District and is designated Limited Medium Density Residential (LMDR) in the General Plan.

These recycling activities have taken place since the certification of the 5th Cycle Housing Element and are representative of the conditions within each of the neighborhoods included in the Sites Inventory. The conditions and characteristics of the underutilized commercial sites identified in Appendix B are similar to those that have been redeveloped in recent years.

For example, the Legacy at Hayward project redeveloped a 1.8-acre parcel formerly occupied by an auto-accessories retailer with a large parking lot and service area. The condition of opportunity sites identified along Mission Boulevard mirror the pre-construction conditions of the Legacy at Hayward site.

Similarly, parcel 452-0056-005-00 is a 1.2-acre site which is partially paved and occupied by a single tenant retail store. The two existing structures on the site are in need of repair or refurbishment and the parcel is zoned for a density up to 55 units per acre. Like the Legacy site, this parcel is owned by a single entity and would not require consolidation.

Given current development trends, the City anticipates further interest in the redevelopment of underperforming commercial sites at densities similar to those achieved by the projects listed above. Therefore, it can be reasonably assumed that further redevelopment would occur on nonvacant sites throughout the areas discussed in the Sites Inventory.

Recycling activities are also likely to occur on sites zoned for mixed-use. Development trends in the City show that a vast majority of mixed-use zoned projects have a large residential component with a relatively small square footage devoted to commercial use. None of the proposed projects in mixed-use zones are 100 percent devoted to non-residential purposes. Therefore, it can also be reasonably assumed that further residential development would continue to occur in areas zoned mixed-use to accommodate both residential and non-residential uses.

Sites included in the inventory of this Housing Element for the 6th cycle RHNA are very similar to the select projects described above in terms of size, existing conditions and uses. Recycling sites is desirable to help achieve the State Legislature’s goal of alleviating California’s housing crisis. According to California’s Department of Housing and Community Development, during the last ten years, housing production averaged fewer than 80,000 new homes each year, and ongoing production continues to fall far below the projected need of 180,000 additional homes annually.⁶ The lack of supply and high rent costs suggests that unit recycling activities is a method to consider when addressing housing needs.

⁶ California Department of Housing and Community Development. 2020. Addressing a Variety of Housing Challenges. <https://www.hcd.ca.gov/policy-research/housing-challenges.shtml>.

1.4 Availability of Infrastructure and Services

The City's budget for all operations in Hayward ensures the continued maintenance and improvement of the city's infrastructure. This includes the design, construction, maintenance of roadways, sidewalks, sewers, and storm drains; construction and maintenance of public buildings; water production, storage, and delivery facilities; the repair of City vehicles and equipment; and the continued operation of transportation services. As such, the City will ensure adequate capacity of all infrastructure and utilities to accommodate the housing growth discussed in this housing element. All sites listed in the inventory that are appropriate for lower income residential development have available infrastructure.

1.4.1 Wastewater System

Hayward is served by two major wastewater systems which provide sewage service and wastewater treatment for all residential, commercial, and industrial users in city limits. A small portion of the city's wastewater at the northern City limits flows to the Oro Loma Sanitary District. The majority of Hayward's wastewater is handled by the City-owned wastewater collection system and is treated at the award-winning City of Hayward Water Pollution Control Facility. Treated wastewater then flows to the East Bay Dischargers Authority which discharges the water deep into the San Francisco Bay. The Hayward Water Pollution Control Facility receives approximately 12 million gallons of untreated sewage per day and has a design capacity of 18.5 million gallons per day which will be enough capacity to serve the city through 2040.

1.4.2 Potable Water System

The City of Hayward owns and operates its own water distribution system which serves approximately 95 percent of the city's residents. The remaining small portion of users are served by the East Bay Municipal Utilities District. The city's potable water is supplied by the San Francisco Public Utilities Commission which sources its water from the Hetch-Hetchy reservoir in the Sierra Nevada.

The 2020 City of Hayward Urban Water Management Plan estimates that the city's current water system has enough supply to meet projected demand through 2040 during a normal precipitation year, but not enough supply to meet projected demand during dry years. During a dry year, Hayward's supply is likely to meet 63 percent of projected demand in 2040.

To address this issue, the City adopted the 2020 Water Shortage Contingency Plan. This strategic planning document is intended to prepare for and respond to water shortages and ultimately prevent supply interruptions. The plan identifies clear steps to manage a water supply shortage integrating public messaging and enforceable water conservation measures.

1.4.3 Storm Water and Drainage

The major storm drainage facilities within Hayward are owned and maintained by the Alameda County Flood Control and Water Conservation District (ACFCWCD). The ACFCWCD manages stormwater flows into several underground storm drain lines and manmade open channels. Stormwater pipes smaller than 30 inches are generally owned by the City of Hayward, which also operates five pump stations that divert stormwater from Mt. Eden and Old Alameda Creeks to be discharged into the San Francisco Bay. Most major flood control infrastructure in western Alameda County is 50 or 60 years old.

The City is committed to supporting ACFCWCD in the implementation of best management practices and encouraging Low Impact Development to accommodate new housing and protect water quality.

1.4.4 Circulation System

The Mobility Element of the Hayward General Plan outlines the long-term plan for roadways, including numbers of lanes, right-of-way, and general operating conditions. It also provides guidance relating to the transit system, goods movement system, and nonmotorized travel, including bicycle and pedestrian travel and serves as a comprehensive transportation management strategy to ensure adequate transportation infrastructure is in place to meet population growth. In September 2020, the City adopted an updated Bicycle and Pedestrian Master Plan which details the City's plan to establish a network of accessible, safe, and integrated bicycle and pedestrian facilities. According to the Plan, the City will add 153 miles of new bicycle facilities, including 32 miles of multi-use paths for pedestrians and bicyclists. New developments are required to install improvements consistent with this plan or to pay into a fund to construct the improvements and connections.

The city is a major crossroad for key interstate highways (I-238, I-580 and I-880), and State highways (SR 92 and SR 185). In addition, two BART lines (Fremont-Richmond and Fremont-Daly City/Millbrae) serve the city, with a third line (East Dublin/Pleasanton-SFO Airport) operating just north of the city, and Amtrak service connects the city via a station nearby downtown to Sacramento and San Jose.

1.4.5 Dry Utilities

East Bay Community Energy (EBCE) and PG&E supply electricity in the city. EBCE is the default provider for both residential and commercial customers, but PG&E service is available to residents who choose to opt out of EBCE. Natural gas service is provided by PG&E. In March 2020, the Hayward City Council adopted a reach code ordinance to electrify buildings and vehicles in new construction. As a result, no newly constructed housing units will have natural gas connections. Telephone, internet services, and cable television are serviced by contracted providers including AT&T and Xfinity.

1.5 Environmental Constraints

Pursuant to State law, the City developed and adopted the Hayward Local Hazard Mitigation Plan in 2016. This plan addresses hazard vulnerabilities from natural and human-caused hazards, including flooding, drought, wildfire, landslides, severe weather, terrorism, cyber threats, pandemic, and the impact of climate change on hazards, as well as other hazards.

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.⁷ 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.⁸

⁷ https://www.hayward-ca.gov/sites/default/files/documents/Hayward%20GPU%20Public%20Release%20Draft%20EIR_1-30-14.pdf

⁸ https://www.hayward-ca.gov/sites/default/files/documents/Hayward%20GPU%20Public%20Release%20Draft%20EIR_1-30-14.pdf

1.6 Financial Resources for Affordable Housing

Affordable housing development programs in Hayward include inclusionary units developed pursuant to the City’s Affordable Housing Ordinance, development subsidy through the City’s periodic Notice of Funding Availability, public-private partnerships such as those negotiated on the Caltrans 238 properties, critical residential maintenance, and rental rehabilitation programs. The City administers federally funded Community Development Block Grant program and the City’s allocation of the Home Investment Partnership Program under the Alameda County HOME Consortium. These funds are administered consistent with federal guidelines and can be used to leverage other development funds in partnership with affordable housing developers⁹. The City also makes use of the State administered SB 2 and LEAP planning grants which fund and provide technical assistance to jurisdictions in the process of preparing programs which facilitate housing production.

1.6.1 Community Development Block Grant (CDBG)

The CDBG Program is administered by HUD. Through this program, the federal government provides funding to jurisdictions to undertake community development and housing projects.

Projects proposed by the jurisdictions must meet the objectives and eligibility criteria of CDBG legislation. The primary CDBG objective is the development of viable urban communities, including decent housing, a suitable living environment, and expanded economic opportunity, principally for persons of low-and moderate income. Each activity must meet one of the three following national objectives:

- Benefit to low-and moderate income families;
- Aid in the prevention of elimination of slums or blight; or
- Meet other community development needs having a particular urgency because existing conditions pose a serious and immediate threat to the health or welfare of the community.

Hayward uses CDBG funds to stabilize neighborhoods and preserve and upgrade the existing housing stock. In 2021, the City was awarded \$2.1 million in CARES Act Community Development Block Grant (CDBG) supplemental funding which was used to support programmatic work in response to the COVID-19 crisis. Much of this programmatic work supported the city’s most vulnerable communities, which included Rent Relief Grants and shelter services for residents who are unhoused.

1.6.2 Home Investment Partnership Program (HOME)

The HOME program provides federal funds for the development and rehabilitation of affordable rental and ownership housing for households with incomes not exceeding 80 percent of area median income. The program gives local governments the flexibility to fund a wide range of affordable housing activities through housing partnerships with private industry and non-profit organizations. HOME funds can be used for activities that promote affordable rental housing and homeownership by low-income households, including:

- Building acquisition
- New construction and reconstruction

⁹ City of Hayward. 2021. Preliminary Budget.

- Moderate or substantial rehabilitation
- Homebuyer assistance
- Rental assistance
- Security deposit assistance

The City participates in the Alameda County HOME Consortium. Alameda County receives an annual formula allocation of HOME funds that can be used to promote affordable housing in the County through activities such as homeowner rehabilitation, homebuyer activities, rental housing development, and tenant-based rental assistance.¹⁰ Hayward allocated approximately \$482,000 in HOME funds in 2021.¹¹

1.6.3 Senate Bill 2 Planning Grant

The Senate Bill 2 Planning Grants provide funding and technical assistance to all local governments in California to help cities and counties prepare, adopt, and implement plans and process improvements that streamline housing approvals and accelerate housing production. Funding supports cities and counties in accelerating housing production, streamlining the approval of housing development, facilitate housing affordability, promote development consistent with the State Planning Priorities (Government Code Section 65041.1), and ensure geographic equity in the distribution and expenditure of the funds. The City will be using the funds to complete three projects:

- Creating an overlay zoning district with CEQA review to up zone properties currently zoned for single family and create objective design and development standards to maximize unit potential and allow for a variety of housing types.
- Develop Objective Design Standards to allow for streamlining for compliant projects.
- Update the City's density bonus with CEQA clearance to allow for tiering. The City will explore ways to provide additional density bonus beyond state law requirements

1.6.4 Local Early Action Planning Grant

The Local Action Planning Grants (LEAP) provides over-the-counter grants complemented with technical assistance to local governments for the preparation and adoption of planning documents, and process improvements that accelerate housing production facilitate compliance to implement the sixth-cycle Regional Housing Needs Assessment. The City of Hayward is utilizing the LEAP funding for the following actions:

- Prepare and adopt General Plan Updates (including the sixth cycle Housing Element update, Environmental Justice Element and Safety Element);
- Develop innovative programs and policies that will be embedded within the updated Housing Element to fund housing development, ownership, and rental opportunities for all income levels and to provide housing-related services and programs for all segments of the population.
- Development an Accessory Dwelling Unit program that analyzes impediments to development of ADUs in Hayward and provide services and strategies to address those impediments.

¹⁰ Alameda County Department of Housing and Community Development. 2021. HOME Program. <https://www.acgov.org/cda/hcd/rhd/homefunding.htm>.

¹¹ City of Hayward. 2022. Adopted Budget. <https://hayward-ca.gov/sites/default/files/documents/FY-2022-Adopted-Operating-Budget.pdf>

1.6.5 Local Funding Sources

The City of Hayward implements programs related to housing using a variety of local funding sources. The following funds were included in the Adopted Budget Fiscal Year 2022¹²:

- Housing Authority Fund
- Affordable Housing Monitoring Funds
- Inclusionary Housing Fund
- Rental Housing Program Fund
- General Fund

1.7 Administrative Resources

This section describes administrative resources available to Hayward. These include building, code enforcement, housing programs, and partnerships with nonprofit organizations that help Hayward achieve the goals and objectives laid out in this Housing Element.

1.7.1 City of Hayward Planning Division

The Planning Division of the Development Services Department provides and coordinates development information and services to the public. Specifically, the Planning Division provides staff support to the City Council and Planning Commission in formulating and administering plans, programs, design guidelines and legislation for guiding the city's development in a manner consistent with the community's social, economic, and environmental goals.

The Planning Division is tasked with ensuring that land uses and new development in Hayward comply with City codes, the General Plan, City Council and Planning Commission policies, and California law. Approval of projects through the planning process is required before the City issues grading or building permits. Advanced planning programs provided by the division include a comprehensive General Plan update (including periodic update of the Housing Element), preparing and amending specific plans and design guidelines, and conducting special land use studies as directed by the City Council.

1.7.2 County of Alameda

The Housing Authority of the County of Alameda (HACA) operates several programs funded by the U.S. Department of Housing and Urban Development (HUD) that provide rental housing or rental assistance for low-income families, the elderly, people with disabilities, and others, in much of Alameda County. The programs include¹³:

- Section 8 Housing Voucher Program
- The Project-Based Moderate Rehabilitation Programs
- Section 8 Helping Veterans Achieve Housing Stability – The Veterans Affairs Supportive Housing (VASH) Voucher Program
- Mainstream Voucher Program
- Family Obligations

¹² Adopted Budget Fiscal Year 2022, <https://www.hayward-ca.gov/sites/default/files/documents/FY-2022-Adopted-Operating-Budget.pdf>

¹³ Housing Authority of Alameda County, <https://www.haca.net/housing-programs/>

1.7.3 Affordable Housing Providers

Affordable housing providers are a critical resource for accomplishing the goals and objectives of this Housing Element. This can be accomplished through private/public partnerships. Since 1997, the City of Hayward, the Former Hayward Redevelopment Agency and the Hayward Housing Authority has been successful in supporting the development 18 affordable housing project through private/public partnerships which provide 1278 units of affordable housing to low and very low-income households.¹⁴ In 2018, the City Issued a Notice of Funding Availability and awarded development subsidy loans to three non-profit affordable housing development projects that will add an additional 258 units of affordable housing. Table C-11 details active affordable housing providers active and the associated affordable housing developments in Hayward.

Table C-11 Affordable Housing Providers in Hayward

Organization	Development Name	Address	Type
Eden Housing Management Inc	Altamira	28901 & 28937 Mission Boulevard Hayward California, 94544	Multifamily
	Cypress Glen	25100 Cypress Avenue Hayward, CA 94544	
	EC Magnolia Court	22880 Watkins Street, Hayward, CA 94541	
	Glen Berry	625 Berry Avenue, Hayward, CA 94544	
	Glen Eden	561 A Street, Hayward, CA 94541	
	Harris Court Apts	742 and 734 - 751 Harris Court, Hayward, CA 94544	
	Hayward Senior	568 C Street Hayward California, 94541	Senior
	Huntwood Commons	27901 Huntwood Avenue, Hayward, CA, 94545	Multifamily
	Josephine Lum Lodge	2747 Oliver Drive, Hayward, CA 94545	
	Leidig Court	27751 Leidig Court, Hayward, CA, 94541	Multifamily
	Sparks Way Commons	2750 Sparks Way Hayward, CA 94541	Multifamily
	Villa Springs Apartments	22328-22330 South Garden Avenue Hayward, CA 94541	Multifamily
	Walker Landing	1433 North Lane Hayward, CA 94545	Multifamily
	Tennyson Gardens/Faith Manor	973 West Tennyson Road, Hayward, CA, 94545	Multifamily
Sara Conner Court	32540 Pulaski Drive, Hayward, CA, 94545	Multifamily	

¹⁴ Affordable Rental Housing in Alameda County, HCD. 2021. <https://www.hcd.ca.gov/about/contact/affordable-housing-rental-directory/docs/alameda.pdf>

Appendix C – Housing Resources

Organization	Development Name	Address	Type
Volunteers of America National Services	Lord Tennyson	2181 W. Tennyson Road Hayward California, 94545	
	Park Manor Apartments	24200 Silva Avenue Hayward California, 94544	
Hayward Pacifica Associates, LP	The Majestic	959 Torrano Avenue Hayward California, 94542	
FESCO	Banyan House	21568 Banyan St, Hayward, CA 94541	Transitional Housing
	Les Marquis Emergency Shelter	22671 3rd St, Hayward, CA 94541	Emergency Shelter

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Sites Inventory

Table A Housing Element Sites Inventory

Jurisdiction Name	Site Address/ Intersection	5 Digit ZIP Code	Assessor's Parcel Number	Consolidated Sites	General Plan Designation (Current)	Zoning Designation (Current)	Minimum Density Allowed (units/acre)	Max Density Allowed (units/acre)	Parcel Size (Acres)	Existing Use/Vacancy	Infrastructure	Publicly-Owned	Site Status	Identified in Last/Last Two Planning Cycle(s)	Lower Income Capacity	Moderate Income Capacity	Above Moderate Income Capacity	Total Capacity	Improvement to Land Value Ratio	Year Built
HAYWARD	22765 GRAND ST	94541	431-0040-026-00		CC-ROC	UN	40	110	0.23	Commercial repair garage	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant			18	18	0.00	N/A
HAYWARD	507 C ST	94541	431-0040-017-00		CC-HDR	UN	40	110	0.20	Industrial	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant			16	16	0.34	1945
HAYWARD	548 CLAIRE ST	94541	431-0040-029-00		CC-ROC	UN	40	110	0.62	Industrial Light/Manufacturing	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant	51			51	2.39	N/A
HAYWARD	529 C ST	94541	431-0040-020-02		CC-ROC	UN	40	110	0.58	Warehouse	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant			47	47	0.79	1954
HAYWARD	22756 ALICE ST	94541	431-0040-031-00		CC-HDR	UN	40	110	0.24	Commercial repair garage	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant		19		19	0.79	1955
HAYWARD	548 CLAIRE ST	94541	431-0040-028-00		CC-ROC	UN	40	110	0.42	Warehouse	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant		34		34	0.12	N/A
HAYWARD	577 C ST	94541	431-0040-023-00		CC-ROC	UN	40	110	0.41	Warehouse	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant		33		33	0.06	1940
HAYWARD	597 C ST	94541	431-0040-024-02		CC-ROC	UN	40	110	0.33	Veterinarian Office	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant		27		27	2.33	1955
HAYWARD	575 C ST	94541	431-0040-022-00		CC-ROC	UN	40	110	1.07	Automobile dealership	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant		88		88	0.74	N/A
HAYWARD	22765 GRAND ST	94541	431-0040-027-00		CC-ROC	UN	40	110	0.30	Commercial repair garage	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant		24		24	0.52	N/A
HAYWARD	541 C ST	94541	431-0040-021-01		CC-ROC	UN	40	110	0.27	Commercial towing company	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant		22		22	1.29	N/A
HAYWARD	22740 ALICE ST	94541	431-0040-032-00		CC-ROC	UN	40	110	0.40	Industrial Light/Manufacturing	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant		33		33	1.50	1963
HAYWARD	516 CLAIRE ST	94541	431-0040-030-00		CC-ROC	UN	40	110	0.29	Commercial repair garage	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant		23		23	1.06	1947

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Jurisdiction Name	Site Address/ Intersection	5 Digit ZIP Code	Assessor's Parcel Number	Consolidated Sites	General Plan Designation (Current)	Zoning Designation (Current)	Minimum Density Allowed (units/acre)	Max Density Allowed (units/acre)	Parcel Size (Acres)	Existing Use/Vacancy	Infrastructure	Publicly-Owned	Site Status	Identified in Last/Last Two Planning Cycle(s)	Lower Income Capacity	Moderate Income Capacity	Above Moderate Income Capacity	Total Capacity	Improvement to Land Value Ratio	Year Built
HAYWARD	22722 ALICE ST	94541	431-0040-033-00		CC-ROC	UN	40	110	0.33	Commercial repair garage	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant		27		27	0.23	1968
HAYWARD	25375 MISSION BLVD	94544	444-0060-012-02		SMU	MB-CN	17.5	35	1.86	Automobile dealership	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant		48		48	0.02	1965
HAYWARD	28824 MISSION BLVD	94544	078C-0461-006-04		SMU	MB-CC	40	100	1.33	Vacant	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant	99			99	0.00	N/A
HAYWARD	FLETCHER LN	94544	445-0001-004-13		SMU	MB-CN	17.5	35	1.70	Auto-Storage	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant	44			44	0.02	N/A
HAYWARD	29475 MISSION BLVD	94544	078C-0438-012-00		SMU	MB-CC	35	55	1.34	Surface parking	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant	55			55	0.00	N/A
HAYWARD	OVERLOOK AVE	94542	445-0180-001-00		SMU	SMU	25	55	10.00	Vacant	YES - Current	YES - City-Owned	Available	Used in Two Consecutive Prior Housing Elements - Vacant		102	310	412	0.00	N/A
HAYWARD	1026 C ST	94541	428-0066-038-01		CC-ROC	DT-MS	40	110	0.20	Public Owned Parking	YES - Current	YES - City-Owned	Available	Not Used in Prior Housing Element			16	16	0.00	N/A
HAYWARD	1026 C ST	94541	428-0066-037-00		CC-ROC	DT-MS	40	110	0.45	Public Owned Parking	YES - Current	YES - City-Owned	Available	Not Used in Prior Housing Element			37	37	0.00	N/A
HAYWARD	22696 MAIN ST	94541	428-0066-038-02		CC-ROC	DT-MS	40	110	0.14	Public Owned Parking	YES - Current	YES - City-Owned	Available	Not Used in Prior Housing Element			11	11	0.00	N/A
HAYWARD	22300 FOOTHILL BLVD	94541	415-0250-112-00		CC-ROC	UC	40	110	1.40	Vacant	YES - Current	YES - City-Owned	Available	Not Used in Prior Housing Element			115	115	0.00	1968
HAYWARD	MISSION BLVD	94541	428-0056-066-00		CC-ROC	DT-MS	40	110	0.98	Public Owned Parking	YES - Current	YES - City-Owned	Available	Not Used in Prior Housing Element			80	80	0.00	N/A
HAYWARD	24874 MISSION BLVD	94544	445-0150-058-04		SMU	MB-CN	17.4	55	1.82	Vacant commercial land	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			75	75	0.00	N/A
HAYWARD	27143 MISSION BLVD	94544	452-0056-005-00		SMU	MB-CN	17.4	55	1.22	Single-tenant Retail Store	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			50	50	0.88	1961

Jurisdiction Name	Site Address/ Intersection	5 Digit ZIP Code	Assessor's Parcel Number	Consolidated Sites	General Plan Designation (Current)	Zoning Designation (Current)	Minimum Density Allowed (units/acre)	Max Density Allowed (units/acre)	Parcel Size (Acres)	Existing Use/Vacancy	Infrastructure	Publicly-Owned	Site Status	Identified in Last/Last Two Planning Cycle(s)	Lower Income Capacity	Moderate Income Capacity	Above Moderate Income Capacity	Total Capacity	Improvement to Land Value Ratio	Year Built
HAYWARD	28534 MISSION BLVD	94544	078C-0626-003-12		SMU	MB-CC	40	100	0.47	Automobile dealership	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	35			35	0.20	N/A
HAYWARD	28546 MISSION BLVD	94544	078C-0626-003-23		SMU	MB-CC	40	100	0.21	Automobile dealership	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			16	16	0.04	N/A
HAYWARD	28564 MISSION BLVD	94544	078C-0626-003-26		SMU	MB-CC	40	100	0.92	Automobile dealership	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	69			69	0.10	1961
HAYWARD	28700 MISSION BLVD	94544	078C-0461-004-00		SMU	MB-CC	40	100	0.89	Single-tenant Retail Store	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			66	66	1.03	1973
HAYWARD	28722 MISSION BLVD	94544	078C-0461-005-00		SMU	MB-CC	40	100	0.87	Single-tenant Retail Store	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			65	65	0.67	1970
HAYWARD	FOOTHILL BLVD	94541	415-0250-111-02		CC-ROC	UC	40	110	2.14	Vacant	YES - Current	YES - City-Owned	Available	Not Used in Prior Housing Element	176			176	0.00	N/A
HAYWARD	24732 MISSION BLVD	94544	445-0150-059-02		SMU	MB-CN	17.4	55	5.12	Warehouse-Self Storage	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			211	211	0.92	1979
HAYWARD	1045 C ST	94541	428-0066-055-01		CC-ROC	DT-MS	40	110	0.51	Single-tenant Retail Store	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			41	41	0.41	1947
HAYWARD	C ST	94541	427-0011-020-00		CC-ROC	DT-MS	40	110	0.89	Public Owned Parking	YES - Current	YES - City-Owned	Available	Not Used in Prior Housing Element	73			73	0.00	N/A
HAYWARD	A ST	94541	415-0240-038-00		CC-ROC	UN	40	110	0.95	Public Owned Parking	YES - Current	YES - City-Owned	Available	Not Used in Prior Housing Element		78		78	0.00	N/A
HAYWARD	C ST	94541	431-0044-035-04		CC-ROC	UC	40	110	1.76	Surface Parking	YES - Current	YES - City-Owned	Available	Not Used in Prior Housing Element	72	29	44	145	0.00	N/A
HAYWARD	DIXON ST	94544	078C-0441-001-29		SMU	PD	75	100	5.86	Surface Parking	YES - Current	YES - City-Owned	Available	Not Used in Prior Housing Element	219	88	132	439	0.00	N/A
HAYWARD	FOOTHILL BLVD	94541	415-025-0113-00		CC-ROC	UC	40	110	2.28	Public Agency - Parking Garage	YES - Current	YES - City-Owned	Available	Not Used in Prior Housing Element	188			188	0.00	N/A

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Jurisdiction Name	Site Address/ Intersection	5 Digit ZIP Code	Assessor's Parcel Number	Consolidated Sites	General Plan Designation (Current)	Zoning Designation (Current)	Minimum Density Allowed (units/acre)	Max Density Allowed (units/acre)	Parcel Size (Acres)	Existing Use/Vacancy	Infrastructure	Publicly-Owned	Site Status	Identified in Last/Last Two Planning Cycle(s)	Lower Income Capacity	Moderate Income Capacity	Above Moderate Income Capacity	Total Capacity	Improvement to Land Value Ratio	Year Built
HAYWARD	966 B ST	94542	428-0056-057-00		CC-ROC	DT-MS	40	110	0.17	Vacant	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element		14		14	0.00	N/A
HAYWARD	685 A ST	94542	428-0046-053-00	A	CC-ROC	UC	40	110	0.08	Vacant	YES - Current	YES - City-Owned	Available	Not Used in Prior Housing Element	2	2	2	6	0.00	N/A
HAYWARD	685 A ST	94543	428-0046-054-00	A	CC-ROC	UC	40	110	0.08	Vacant	YES - Current	YES - City-Owned	Available	Not Used in Prior Housing Element	2	2	2	6	0.00	N/A
HAYWARD	685 A ST	94541	428-0046-052-02	A	CC-ROC	UC	40	110	1.92	Vacant	YES - Current	YES - City-Owned	Available	Not Used in Prior Housing Element	79	31	48	158	0.00	N/A
HAYWARD	25000 MISSION BLVD	94544	4450200-012-04		SMU	MB-CN	17.4	35	4.92	Vacant	YES - Current	YES - City-Owned	Available	Not Used in Prior Housing Element		98		98	0.00	N/A
HAYWARD	28900 MISSION BLVD	94544	078C-0461-009-01		SMU	MB-CC	40	100	1.56	Automobile dealership	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element		116		116	0.29	N/A

Table C Land Use

Zoning Designation from Table A, Column G and Table B, Columns L and N (e.g., "R-1")	General Land Uses Allowed (e.g., "Low-Density Residential")
MB-CN	Medium Density Residential/Mixed-Use
MB-CC	High Density Residential/Mixed-Use
MB-NN	Medium High Density Residential/Mixed-Use
DT-MS	High Density Residential/Mixed-Use
PD	Planned Development
SMU	High Density Residential/Mixed-Use
UN	Medium High Density Residential/Mixed-Use
UC	Very High Density Residential/Mixed-Use

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Appendix D – Housing Constraints

City of Hayward Housing Element (2023-2031)

prepared by

City of Hayward

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August 2022

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Attachments

Attachment 1	City of Hayward 2023 Adopted Master Fee Schedule
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1 Housing Constraints

Constraints to the development of adequate and affordable housing include market, governmental, infrastructure, and environmental factors. These constraints may result in housing that is not affordable to low- and moderate-income households and may render residential construction economically infeasible for developers. Constraints to housing production significantly impact households with low and moderate incomes and special needs.

According to Government Code Section 65583, local governments are required to analyze governmental and non-governmental constraints to the production, maintenance, and improvement of housing for persons of all income levels and those with special needs and, where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing as part of housing elements update. Where constraints to housing production are related to the City's regulations or land use controls, the City must identify appropriate programs to mitigate these constraints, particularly ones that impact the production of affordable housing or housing for special needs populations.

The following chapter outlines non-governmental, governmental, environmental and infrastructure constraints and was used in the development of specific policies and actions included in the Housing Plan to remove barriers to housing and to incentivize housing production, specifically targeting housing production at all income levels and housing for persons with special needs.

1.1 Summary of Local Housing Constraints

- The cost of developing housing including land costs and construction costs are rising rapidly. There is a lack of federal, state, and local funding and the funding that is available is increasingly competitive. The time and effort needed to identify, compete for, and layer affordable housing funds is a major constraint to development of affordable housing.
- Hayward's housing affordability gap, the difference between the cost to build housing and the communities ability to pay for housing (see Table D-6), ranges from \$170,200 for low-income rental housing to \$278,200 for extremely low-income rental housing and \$172,400 for moderate income ownership housing, indicating a financial constraint to the development of affordable housing units.
- Loan denial rates were higher in Hayward compared to Alameda County as a whole. Approximately nine percent of government-backed loans and nine percent of conventional loans were denied in Hayward. The percentages of loans denied in the broader Alameda County were lower in comparison, where about four percent of government-backed loans and seven percent of conventional loans were denied. The higher denial rate in Hayward indicates a financial constraint to purchasing a home which puts higher pressure on the rental markets.
- Hayward's development regulations allow for a variety of densities throughout the City and development standards are sufficiently flexible to not pose a constraint to development. However, use permit regulations for small group homes in certain zoning districts could pose a constraint to housing for individuals with special needs.
- Hayward's development review and impact fees are in line with the region. While any fee poses a constraint to development, fees used to review, approve, and inspect new development projects and impact fees used to construct and upgrade roadways, bicycle, and pedestrian

facilities, to upgrade and install utility infrastructure, and to build, expand, and maintain parks, schools and affordable housing are essential to provide safe, equitable, and livable places.

- Environmental concerns pose constraints that can be generally mitigated through design or limitations on operations. However, the ongoing draught will likely pose a major constraint to future development due to lack of water supplies for new development.

1.2 Non-Governmental Constraints

The availability of housing is affected by a complex set of interrelated market factors including but limited to: cost of land, cost of construction, and availability of financing. These factors contribute to determining a new home's sale price or the rents required to make a project feasible. Non-governmental constraints include factors outside of direct governmental control that directly impact housing price. The cost of construction and the availability of financing contribute to the cost of housing and can hinder the production of affordable housing. The following analysis accounts for these non-governmental constraints. Programs included to address identified market constraints are located in Chapter 6, *Housing Plan*.

1.2.1 Land Cost

Developable land is expensive throughout the inner Bay Area. In Hayward, land is expensive primarily due to its close proximity to job centers (San Francisco, Oakland, and San Jose), high-quality access to transit through BART, and a general high demand for housing in a desirable location. Residential projects must fetch high sales prices or rents to justify the high cost of purchasing land in addition to other development costs to maximize the developer's return on investment. The inner Bay Area also has limited land suitable for development, which when combined with high market demand for housing, can also drive up the cost of land.

Hayward's 2017 Residential Nexus Analysis Report¹ includes a feasibility analysis for new residential projects which estimates whether sales prices or rental income would generate a sufficient profit margin over the development costs. The analysis compared residual land values with land costs in the current market to test whether developers could afford to buy land and develop projects in Hayward from 2015 to 2017. If residual land values were equal to or higher than market land values, then the projects are generally feasible.

Market conditions can change from year to year, and the COVID-19 pandemic introduced many new, untested factors into the market, but the study found that in during 2015 to 2017, residual land values ranged from \$1.32 million per acre to \$2.17 million per acre (see Table D-1), while relevant land sale comparables generally ranged from \$922,000 per acre to 2.07 million per acre (see Table D-2). The analysis concluded that single-family detached, townhome/attached, and apartment prototypes (including projects which paid the in lieu fee to meet the City's inclusionary requirement) were generally feasible at the time. The stacked flat condominium prototype was the only prototype that did not appear to support a land value in line with market transactions.

Due to the age of this Nexus Study and the fluid nature of market conditions and uncertainties resulting from the COVID-19 pandemic, the market analyzed through this report might not accurately reflect today's housing market. For example, more recent nexus studies which include the Hayward 2022 Multimodal Intersection Improvement Plan & Nexus Study (2022) and the Parks

¹ Summary, Context Materials and Recommendations Affordable Housing Ordinance Update, Keyser Marston Associates. October 21, 2017. Available: <https://www.hayward-ca.gov/sites/default/files/documents/Final-Report-Residential-Nexus-Analysis.pdf>

Development Impact Fee Nexus Study (2019), indicate that mixed use multi-family development showed negative residual land value at the estimated construction costs, lease rates and market prices. Despite the dated information, comparisons between housing types can still inform feasibility.

The land sales in the Residential Nexus Study occurred in 2015 and 2016, thus the values for the comps would be higher today after accounting for land value appreciation. Accordingly, as of May 2022, recent sales of vacant land in Hayward averaged \$2.5 million per acre.² The price of land varies depending on a number of factors, including size, location, environmental constraints, the number of units allowed on the property, and access to utilities. However, general trends demonstrate that the cost of land can be a constraint to housing in Hayward.

Developed residential, commercial, and industrial properties that are zoned for residential uses can also be redeveloped with new housing developments; however, redevelopment costs are higher than the cost to develop vacant land (See 1.2.2 below).

² Hayward, CA Real Estate & Homes for Sale, Realtor.com. Accessed May 23, 2022.

Table D-1 Summary of Residual Land Value Analysis

Prototype	Single Family Detached	Townhome/Attached	Condominiums	Apartments
Acreage	2.0 acres	2.0 acres	2.0 acres	2.0 acres
Total Units	20 units	40 units	100 units	120 units
Density	10.0 du/ac	20.0 du/ac	50.0 du/ac	60.0 du/ac
Average Unit Size	2,500 sq.ft.	2,000 sq.ft.	1,000 sq.ft.	900 sq.ft.
Development Costs	\$/unit	\$/unit	\$/unit	\$/unit
Land Acquisition	\$0	\$0	\$0	\$0
Directs	\$462,500	\$400,000	\$332,500	\$296,300
Indirects				
A&E	\$28,000	\$20,000	\$13,300	\$11,800
Affordable Housing Fee	\$11,600	\$7,800	\$3,900	\$3,300
Other Fees & Permits	\$52,500	\$42,000	\$35,000	\$31,500
Taxes/Insurance/Legal	\$37,500	\$37,500	\$15,000	\$6,700
Sales & Marketing	\$12,500	\$10,000	\$7,500	\$5,000
Administrative/Other	\$18,500	\$16,000	\$16,600	\$14,800
Financing	\$33,800	\$26,400	\$19,900	\$12,400
Total Costs Excluding Land	\$656,900	\$559,700	\$443,700	\$381,800
Residual Land Value	\$/unit	\$/unit	\$/unit	\$/unit
Sales Price/Monthly Rent	\$950,000	\$800,000	\$590,000	\$2,800
\$/sq.ft.	\$380	\$400	\$590	\$3.11
Net Supported Investment ¹	\$802,500	\$637,400	\$470,100	\$418,000
(Less) Costs Excluding Land	(\$656,900)	(\$559,700)	(\$443,700)	(\$381,800)
Residual Land Value/Unit	\$145,600	\$77,700	\$26,400	\$36,200
Land Value/Acre	\$1,456,000	\$1,554,000	\$1,320,000	\$2,172,000
Land Value/Land SF	\$33	\$36	\$30	\$50

¹ Net Supported Investment after sales commissions and profit margin with for-sale prototypes; after vacancy, operating expenses, and profit margin for apartment prototype

Du/ac = dwelling unit per acre

Sq.ft = square feet

Source: Summary, Context Materials And Recommendations Affordable Housing Ordinance Update, Keyser Marston Associates. October 21, 2017. Available: <https://www.hayward-ca.gov/sites/default/files/documents/Final-Report-Residential-Nexus-Analysis.pdf>

Table D-2 Residential Land Sale Comparables (2015-2017), Hayward

Address	Sale Date	Acres	Proposed Units	Dwelling Unit per Acre	Sale Price	\$/Acre (rounded)	\$/Unit (rounded)
22471-22491 Maple Ct	Jul-16	0.60	44	73.1	\$1,950,000	\$3,239,000	\$44,300
Mission Seniors	Mar-16	5.13	203	39.6	\$6,500,000	\$1,267,000	\$32,000
27794 Mission Blvd	Jun-16	0.24	9	38.2	\$400,000	\$1,699,000	\$44,400
21339 Oak St	Jul-16	1.66	58	35.0	\$2,050,000	\$1,238,000	\$35,300
25501 Mission Blvd	Jun-17	7.64	237*	31.0	\$15,800,000	\$2,068,000	\$66,700
228369 Watkins St	Nov-15	0.27	6	22.5	\$500,000	\$1,878,000	\$83,300
24755 O'Neil Ave	Nov-15	0.80	16	20.1	\$735,000	\$922,000	\$45,900
396 Grove Way	Oct-15	0.44	5	11.4	\$500,000	\$1,148,000	\$101,000
1332 E St	Jun-17	0.21	2	9.6	\$240,000	\$1,148,000	\$120,000

*includes 97 "guest rooms"

1.2.2 Construction Cost

Direct construction costs are the labor and material costs required to build a project and are a major contributor to the overall cost of construction. In 2021, the Bay Area is one of the most expensive U.S. markets to build in, particularly for affordable housing as discussed in this section. Increasing costs are attributed in large part to continued labor and materials shortages from the COVID-19 pandemic.³

Impact fee feasibility studies analyze the cost of construction and the effect an additional fee would have on construction. This analysis makes use of the City's 2022 Multimodal Intersection Improvement Plan & Nexus Study (2022) and the Parks Development Impact Fee Nexus Study & Feasibility Analysis (2019). While the park fee materials are older, the analysis is informative with the understanding that costs have only increased further due to the pandemic and associated labor and materials shortages. Both studies analyzed the feasibility of different types of residential development (townhouse and multifamily).

Residual land value (RLV) is a common measure of feasibility. In a pro forma analysis of project feasibility, RLV is the amount of funds available for land acquisition once project costs (construction and permitting and development fees) are subtracted from potential revenues (rent or sales prices). Higher RLV means more profit for developers. Higher profits for investors can result in a positive spiral that could attract additional investments and additional funds from residential developments can be invested in new housing developments.

As shown on Table D-3, the traffic impact fee study found that both the townhome and multifamily prototypes resulted in negative residual land value, challenging new development. In the model, slight changes in assumed developer returns (higher sales or rent prices) were sufficient to generate positive RLV.

³ Turner & Townsend, International construction market survey 2021. Accessed May 24, 2022. <https://www.turnerandtowntsend.com/en/perspectives/international-construction-market-survey-2021/>

Table D-3 Summary of Findings from Traffic Impact Fee Study

Prototype	Summary of Findings
Townhome Prototype (30 3-bedroom for-sale units)	RLV is slightly negative at -\$25 to -\$50 per square foot. Slight changes to assumed developer return is sufficient to generate a positive RLV. Higher sales prices (mid-\$500 per square foot) offset high construction and land costs.
Multifamily Prototype (150 1- and 2-bedroom rental units)	RLV is slightly negative at -\$5 to -\$80 per square foot. Slight changes to assumed developer return is sufficient to result in positive RLV. Multifamily housing markets have been affected more than other housing types by the COVID-19 pandemic (vacancy rates and tenant protections keeping rents lower than the market). Multifamily development also faces high land prices and high construction costs.

Generally, the park fee study found that feasibility is far more sensitive to changes in construction costs than other factors (e.g., City permitting costs and fees). A small decrease in construction costs results in a significant increase in RLV. Findings of the Park Development Fee Feasibility study are shown on Table D-4.

Table D-4 Summary of Findings from Park Development Fee Feasibility Study

Prototype	Summary of Findings
Townhome Prototype (100 3- and 4-bedroom for-sale units)	Positive RLV achieved with sales prices of around \$391 to \$476 per square foot (about \$762,000 for a three-bedroom unit and \$821,000 for a four-bedroom unit)
Multifamily Prototype (6 stories, ground floor retail, upper 5 stories rental units)	Positive RLV when rent for one-bedroom apartment exceeds \$2,438
Single-Family Subdivision Prototype (100 detached, for-sale homes)	Positive RLV achieved with sales prices of about \$420 (three-bedroom unit) and \$415 (four-bedroom unit) per square foot (about \$882,000 for a three-bedroom unit and \$1,204,000 for a four-bedroom unit). Current market-supported sales prices for new three- and four-bedroom detached homes in Hayward range from about \$385 to \$500 per square foot.

The cost of construction also depends on the condition of the site. Non-vacant parcels are more expensive to develop due to potential additional costs to clear a site for redevelopment. Where redevelopment is occurring on sites containing lower-income housing, local, state, and federal policies relating to relocation and replacement housing result in additional costs. Depending on the existing improvements that must be removed to redevelop a site, the total cost to acquire a parcel, relocate occupants, demolish existing structures, and possibly mitigate hazardous materials increase costs associated with development, which pose a significant constraint for redevelopment at prices affordable to most of the community.

Construction Costs for Affordable Units

Trends that increase construction costs for market-rate development impact affordable housing to a higher degree. According to the Turner Center, the average cost per unit of housing constructed using 9% Low Income Housing Tax Credits increased from \$411,000 to \$480,000—a 17 percent increase. Additionally, cost per square foot has risen from \$451 per square foot in 2008 to \$700 per square foot in 2019—a 55 percent increase.⁴ Table D-5 shows the construction costs for three multi-

⁴ The Cost of Affordable Housing Production: Insights from California’s 9% Low-Income Housing Tax Credit Program. March 2020. Available: https://turnercenter.berkeley.edu/wp-content/uploads/2020/08/LIHTC_Construction_Costs_2020.pdf

family 100 percent affordable development projects in Hayward that have received City funding. The average cost per square foot of these projects is \$806. Recent articles related to development of affordable housing in the Bay Area shows that some projects are topping \$1 million per unit.⁵

Rising construction costs lead to higher subsidies required to build affordable housing, with housing affordable to the lowest-income households requiring the highest level of subsidy. Subsidies from the 9% tax credits program typically cover 70 percent of a developer’s costs, while 4% tax credits typically cover 40 percent.⁶

Table D-5 Construction Costs for Affordable Development Projects

Project	Bedrooms	Cost per Unit	Cost per Gross Square Foot
Project 1	Studio-3 bedroom	\$603,966	\$450
Project 2 (under construction)	Micro Units	\$588,748	\$1,050
Project 3	1-2 bedrooms	\$783,368	\$919

*Data from Hayward Housing Division based on pro forma costs related to affordable housing developments under construction or nearing construction, 2022

Hayward’s 2017 Residential Nexus Analysis established an affordability gap based on the total development cost for two affordable housing unit prototypes, the available permanent financing, and estimated the unit value based on restricted rent or sales prices. The affordability gap (Table D-6) ranges from \$170,200 to \$278,200, indicating a financial constraint to the development of affordable housing units. While the data from this 2017 analysis is old, the analysis above demonstrates that costs have increased since 2017, and therefore the affordability gap has continued to grow since 2017.

Table D-6 Affordability Gap Calculation⁷

	Unit Value/Affordable Sales Price	Development Cost	Affordability Gap
Affordable Rental Units			
Extremely Low (Under 30% AMI)	\$223,800	\$502,000	\$272,200
Very Low (30% to 50% AMI)	\$295,800	\$502,000	\$206,200
Low (50% to 80% AMI)	\$331,800	\$502,000	\$170,200
Affordable Ownership Units			
Moderate (80% to 120% AMI)	\$391,600	\$564,000	\$172,400

Rising land costs, rising construction costs, and the scarce funding available to help subsidize the cost of affordable housing, are a constraint to the development of affordable and market-rate housing.

⁵ Los Angeles Times. Affordable housing in California now routinely tops \$1 million per apartment to build. June 2022. Available: <https://www.latimes.com/homeless-housing/story/2022-06-20/california-affordable-housing-cost-1-million-apartment>

⁶ City of Hayward Housing Division, 2022.

⁷ Summary, Context Materials And Recommendations Affordable Housing Ordinance Update, Keyser Marston Associates. October 21, 2017. Available: <https://www.hayward-ca.gov/sites/default/files/documents/Final-Report-Residential-Nexus-Analysis.pdf>

1.2.3 Availability of Financing

This section explores the availability of financing options for market rate and affordable housing development which impact the feasibility development as well as financing for homeowners to purchase and renovate housing. It is essential to note that data indicates that there are disparate impacts with regard to access to financing for home loans.

Market-Rate Development Financing

As discussed in Land Costs and Construction Costs, above, market-rate development is generally financed by investors, and the cost to build a project must be recovered by revenue from sales or rents, which drives up the ultimate rent or sales prices of new housing as the component costs increase. A market in which housing supply is limited and demand is high can support higher housing prices, but lower-income segments of the community are priced out. Therefore, it is difficult for the private sector, for-profit developers, and market-rate housing to meet the housing needs of all community members.

Affordable Housing Financing

Affordable housing developments are typically financed with a range of often layered grants and low-cost financing from federal, state, and local sources. The following programs were available to affordable projects in Hayward in 2021:

- The HOME Investment Partnerships Program (HOME) is a HUD program that assists cities, counties, and non-profit community housing development organizations (CHDOs) to create and retain affordable housing for lower-income renters or owners. HOME funds are available as loans for housing rehabilitation, new construction, and acquisition and rehabilitation of single- and multi-family projects and as grants for tenant-based rental assistance.
- The Low-Income Housing Tax Credit (LIHTC) program awards tax credits to developers of affordable housing projects, which are sold to investors to fund the project development. The California Tax Credit Allocation Committee (TCAC) develops scoring methodology and makes awards through a competitive process.
- Housing and Community Development (HCD)'s Multi-Family Housing Program (MHP) makes low-interest, long-term deferred-payment permanent loans for new construction, rehabilitation, and preservation of permanent and transitional rental housing for lower-income households.⁸
- HCD's Predevelopment Loan Program (PDL) makes short-term loans for activities and expenses necessary for the continued preservation, construction, rehabilitation, or conversion of assisted housing primarily for low-income households.⁹
- Project Homekey is an HCD program designed to allow state, regional, tribal, and local public entities to develop a broad range of housing types for people at risk of or currently experiencing homelessness, including but not limited to hotels, motels, hostels, single-family homes and multi-family apartments, adult residential facilities, and manufactured housing, and to convert

⁸ Multifamily Housing Program (MHP), California Department of Housing & Community Development.
<https://www.hcd.ca.gov/multifamily-housing>

⁹ Predevelopment Loan Program (PDL), California Department of Housing & Community Development.
<https://www.hcd.ca.gov/predevelopment-loan>

commercial properties and other existing buildings to permanent or interim housing for individuals at risk of or currently experiencing homelessness.¹⁰

- HCD’s Infill Infrastructure Grant (IIG) program promotes infill development by providing financial assistance for Capital Improvement Projects that enable development of infill projects or in infill areas, as defined by the program guidelines.¹¹
- No Place Like Home Program (NPLH) funds the development of permanent supportive housing for persons who are in need of mental health services and are experiencing homelessness, chronic homelessness, or at risk of chronic homelessness. The program is administered by HCD.¹²
- The Transit-Oriented Development (TOD) Housing Program administered by HCD provides low-interest loans as gap financing for rental housing developments near transit that include affordable units. In addition, grants are available to local governments and transit agencies for infrastructure improvements necessary for the development of specified housing developments, or to facilitate connections between these developments and the transit station.
- The Affordable Housing and Sustainable Communities (AHSC) program is administered by the Strategic Growth Council and implemented by HCD and provides funding to housing development that connects residents with jobs, amenities, and low-carbon transportation.
- Hayward’s Local Housing Trust Fund Program (LHTF) lends money for construction of affordable housing projects with long-term affordability covenants. The program is funded through payment of the affordable housing in-lieu fees. These funds must be used to increase the supply of housing affordable to moderate-, low-, very low-, or extremely low-income households.
- The Housing Authority of Alameda County (HACA) Project-Based Program provides up to 30 percent of HACA’s voucher program budget to attach funding to a particular project, rather than an individual household. Project-based vouchers can be awarded to new housing or rehabilitated housing.

While these funding sources can help finance affordable housing development, receipt of funds add additional costs to comply with additional requirements. Many funding sources (e.g., tax credits, bonds, federal funds) trigger other regulations. For example, the Davis-Bacon Wage Act, requires the use of prevailing wage,¹³ and projects must have increased accessibility and sustainability measures. These requirements raise development costs significantly, resulting in a greater need for project subsidies.

In addition, programs available to finance affordable housing projects are extremely competitive and not all eligible projects receive funding. Some funding sources require local matching funds, which puts a greater strain on limited local funding. A lack of funding statewide and locally is a constraint to developing affordable housing sufficient to meet the needs of the community.

¹⁰ Project Homekey, California Department of Housing & Community Development. <https://homekey.hcd.ca.gov/content/background>

¹¹ Infill Infrastructure Grant Program, California Department of Housing & Community Development. <https://www.hcd.ca.gov/infill-infrastructure-grant>

¹² No Place Like Home Program, California Department of Housing & Community Development. <https://www.hcd.ca.gov/no-place-like-home>

¹³ The Davis-Bacon Act of 1931 is a federal law which established the requirement for paying prevailing wages on public works projects. All federal government construction contracts, and most contracts for federally assisted construction over \$2,000, must include provisions for paying workers on-site no less than the locally prevailing wages and benefits paid on similar projects

Financing for Homeowners

Due to high housing costs, mortgage financing is required in most cases to purchase and improve a home. Lack of access to mortgage financing is a barrier to achieving housing stability through long-term stable housing costs afforded to homeowners. Alternatively, lack of access to home improvement loans makes it difficult for homeowners to maintain their homes and preserve housing stability. Lack of access to refinancing does not allow all homeowners to take advantage of potentially lower interest rates or to obtain cash from equity. The ability to secure financing is determined by specific mortgage lending standards including creditworthiness, debt-to-income ratio, and value and condition of the property.

Under the Home Mortgage Disclosure Act (HMDA), lending institutions are required to disclose information on the disposition of loan applications and the income, gender, and race of loan applicants. Reviewing data collected through HMDA can reveal the role the lending market has had on local home sales. The purpose of this analysis is to determine the extent to which lack of access to home financing is a constraint to meeting the needs of homeowners in Hayward. Appendix F, *Assessment of Fair Housing*, further examines mortgage applications and decisions by race.

Mortgages

Mortgage denial rates are higher in Hayward than in Alameda County as a whole. In 2020, approximately 2,155 households in Hayward applied for home purchase loans. Of those households, 261 applications for government-backed loans¹⁴ and 1,894 applications for conventional loans.¹⁵ Approximately nine percent of government-backed loans and nine percent of conventional loans were denied in Hayward while approximately four percent of government-backed loans and seven percent of conventional loans were denied in Alameda County. The higher denial rate in Hayward indicates a financial constraint to purchasing a home.

Mortgage Loan Denial Rates by Race

As shown in Table D-7, the rate of mortgage approval in Hayward has gone up between 2011 and 2017, but disparities in approval between races have stayed the same with black applicants being denied at the highest rates. In a seven-year period, there were 173,149 mortgage applications in the County, of which approximately 62 percent were approved. Between 2004 to 2010, Asian applicants had the highest rate of approval at approximately 71 percent and white applicants had the second highest at 70 percent. Black applicants continued to have the lowest at approximately 59 percent, and Hispanic applicants had the second lowest at approximately 62 percent. Overall, the rate of mortgage approvals has gone up in the last seven years, but the disparities in the rate of approval across race and ethnicity has stayed relatively the same. Appendix F, *Assessment of Fair Housing*, further examines mortgage applications and decisions by race.

¹⁴ Government loans are insured or guaranteed by the government, such as Federal Housing Administration (FHA), Veteran Affairs (VA), and U.S. Department of Agriculture (USDA).

¹⁵ Conventional loans include loans either purchased by Fannie Mae (FNMA) or Freddie Mac (FHLMC), or other secondary market mortgage pools, or held directly by financial institutions. The most common conventional loans are “conforming” and “high balance conforming” loans, which follow agency guidelines set forth by FNMA or FHLMC.

Table D-7 Mortgage Approvals by Race/Ethnicity, 2011–2017

	Total Number of Applicants	Approved (a)	Denied (b)	Other (c)
American Indian or Alaska Native	434	62.7%	13.8%	23.5%
Asian	60,721	70.7%	11.1%	18.3%
Black or African-American	5,657	59.1%	15.3%	25.7%
Native Hawaiian or Other Pacific Islander	1,419	62.5%	14.2%	23.3%
White	48,062	70.0%	7.6%	22.4%
Information Not Provided by Applicant	2,749	69.5%	9.8%	20.7%
Hispanic, Any Race	13,368	61.5%	13.5%	25.0%
Information Not Provided by Applicant, Any Race	22,072	64.1%	9.3%	26.6%
Not Applicable, Any Race	18,682	8.8%	0.4%	90.8%
Total	173,149	61.8%	9.1%	29.1%

Notes: (a) includes loans originated, applications approved but not accepted, and preapproval requests approved but not accepted; (b) includes application denied by financial institution and preapproval request denied by financial institution; and (c) includes applications withdrawn by applicant, incomplete applications, and loans purchased by institution.

Source: Home Mortgage Disclosure Act (HMDA), 2019

Home Improvement Loans

Home improvement loan denial rates are also slightly higher in Hayward than in the rest of Alameda County (see Table D-8). In 2020, 374 households applied for home improvement loans in Hayward and approximately 37 percent were denied. In Alameda County, approximately 33 percent of applicants were denied home improvement loans. Home improvement loans can be denied based on restrictive lending standards including the applicant's creditworthiness, debt-to-income ratio, value, and condition of the property. The higher denial rate in Hayward for home loans indicates a financial constraint to improving and maintaining a home in Hayward.

Table D-8 2020 Home Mortgage Disclosure Act Data in Alameda County and Hayward

Census Tract Or County Name and Disposition Of Application (County/State/Tract Number)	Loans on 1- to 4-Family and Manufactured Home Dwellings, 2020							
	Home Purchase Loans				Refinancing		Home Improvement Loans	
	FHA, FSA/RHS & VA		Conventional		Number	Amount (million)	Number	Amount (million)
	Number	Amount (million)	Number	Amount (million)	Number	Amount (million)	Number	Amount (million)
Hayward								
Loans Originated	176 (67.4%)	\$116	1348 (71.2%)	\$766.4	7418 (64.7%)	\$3.2	151 (40.4%)	\$30
Applications Approved but not Accepted	6 (2.3%)	\$3.7	57 (3%)	\$24.5	299 (2.6%)	\$127.4	19 (5.1%)	\$3.6
Applications Denied by Financial Institution	23 (8.8%)	\$1.5	153 (8.1%)	\$70	1195 (10.4%)	\$515.3	138 (36.9%)	\$20.9
Applications Withdrawn by Applicant	45 (17%)	\$29.4	253 (13%)	\$154.7	1794 (15.6%)	\$784.9	43 (11.5%)	\$7.9
File Closed for Incompleteness	11 (4.2%)	\$6.8	83 (4.4%)	\$32.4	754 (6.6%)	\$309.5	23 (6.1%)	\$3.3
Applications Received	261	\$170.8	1894	\$1,047.9	11460	\$4,937.5	374	\$65.5
Alameda County								
Loans Originated	2,225 (34.6%)	\$1,217.5	13,335 (73.2%)	\$8,660	66,706 (65.6%)	\$31,605.4	2,107	\$451
Applications Approved but not Accepted	78 (1.2%)	\$43.2	505 (2.8%)	\$301.1	2,678 (2.6%)	\$1,243.6	127 (2.9%)	\$24.9
Applications Denied by Financial Institution	285 (4.4%)	\$149.4	1,285 (7.1%)	\$693.8	9,593 (9.4%)	\$4,910.8	1,449 (33.1%)	\$2,230.4
Applications Withdrawn by Applicant	551 (8.6%)	\$296.7	2568 (14.1%)	\$1,695.3	16,668 (16.4%)	\$8,290.5	452 (10.3%)	\$98
File Closed for Incompleteness	76 (1.2%)	\$37.9	451 (2.5%)	\$216	5,878 (5.8%)	\$2,588.5	234 (5.3%)	\$45.2
Applications Received	6,429	\$3,488.7	18,211	\$11,630.4	101,729	\$48,785	4,382	\$844.3

Source: Home Mortgage Disclosure Act, MSA/MD Aggregate Reports, 2020, Oakland-Berkeley-Livermore

Housing Supply

Economic recessions can also have a profound and long-lasting effect. In data going back to 1970, new home sales declined 15 percent nationally, on average, during recessions, with sale prices continuing to drop in the following year.¹⁶ However, the COVID-19 pandemic created a global economic recession which impacted the California housing market significantly different than typical recessions in the past. Rather, lower interest rates through the pandemic and a reduction in available housing created a higher demand for housing which has resulted in higher prices for housing across the US.¹⁷

According to Zillow, the median home value in Hayward as of June 2022 was \$946,250 (see Table D-9). This reflects a 81 percent increase from 2015 median home values. In Alameda County, the median home value in 2021 was \$1,130,000 which reflects around a 60 percent increase from 2015. Hayward’s median home price of \$946,250 would require an average qualifying annual household income of about \$230,000. A household earning Hayward’s average annual household median income of \$86,744 (2015-2019 ACS) could afford to purchase a home costing approximately \$350,000. Therefore, housing affordability is a significant constraint on homeownership because the income needed to buy a home in Hayward is nearly three times the median household income.¹⁸

Table D-9 Median Home Value Comparisons

Jurisdiction/Region	Median Home Value 2015	Median Home Value 2022	Percent Increase of Median Home Value 2015 -2021
San Leandro	\$535,000	\$1,000,000	87%
Oakland	\$586,000	\$958,500	64%
Hayward	\$524,000	\$946,250	81%
City of Alameda	\$846,000	\$1,275,250	51%
Union City	\$706,000	\$1,365,000	93%
Alameda County	\$706,000	\$1,250,000	77%

Source: Zillow.com 2021

1.2.4 Construction Financing Timing

The timing between project approval and requests for building permits affects project viability. Project delays may result from developers’ inability to secure financing for construction. In Hayward, the average time between project approval and request for building permit is typically three to nine months, but varies by type of project. Some projects take years to pull building permits and secure financing. Single-family homes usually experience the least delay (three to nine months). Multi-family housing construction tends to be more complex and usually requires more time between entitlement and building permit issuance (six to nine months).

¹⁶ Joint Center for Housing Studies of Harvard University. Past Recessions Might Offer Lessons on the Impact of COVID-19 on Housing Markets. <https://www.jchs.harvard.edu/blog/past-recessions-might-offer-lessons-on-the-impact-of-covid-19-on-housing-markets>

¹⁷ Anenberg, E and Ringo, D. Housing Market Tightness During COVID-19: Increased Demand of Reduced Supply? Board of Governors Federal Reserve. July 8, 2021. <https://www.federalreserve.gov/econres/notes/feds-notes/housing-market-tightness-during-covid-19-increased-demand-or-reduced-supply-20210708.htm>

¹⁸ Estimated purchase prices and income required to purchase a home assume 5 percent down payment and 5 percent interest rate.

1.2.5 NIMBYism & Other Challenges to Development

“Not In My Backyard” (NIMBYism) is a social and political movement that opposes housing or commercial development in local communities. NIMBY complaints often target new affordable housing as well as higher density market-rate housing that is adjacent to lower-density established neighborhoods, with reasons including traffic concerns, environmental concerns, preservation of neighborhood character, and, in some cases, thinly-veiled racism and classism.

According to the Alameda County Collaborative Presentation and Developer Roundtable, neighborhood and other organized groups use California Environmental Quality Act (CEQA) lawsuits and other mechanisms to delay project approvals posing a significant constraint to the development of housing.¹⁹ In Hayward, an individual or group wishing to challenge a development project needs to submit an application and \$400 fee to appeal a Planning Commission or City Council decision. Appeals extend the timing of the entitlement process resulting in higher costs for the applicant and/or developer as they continue to pay land carrying costs, insurance, consultant, and attorney fees. Further, these groups could use this delay to extract funding or other benefits from developers in exchange for dropping challenges. The added time and costs related to these delays are a constraint to residential development in Hayward and the region as a whole.

1.3 Governmental Constraints

Actions by the City can have an impact on the price and availability of housing in Hayward. Policies and regulatory actions such as land use controls, site improvement requirements, Reach Code and other building codes, impact and other development fees can impact the price and availability of housing in the City. This analysis examines the effect of the City’s public policies on housing availability, adequacy, and affordability.

1.3.1 Land Use Designations

The City regulates the type, location, density, and scale of residential development through its General Plan, specific plans, and Zoning Ordinance.

General Plan

Hayward adopted its current General Plan in 2014 to guide development in the City through the year 2040. The Land Use Element of the City’s General Plan sets forth the vision, goals, and policies for the City’s urban form and land use patterns, including residential development. According to the Vision and Guiding Principles statement included in the Hayward 2040 General Plan, “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.”

¹⁹ Alameda County Collaborative Presentation and Developer Roundtable, November 29, 2021

The General Plan Land Use Element establishes land use categories that define the allowable uses and building densities/intensities throughout the city. The various types of housing units allowed in the City include single-family dwellings, multi-family dwellings, townhomes, condominiums, mobile homes, and accessory dwelling units (ADUs). Residential densities in Hayward cover a wide spectrum that promote the development of various housing types, as demonstrated by the General Plan land use density ranges shown in Table D-10.

Hayward's land use designations allow for a range of 1 to 110 dwelling units per acre. The state thresholds for densities that encourage the development of above moderate-, moderate-, and lower-income units all fall within Hayward's allowable density ranges. There are four designations are compatible with the default density for lower-income housing units. The designations are distributed geographically across the City and not concentrated in one particular location. The densities allowed under the current land use designations provide opportunities for a variety of household income levels and are not constraints to developing housing units.

The General Plan also establishes Floor Area Ratio (FAR) for mixed-use development in residential and mixed-use land use designations. FAR refers to the ratio of building floor space compared to the area of a site. FAR is calculated by dividing the square footage of all buildings on the site by the total square footage of the site. Hayward's General Plan and Zoning Code provides for minimum FAR ranges from 0.4 to 2.75. In the designations that allow for above 30 du/ac, the FAR ranges from 0.8 to 2.75.

The City's Zoning Ordinance is intended to implement the guiding vision set forth in the General Plan. In general, the City's zoning and land use regulations are designed to balance the goal of providing affordable housing opportunities for all income groups while protecting the health and safety of residents and preserving the character of existing neighborhoods.

Table D-10 Hayward 2040 General Plan Land Use Designations, Uses and Densities

General Plan Designation and Percent of Total Area	Residential Types	Maximum du/ac	FAR¹
Rural Estate Density (1.1%)	Single-family homes, second units, and ancillary structures	1 du/ac	0.4
Suburban Density (2.7%)	Single-family homes, second units, and ancillary structures	4.3 du/ac	0.4
Low Density (8%)	Single-family homes, second units, and ancillary structures	8.7 du/ac	0.4
Mobile Home Park (0.5%)	Mobile home parks in the city, typically a manufactured home	12.0 du/ac	n/a
Limited Medium Density Residential (1.3%)	Single-family homes, second units, duplexes, triplexes, fourplexes, townhomes, multi-story apartment and condominium buildings, and ancillary structures	12 du/ac	0.5
Medium Density (2.9%)	Single-family homes, second units, duplexes, triplexes, fourplexes, townhomes, multi-story apartment and condominium buildings, and ancillary structures	17.4 du/ac	0.6
High Density (1%)	Townhomes, multi-story apartment and condominium buildings, and ancillary structures	34.8 du/ac	0.8 (does not apply to residential uses)
Retail and Office Commercial (0.8%)	Commercial buildings, shopping centers, and office buildings. Live-work units and mixed-use with multi-family homes on upper floors are supported uses	17.4 du/ac	0.6
General Commercial (0.2%)	Commercial buildings, shopping centers, office buildings, and automobile service and repair stations. Live-work units and mixed-use with multi-family homes on upper floors are supported uses	17.4 du/ac	0.6
Commercial/High-Density Residential (0.2%)	Townhomes, live-work units, multi-story apartment and condominium buildings, commercial buildings, shopping centers, and mixed-use buildings that contain commercial uses on the ground floor and residential units or office space on upper floors	34.8 du/ac	0.8
Sustainable Mixed Use (0.8%)	Townhomes, live-work units, multi-story apartment and condominium buildings, commercial buildings, shopping centers, and mixed-use buildings that contain commercial uses on the ground floor and residential units or office space on upper floors	100 du/ac	2.0 or 2.75 in transit overlay zone
Central City-Retail and Office Commercial (0.3%)	Outside of the retail core of the Downtown appropriate uses include townhomes, apartment and condominium buildings, and live-work units	110 du/ac	1.5
Central City-High Density Residential (0.1%)	Townhomes, live-work units, apartment and condominium buildings, and multi-story mixed-use buildings that contain commercial uses on the ground floor and residential units or office space on upper floors.	110 du/ac	1.5

¹ The Zoning Ordinance does not apply FAR to residential development, only commercial and mixed-use development. Residential development is subject to density, lot coverage, setbacks, and other development standards.

1.3.2 Zoning Ordinance

The City regulates the type, location, density, and scale of residential development primarily through the Zoning Ordinance, as well as specific plan development codes. A zoning district is assigned to every parcel in the city and the Zoning Ordinance identifies compatible uses. In general, the City's zoning regulations are designed to balance the goal of providing a mix of residential and commercial land use types while protecting the health and safety of residents and preserving the character of existing neighborhoods. Additionally, development standards such as setbacks, height limits, lot coverage, open space requirements, and parking identified for each zoning district. Some zoning districts may allow similar uses but have different development standards. Development standards may be considered a constraint to the development of housing units if they are too restrictive or reduce the development potential on a specific parcel.

The City's Zoning Ordinance allows residential uses in the following districts:

- **Single-Family Residential (RS).** The RS District is intended to promote and encourage a suitable environment for family life. It is to be used primarily for single-family homes and the community services related to this use.
- **Residential Natural Preserve (RNP).** The purpose of the RNP District is to allow for the development in areas where topographic configuration is a major consideration in determining the most suitable physical development for the land. This district allows development only where it is subservient to and compatible with the preservation of major natural features, such as the tree line.
- **Medium Density Residential (RM).** The RM District is intended to promote a compatible mingling of single-family and multi-family dwellings.
- **High Density Residential (RH).** The RH District is intended to promote and encourage a suitable high-density residential environment through the development of multi-family dwellings.
- **Residential Office (RO).** The purpose of the RO District is to protect residential character while allowing a mix of residential and office use.
- **Sustainable Mixed-Use District (SMU).** The SMU District encourages mixed-use development (consisting of either residential with retail, residential with commercial or office, or educational or cultural facilities with public open space), along major transit corridors, near transit stations, or in close proximity to public higher education facilities or large employment centers, in order to provide sustainable transit-oriented development.
- **Mobile Home Park (MH).** The MH District is intended to promote and encourage a suitable living environment for the occupants of mobile homes.
- **Neighborhood Commercial District (CN).** The CN District is intended to establish mixed-use areas throughout the city that are carefully located in relationship to other commercial districts and to residential districts. The CN District allows residential units above first-floor commercial uses only.
- **Neighborhood Commercial-Residential (CN-R).** The CN-R District includes a mixture of neighborhood-serving businesses and residences along portions of certain arterials in order to provide housing with ready access to shops and transit. The CN-R District encourages joint development of lots along arterials in order to minimize curb cuts and maximize architectural continuity. The CN-R District adjusts parking and open space requirements to reflect the characteristics of mixed-use development along arterials.

- **General Commercial District (CG).** The CG District is intended to provide services for supporting primary business activities in the CB or CC Districts. The CG District allows multi-family residential units above first-floor commercial uses only.
- **Commercial Office District (CO).** The CO District provides for and protects administrative, professional, business, and financial organizations which may have unusual requirements for space, light, and air, and which are clean and quiet and are not detrimental to adjacent residential properties. The CO District allows multi-family dwellings and small group homes associated with single-family dwellings.
- **Central City-Residential (CC-R).** The purpose of the CC-R Subdistrict is to establish a concentration of multi-family and complementary uses in order to provide a quality Central City living environment and to provide market support for Central City businesses.
- **Central City Commercial Subdistrict (CC-C).** The CC-C District is intended to establish a mix of business and other activities which will enhance the economic vitality of the downtown area. Permitted activities include, but are not limited to, retail, office, service, lodging, entertainment, education, and multi-family residential uses. The CC-C District allows residential units above first-floor commercial uses only.
- **Central City Plaza Subdistrict (CC-P).** The CC-P District is intended to establish a unique environment of retail and other complementary uses contributing to the pedestrian nature and quality image of such streets. The CC-P District allows artist's lofts above the first floor of their place of business and standalone multi-family units.

Specific Plans

A specific plan is a planning document that implements the goals and policies of the general plan for an area in the city with unique land use needs. These plans contain more detailed development standards and implementation measures to which future projects located within a specified geographic area must adhere. Hayward has two specific plans—the Downtown Specific Plan and the Mission Boulevard Code.

The Land Use Element of the Hayward General Plan describes how the City is composed of certain neighborhood planning areas, including the Mission/Foothills and North Hayward neighborhoods. The General Plan further designates certain significant focus areas for the implementation of “smart growth” principles. The intent of the Code is to implement such principles in Downtown Hayward and along designated portions of the Hayward Mission Boulevard Corridor.

Downtown Specific Plan

The City adopted the Downtown Specific Plan and Code in 2019 which provides a strategy to achieve the community's vision of a resilient, safe, attractive, and vibrant historic Downtown. The Plan calls for significant infill development in Downtown over the next 20 or more years with an estimate of accommodating up to 3,430 new housing units and 1.9 million square feet of non-residential space such as retail, hospitality, office, and education uses. Table D-11 below indicates the typical residential uses in the four Downtown zoning districts. The Downtown Specific Plan Development Code identifies the development standards related to each zoning district and is discussed in Table D-15.

The Downtown Specific Plan requires high-density housing development, and the residential densities in the Plan (generally ranging from 40 to 110 dwelling units per acre) meet the default

density for all income levels designated by Government Code Section 65583.2(c)(3). Therefore, the Downtown Specific Plan is not considered a constraint to the development of housing.

Table D-11 Downtown Specific Plan Zoning Designations

Specific Plan Designation	Residential Types
Neighborhood Edge (NE)	Small-to-medium footprint, lower-intensity housing choices, from Houses to Small Multiplex Buildings and Cottage Courts
Neighborhood General (NG)	Small-to-medium footprint, moderate-intensity, medium house scale housing choices, from Houses and Rowhouses to Small Multiplex and Courtyard Buildings
Urban Neighborhood (UN)	Small-to-large footprint, moderate-intensity, large house-scale and block-scale housing choices, from Rowhouse and Large Multiplex Buildings to Stacked Flats
Downtown Main Street (DT-MS)	Small-to-large footprint, moderate-to-high-intensity housing choices, from Main Street Buildings to Lined Buildings
Urban Center (UC)	Medium-to-large footprint, moderate-intensity housing choices, from Rowhouses and Multiplex Large Buildings to Stacked Flats and Lined Buildings,

Mission Boulevard Corridor Form Based Code

The City adopted an update to the Mission Boulevard Form Based Code and related Specific Plan in 2020, which combined Hayward Municipal Code Chapter 24 (formerly South Hayward BART/Mission Boulevard Form Based Code) and 25 (formerly Mission Boulevard Form Based Code) into Article 24 reclassified as Mission Boulevard Code.

A form-based code is a method of regulating development to achieve a specific urban form primarily by controlling the physical form rather than the land use. The Mission Boulevard Form Based Code has high maximum density ranges, particularly in the Transit Oriented Development Overlay zones. Additionally, there is no requirement for a minimum number of off-street automobile parking spaces, which is generally cited as a constraint to the development of housing. Because of this, the regulations in the Mission Boulevard Code not considered a constraint.

Table D-12 Mission Boulevard Form Based Code Residential Designations

Zoning District	Allowable Residential Uses	Typical Height	Density (du/ac)
Mission Boulevard - Corridor Neighborhood (MB-CN)	Moderate-intensity, medium-scale residential	3 – 5 stories	17.5 – 35 (up to 55 du/ac allowed south of A Street)
Mission Boulevard - Neighborhood Node (MB-NN)	Mixed-use infill development	4 – 5 stories	17 – 65
Mission Boulevard - Corridor Center (MB-CC)	High-intensity residential	5 – 6 stories	35 – 75 (Up to 100 du/ac in TOD Overlays)

Providing for a Variety of Housing Types

Housing Element law specifies that jurisdictions must identify adequate sites that are zoned to encourage the development of a variety of housing types available to all economic segments of the population. Persons and households of different ages, types, incomes, and lifestyles have a variety of housing needs and preferences that evolve over time and in response to changing life circumstances. This includes single-family homes, multi-family housing, accessory dwelling units,

mobile homes, agricultural employee housing, homeless shelters, and transitional housing, among others. Table D-13 summarizes the various housing types permitted within the City’s zoning districts. Table D-14 summarizes the various housing types permitted within the Mission Boulevard Code and the Downtown Specific Plan Code. The housing types allowed within the City’s zoning districts are described below.

Table D-13 Zoning Use Matrix for Residential and Commercial Districts

Housing Type	Permitted Zoning Districts	Conditionally Permitted Zoning Districts
ADU	All Zoning Districts that allow residential development	
Artist Loft	CC-R, CC-P	
Boarding Home ¹	CG, CO, CC-R	RM, RH
Dormitory		RM, RH, CO
Fraternity or Sorority		CO
Small Group Home ²	RS, RNP, RM, RH, RO, CO, CC-R, A	
Large Group Home ³		RS, RNP, RM, RH, RO, CO, CC-R, A
Transitional & Supportive Housing	All Zoning Districts that allow residential development ⁴	
Emergency Homeless Shelter ⁵	Industrial Districts	
Mobile Homes ⁶	MH	
Multi-Family Dwelling	RM, RH, RO, SMU, CO, CC-R	CN-R, CB, CC-C
Residential Dwelling Unit Above First Floor Commercial Uses	CN, CN-R, CG, CL, CB, CC-C	
Single-Family Dwelling ⁷	RS, RNP, RM, RO, CC-C ³ , CC-R, CC-P, A	RH, CO
Second Single-Family Dwelling ⁸	RS, RM, RO, A	RH

¹ Boarding Home and Group Home are considered interchangeable in Hayward Municipal Code.

² Six or fewer residents (excluding staff)

³ Seven or more residents (excluding staff)

⁴ Per Hayward Municipal Code Section 10-3510, Transitional and Supportive housing are more permanent housing options providing a more stable living situation for individuals and families that might otherwise be homeless with stay lengths that are typically six months or longer. Transitional and supportive housing uses are permitted as a residential use and only subject to those restrictions that apply to other residential dwellings of the same type in the same zone.

⁵ Includes Housing Navigation Centers and Emergency Shelters (per Health and Safety Code 50801)

⁶ Manufactured housing is permitted on any residential lot subject to minimum standards set forth in HMC Section 10-1.2735(g).

⁷ If existing as of May 4, 1993

⁸ Where one single-family dwelling already exists on a lot, one additional single-family dwelling may be constructed provided the minimum development standards (lot size, setbacks, height, etc.) can be met for each dwelling.

Table D-14 Specific Plan Zoning Use Matrix

Housing Type	Permitted Zoning Districts	Conditionally Permitted Zoning Districts
ADU	All Zoning Districts	
Emergency Homeless Shelter	MB-CN ¹ , MB-NN	MB-CN, MB-NN
Small Group Home	NE, NG, UN, UN-L, DT-MS, UC	
Large Group Home		NG, UN, UN-L, UC
Live-Work	MB-CN, MB-NN, NG, UN, UN-L, DT-MS, UC	MB-CN, MB-NN
Multi-Family Dwelling	MB-CN, MB-NN, MB-CC	MB-CN, MB-NN, MB-CC
Residential ²	NE, NG, UN, UN-L, DT-MS, UC	
Senior Housing ³	NE, NG, UN, UN-L, DT-MS, UC	
Single-Family Dwelling	MB-CN ^{4 5} , MB-NN	
Townhouse Dwelling	MB-CN, MB-NN, MB-CC	

¹ Hayward Municipal Code, Division 10-24.2.3, Table 2.3.010.A
(https://library.municode.com/ca/hayward/codes/municipal_code?nodeId=HAYWARD_MUNICIPAL_CODE_CH10PLZOSU_ART24MIBO_CO_SUBARTICLE_10-24.2SPZO_DIV10-24.2.3USTA_10-24.2.3.010ALLAUSPERE)

² Includes a variety of housing types (single-family and multifamily housing, duplexes, triplexes). Residential uses are allowed in all districts in the Mission Boulevard Code, but are listed as specific types of development.

³ Senior housing is allowed in the Mission Boulevard Code, but listed as specific types of development.

⁴ For properties located within Commercial Overlay Zone 2, as shown in the Regulating Plan, residential units are only allowed along the primary street frontage with a conditional use permit.

⁵ If the lot/parcel has an existing, permitted single-family dwelling that was constructed prior to July 14, 2020. No new detached single-family dwellings allowed.

Accessory Dwelling Units and Junior Accessory Dwelling Units

Under state law (Government Code Section 65852.2), an ADU is a dwelling unit that provides complete independent living facilities for one or more persons. It must be located on the same parcel on which a single-family dwelling or multifamily development is located or will be built and may be attached to or converted from a portion of the primary dwelling unit or separate from the primary structure (detached). An ADU includes permanent provisions for living, sleeping, eating, cooking, and sanitation. ADUs must be permitted ministerially in all zoning districts that allow residential uses. In Hayward, ADUs are permitted in any zoning district where an existing, non-conforming residential use has previously been established.

A junior ADU (JADU) is a dwelling unit limited to 500 square feet and converted from a portion of a single-family home. A JADU must contain a kitchen but bathroom facilities may be shared with the primary dwelling unit. Owner occupancy of the primary dwelling unit is required and no parking may be required for the JADU. JADUs must be ministerially permitted in zoning districts that allow single-family residences. Government Code Section 65852.22 establishes minimum standards for JADUs.

State law governing ADUs and JADUs has changed rapidly during the previous housing element planning period. State law supersedes local ordinances and while some jurisdictions adopt local ordinances making provisions for ADUs and JADUs, rapid changes mean that local ordinances quickly become out of date. The City’s existing Accessory Dwelling Unit Ordinance is not consistent with new state law due to low staffing and changing regulations. Therefore, the City defers to state law in permitting ADUs and JADUs. To ensure consistency with State Law and transparency for applicants, Hayward created a Frequently Asked Questions about ADU/JADUs in English and Spanish as well as

a simple ADU Checklist to accompany building permit applications for ADUs²⁰. The information is posted to the City's website and provided upon request at the Permit Center or via email. Program H-21 contains a number of provisions to monitor ADU production and promote the building of ADUs and JADUs throughout the City. The City will continue to monitor new legislation pertaining to ADUs and JADUs and will update the Accessory Dwelling Unit Ordinance, as necessary.

Artists Loft / Live and Work

Live and Work units must be located in an area where residential uses are allowed. At least one individual employed in the business conducted within the live/work unit must reside in the unit. Artists' lofts are a live and work situation where a resident artisan lives and displays and sells their work on a non-first floor level.

Condominiums/Townhomes

A condominium is any building, group of buildings, or portion thereof which includes two or more dwelling units, and for which there is a final map or parcel map. Condominium dwelling projects are usually governed by a Homeowners Association (HOA) with Covenants, Codes and Restrictions (CC&Rs) and may include private recreational facilities. Within a condominium, ownership consists of the airspace within a unit and the building(s) and all land within the development are under common ownership.

A townhome is any building, group of buildings, or portion thereof which includes two or more attached dwelling units. Townhouse dwelling projects may be ownership or rental housing. If each unit is sold separately, they are usually governed by an HOA with CC&Rs, and may include private recreational facilities. Townhouse ownership includes the building, the land beneath the building, and typically a patio or small yard adjacent to the structure. The remaining land within the development is under common ownership.

Dormitory, Fraternity, Sorority

A dormitory is a residence hall providing sleeping rooms, bathrooms, study and recreation rooms, and a common kitchen for students. In Hayward, this type of housing is permitted as Boarding Homes, Group Homes, or Multifamily, depending on the proposal. These uses are allowed in all zoning districts where Boarding Homes, Group Homes, and multi-family uses are permitted.

Group Homes

A group home is any single-family residence or other housing type where residents pay a fee or other consideration to the group home operator in return for residential accommodations. A group home includes a boarding home, a rooming house, as well as a group residence for the elderly, mentally or physically disabled or handicapped persons, or other persons in need of care and supervision. A residence serving six or fewer individuals is considered small, while a residence serving seven or more individuals is considered large. The term group home includes both licensed and unlicensed group homes.

A licensed Group Home is any residential facility subject to state licensing requirements pursuant to the California Health and Safety Code (HSC) that has an up-to-date facility license. Group Homes subject to State licensing requirements include the following:

²⁰ Hayward ADU information: <https://www.hayward-ca.gov/content/accessory-dwelling-unit-information-and-permit-process>

- Residential care facilities licensed or supervised by a federal, state, or local health/welfare agency provide 24-hour non-medical care of unrelated persons who have a disability and need personal services, supervision, or assistance essential for sustaining the activities of daily living or for the protection of the individual in a family-like environment.
- Health Facilities including congregate living health facilities, developmentally disabled nursing facilities, and intermediate care facilities.²¹

An unlicensed Group Home is the use of a dwelling unit by an owner or operator as a dormitory, boarding house, rooming house, or similar use, where such residential facility is not subject to State licensing requirements or whose state license has expired or has been suspended or revoked.

In Hayward, small group homes (six or fewer residents excluding staff) are permitted by right, per state law, in any district that allows residential uses. Large group homes (seven or more residents excluding staff) are permitted with administrative or conditional use permits in residential districts. In the A (Agricultural) District, the City specified a spacing limitation that a large group home cannot be located within 500 feet of the boundaries of a parcel containing another group home, unless a conditional use permit is issued on the basis that waiver of such separation requirement would not be materially detrimental or injurious to the property, improvements, or uses in the immediate vicinity.

According to the State Department of Social Services, Community Care Licensing Division, four licensed group homes with 24 beds and 58 licensed adult residential facilities are located in Hayward. The requirements for administrative and conditional use permits and, in the A district, minimum separation of facility locations could be a constraint to the development of affordable housing for people with disabilities.

Single-Family Dwelling

A single-family dwelling is defined as a detached building containing only one dwelling unit. In Hayward, single-family dwellings are permitted in numerous zones (see Table D-13 and Table D-14). Single-family dwellings require an administrative use permit in RH and CO zones.

Multi-Family Dwelling

A multi-family dwelling is any building, group of buildings, or portion thereof which includes two or more dwelling units. Multi-family dwellings may be intended as ownership or rental units. Multi-family dwellings are permitted by right in numerous zones (see Table D-13 and Table D-14). Projects in the CB and CC-C zones that consist entirely of multi-family dwellings require a conditional use permit whereas those with ground floor commercial uses are permitted by right.

Manufactured Homes and Mobile Homes

Pursuant to Health and Safety Code Sections 18007 to 18008, a mobile home or manufactured home is defined as a structure which is transportable in one or more sections, is eight feet or more in body width, or 40 feet or more in body length, in the traveling mode, or, when erected onsite, is 320 or more square feet. Mobile homes are defined as being constructed prior to June 15, 1976, while a manufactured home is constructed on or after the same date. Manufactured housing and mobile homes can be an affordable housing option for low- and moderate-income households. Manufactured homes are defined in the City's Zoning Code as synonymous with "single-family

²¹ Health and Safety Code section 1250

dwelling,” and therefore allowed wherever single-family homes are allowed, as long as they meet the building code requirements for a single-family structure, including being secured to a permanent foundation. Mobile home parks are permitted in the MH zone, and manufactured housing is permitted in all residential districts subject to minimum standards set forth in HMC Section 10-1.2735(g).

Single-Room Occupancy Facilities / Boarding Homes

Single-Room Occupancy facilities (SROs) are usually 200 to 350 square feet and consist of one habitable room in a structure of other SRO units. An SRO facility is also known as a residential hotel. Residents typically share bathrooms and/or kitchens while some SRO units include private kitchenettes, bathrooms, or half-bathrooms. Because they use shared facilities and can be built more cheaply than individual units, or converted from existing types of buildings, SROs and boarding homes may be more affordable for developers to build. SROs are not specifically defined in the City’s Zoning Code but are allowed with a conditional use permit in the MB-CC zoning district.

As described in the discussions on Group Homes and Farmworker Housing, a Boarding Home is equivalent to an Unlicensed Group Home. Generally, a Boarding House is a building where lodging or meals are provided (for compensation) for residents not functioning as a common household or family. Boarding homes are permitted in the RO zoning district. Boarding homes require an administrative use permit in CC-R and CO zones and a conditional use permit in RM and RH zones.

The City’s current zoning regulations allows for this type of housing, and the City has approved projects meeting this need. In 2020, the City approved a 125-unit 100 percent affordable micro-unit development with supportive services provided on site. Because of the continued importance of these housing types to meet the needs of special needs populations and extremely low-income households, the City will implement Program H-24 which contains multiple actions designed to further facilitate the provision of SROs, group homes, and boarding homes, include an action to continually monitor the City’s policies, standards, and regulations to ensure they do not unduly constrain housing for special needs populations.

Emergency Shelter and Low Barrier Navigation Shelter

An emergency shelter or “homeless shelter” is defined by state law as housing with minimal supportive services for homeless persons that is limited to occupancy of six months or less.²² AB 139, which went into effect on January 1, 2020, mandates that emergency shelters may only be subject to those standards which apply to residential and commercial development within the same zone, except that a city can apply standards regulating the number of beds, parking for staff provided that the standards do not require more parking for emergency shelters than other residential or commercial uses within the same zone, length of stay, and other minor standards.

Emergency Shelters/Homeless Shelters are permitted on City-owned property in the IL, IP, IG districts, on parcels abutting Mission Boulevard in the MB-CN and MB-NN, and allowed by Conditional Use Permit in CG districts. There are 929 parcels totaling to 522.18 acres in the MB-CN and MB-NN that allow “by right” approval of emergency shelters. This quantity and size of parcels provides ample opportunity to accommodate the current need for beds and shelter for 372 unsheltered individuals in 10 facilities (approximately 40 beds per facility).

²² Health and Safety Code Section 50801

Hayward’s Zoning Code defines Emergency Shelters as including Low Barrier Navigation Centers. State law²³ requires jurisdictions to allow Low Barrier Navigation Centers as a permitted use in mixed-use zones and other nonresidential zones permitting multi-family residential development. A low barrier navigation center is defined as, “a Housing First, low-barrier, service-enriched shelter focused on moving people into permanent housing that provides temporary living facilities while case managers connect individuals experiencing homelessness to income, public benefits, health services, shelter, and housing.” When compared to traditional emergency shelters, Low Barrier Navigation Centers may provide more services and additional flexibility to clients, such as allowing pets or permitting partners to share living space. Local jurisdictions to act on a complete application for a Low Barrier Navigation Center within 60 days.

One Low Barrier Navigation Center has been approved in Hayward and opened in 2019. It provides short-term housing for 45 people at a time, outreach and case management services, and placement services for residents of encampments. In 2020, the City also authorized the leasing of up to 35 hotel rooms to provide additional transitional housing and support services for people experiencing homelessness (Navigation Center Annex).

Because of the continued importance of Low Barrier Navigation Centers to meet the needs of homeless populations, the City will implement Program H-24 which contains multiple actions designed to further facilitate the provision of housing for homeless individuals.

Supportive and Transitional Housing

Transitional and supportive housing are more permanent housing options providing a stable living situation for individuals and families that might otherwise be homeless.

Transitional housing is defined in Health and Safety Code Section 50801 as housing with supportive services for up to 24 months that is exclusively designated and targeted for recently homeless persons. Services must be provided, with the ultimate goal of moving recently homeless persons to permanent housing as quickly as possible. Rents and services fees must be affordable to low-income persons.

Supportive housing has no limit on length of stay, as set forth in Government Code Sections 65582 and 65650, occupied by low-income individuals who will receive, as part of their residency, supportive services designed to assist the individual in retaining housing, improving health, or enhancing other life functions. The target population includes homeless families, homeless youth, and persons with disabilities.

In Hayward, transitional and supportive housing uses are permitted as a residential use and only subject to those restrictions that apply to other residential dwellings of the same type in the same zone. The zoning code defines transitional and supportive housing as “more permanent housing options providing a more stable living situation for individuals and families that might otherwise be homeless with stay lengths that are typically six months or longer, and specifies that the uses are permitted as a residential use and only subject to those restrictions that apply to other residential dwellings of the same type in the same zone, in accordance with state law.

In 2018, AB 2162 required cities to change their zoning to provide a “by right” process and to expedite review for supportive housing projects of 50 units or fewer. This law applies to sites in zones where multi-family and mixed uses are permitted, including in nonresidential zones permitting multi-family use. Additionally, state law prohibits local governments from imposing any

²³ Government Code Section 65660 et seq

minimum parking requirements for units occupied by supportive housing residents if the development is located within 0.5 mile of a public transit stop. Twenty-five percent of the units (or a minimum of 12 units, whichever is greater) must be approved by right with no minimum parking. If the development consists of fewer than 12 units, then 100 percent of the units, excluding managers' units, in the development shall be restricted to residents in supportive housing.

The City defers to Government Code sections 65582, 65583, and 65650 in approving supportive housing projects, and therefore its practices are consistent with state law. Because of the continued importance of these housing types to meet the needs of special needs populations, the City will implement Program H-24 which contains multiple actions designed to further facilitate the provision of housing for homeless individuals, include an action to continually monitor the City's policies, standards, and regulations to ensure they do not unduly constrain housing for special needs populations.

Farmworker Housing

While the City has an agricultural zoning district (A), there are few people employed in agriculture in Hayward. As discussed in Appendix B, *Housing Needs Assessment*, the total number of residents employed in farming, fishing, and forestry was less than one percent of the City's population. However, people employed in these industries (typically located in rural areas) may seek housing opportunities in urban areas, and an analysis of Hayward's ability to house this population is still warranted.

Although the Zoning Ordinance does not expressly address housing for agricultural workers, farmworker housing could be considered equivalent to a Group Home because the Zoning Ordinance definition of a Group Home includes boarding homes and rooming houses. In this case, farmworker housing could be considered an Unlicensed Group Home where residents pay a fee or other consideration to the Group Home Operator in return for residential accommodations.

As described in the previous section on Group Homes, Small Group Homes are permitted in all Zoning Districts where residential uses as permitted. Large Group Homes require an administrative use permit in UN and UN-L zones and a conditional use permit in RS, RNP, RM, RH, RO, CG, A, NG, and UC zones. The Zoning Ordinance complies with Health and Safety Code Section 17021.5 (The Employee Housing Act) because group homes of six or fewer residents are treated as a single-family structure and permitted in the same manner as other dwellings of the same type in the A, RS, RNP, RM, RH, RO, GC, CC-R, and AT-R zones. However, the Zoning Ordinance does not comply with Health and Safety Code Section 17021.6 because Group Homes of seven or more residents require conditional use permits in the Agricultural zoning district. Health and Safety Code Section 17021.6 generally requires that employee housing consisting of no more than 36 beds in group quarters (or 12 units or less) designed for use by a single family or household to be treated as an agricultural use; and no conditional use permit, zoning variance, or other zoning clearance shall be required if the same is not required for other agricultural activities in the same zone.

Development Standards

Table D-15 summarizes residential use development standards in the City's Zoning Ordinance and specific plans. Hayward's residential and mixed-use district zoning requirements establishes various development standards such as minimum and maximum density, minimum lot size, maximum lot coverage, maximum height, minimum setbacks, minimum open space, minimum and/or maximum parking standards.

The Mission Boulevard Code and the Downtown Specific Plan Code allow for higher densities, lot coverage, Floor Area Ratio and building stories/heights to accommodate higher density and higher intensity development than the other zoning districts.

Table D-15 Hayward Development Standards

Zone District	Min. Lot Area (sq. ft.)	Max Height (ft.)	Min Lot Width	Minimum Yard Setback (ft.)				Max Lot Coverage (%)	du/ac
				Front	Side	Rear	Side Street		
RS	Interior Lot: 5,000 Corner Lot: 5,914	30	Interior Lot: 50 feet Corner Lot: 60 feet	20	5-10	20*	10	40	n/a
RNP	20,000	30	100	20	30	20	10	30	n/a
RM	Interior Lot: 5,000 Corner Lot: 5,914 Townhouse Lot(s): Consistent with building footprint and printed project areas.	40	Interior Lot: 60 feet, excluding radius for street return Corner Lot: 60 feet	20	5-10	20	10	40	8.7-17.4 du/ac ¹
RH	7,500	40	60	20	5-10	20	10	65	17-34 du/ac
RO	Interior Lot: 5,000 Corner Lot: 5,914	40	Interior Lot: 50 feet Corner Lot: 60 feet	10	5	20	10	50	Consistent with RM and RH
MH	304,920	40	200	200	10	10	20	40	.7-12.0 du/ac
SMU	20,000	55	100	4	6	6	4	90	25-55 du/ac
CN	6,000	40	60	10	n/a	n/a	10	90	Consistent with RM and RH
CN-R	10,000	40	100	10	n/a	20	10	n/a	17-25 du/ac
CG	n/a	n/a	n/a	10	n/a	n/a	n/a	90	Consistent with RM and RH
CO	Interior Lot: 5,000 Corner Lot: 5,760	40	Interior Lot: 50 feet. Corner Lot: 60 feet.	10	5-10	20	10	50	Consistent with RM and RH
CL	10,000	40	100	20	10	20	10	40	Consistent with RM and RH
CB	n/a	n/a	n/a	10	5-10	n/a	10	90	Consistent with RM and RH
CC-C	n/a	55-104 feet	n/a	0-4 feet				n/a	Between 40-110 du/ac
CC-R	n/a	55-104 feet	n/a	0-4 feet	5-10	15	10	n/a	Up to 34.8 du/ac

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Zone District	Min. Lot Area (sq. ft.)	Max Height (ft.)	Min Lot Width	Minimum Yard Setback (ft.)				Max Lot Coverage (%)	du/ac
				Front	Side	Rear	Side Street		
CC-P	n/a	55-104 feet	n/a	0-4 feet	n/a	15	n/a	n/a	17-65 du/ac
A	43,560	40	200	20	30 total	35	10	40	
Mission Boulevard Form Based Code									
MB-CN	n/a	North of A Street: 3 stories max South of A Street: 4 stories max., 5 max. with Major Site Plan Review	18	6	6	3	0	80	35 du/ac by right, 55 du/ac South of A Street with Major Site Plan Review
MB-NN	n/a	4 stories max., 5 max. with Major Site Plan Review	18	0	0	3	6	80	35 du/ac by right, 65 du/ac with Major Site Plan Review
MC-CC	n/a	5 stories max., 6 max. with Major Site Plan Review	18	0	0	3	2	90	55 du/ac by right, 75 du/ac with Major Site Plan Review
TOD Overlay 1	n/a	5 stories max., 6 max. with Major Site Plan Review	18	0	0	3	2	90	100 du/ac
TOD Overlay 2	n/a	5 stories max., 6 max. with Major Site Plan Review	18	0	0	3	2	90	65 du/ac by right, 100 du/ac with Major Site Plan Review
Downtown Specific Plan									
NE	n/a	35	35-75, depending on building type	10	5	15	7	60	40-110 du/ac
NG	n/a	45	35-100, depending on use type	5	5	0	5	70	40-110 du/ac
UN	n/a	70	18-320 depending on the use type	5	5	0	5	75	40-110 du/ac

Zone District	Min. Lot Area (sq. ft.)	Max Height (ft.)	Min Lot Width	Minimum Yard Setback (ft.)				Max Lot Coverage (%)	du/ac
				Front	Side	Rear	Side Street		
UN-L	n/a	70	18-320 depending on the use type	5	5	0	5	75	34.8 du/ac
DT-MS	n/a	85	200-400 depending on the building type	0	0	0	0	95	40-110 du/ac
UC	n/a	124	250-450 depending on the building type	0	0	0	0	95	40-110 du/ac

¹ Based on the ratio of lot frontage to lot depth.

SR: Single -Family Residential

RNP: Residential Natura Preserve

MR: Medium Density Residential

RH: High Density Residential

RO: Residential Office

SMU: Sustainable Mixed Use

MH¹ Mobile Home Park

CN: Neighborhood Commercial District

CN-R: Neighborhood Commercial-Residential

CG: General Commercial District

CL: Limited Access Commercial District

CB: Central Business District

CO: Commercial Office District

* Reduced to 10 feet for single story additions to existing residential development.

CC-R: Central City-Residential Subdistrict

CC-C: Central City Commercial Subdistrict

CC-P: Central City Plaza Subdistrict

A: Agriculture

MB-CN: Mission Boulevard Corridor Neighborhood

MB-NN: Mission Boulevard Neighborhood Node

MB-CC: Mission Boulevard Corridor Center

PD: Planned Development District

NE: Neighborhood Edge

NG: Neighborhood General

UN: Urban Neighborhood

DT-MS: Downtown Main Street

UC: Urban Center

Overlay Zones

In addition to the above zoning districts, the Zoning Ordinance also establishes a combining district and overlay districts to apply additional regulations and standards to certain properties.

Airport Overlay Zone (AOZ)

Hayward adopted the Airport Overlay Zone Ordinance in July 2017. The purpose and intent of the Airport Overlay Zone (AOZ) Ordinance is to comply with state law, ensure that land uses and development within the AOZ are compatible with existing and future airport operations, and avoid or minimize exposure of persons to potential hazards. Portions of the City are located within the influence area zones of both the Hayward Executive Airport and Oakland International Airport (OAK). 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).²⁴

Table D-16 identifies the residential development standards within the six Airport Safety Compatibility Zones.²⁵ Zones 1 and 5 do not allow the development of single- and multi-family housing units. Currently, the General Plan designations in zones 1 and 5 would not allow for residential development, therefore the AOZ in these zones is not considered a constraint to the development of housing. New residential development within the 60 dB CNEL contour shall demonstrate consistency with the maximum exterior noise levels set forth in Table HAZ-1 of the General Plan and the maximum interior noise levels should not exceed 45dB CNEL. Pursuant to State Law, all General Plan amendments, Zoning Ordinance amendments, and projects proposed within the Airport Influence Area (AIA) must be reviewed by the Alameda County Airport Land Use Commission. The Airport Land Use Commission has 60 days for the review. However, the City Council has the authority to override the review with a four-fifths vote if it can make certain findings. Since this requirement is applicable to all jurisdictions located near airports and airfields and ensures all land uses within the AOZ are consistent with State Aeronautics Act., California Public Utilities Code Section 21670, et seq., federal law, Federal Aviation Administration regulations, and handbook guidance, this requirement is not unique to Hayward and does not constitute a constraint to housing development.

²⁴ City of Hayward 2040 General Plan Update, Environmental Impact Report. 2013. Available: https://www.hayward-ca.gov/sites/default/files/documents/Hayward%20GPU%20Public%20Release%20Draft%20EIR_1-30-14.pdf

²⁵ Hayward Executive Airport, Airport Land Use Compatibility Plan. Available at: https://www.acgov.org/cda/planning/generalplans/documents/HWD_ALUCP_082012_FULL.pdf

Table D-16 Airport Safety Compatibility Zones Residential Development Standards

Land Uses	1 Runway Protection Zone	2 Inner Approach/ Departure Zone	3 Inner Turning Zone	4 Outer Approach/ Departure Zone	5 Sideline Zones	6 Traffic Patter Zone
Maximum Site-wide Average Residential Density (Dwelling Units/Gross Acre) (Per Figures 4B-4G in the California Airport Land Use Planning Handbook)	0	0	Allow infill at up to the average of the surrounding residential area.	Allow infill at up to the average density of comparable surrounding uses	Allow infill at up to the average of the surrounding residential area.	No Limit (Noise and overflight should be considered).
Short-term lodging Facilities (≤ 30 nights): hotels, motels, etc. (approx. 200 sq. ft./person)	X	X	C	C	C	P
Long-term lodging facilities (> 30 days): extended-stay hotels, dormitories, etc.	X	X	X	C	X	P
Single-family residential: detached dwellings, duplexes, townhomes, mobile homes	X	C	Zones 3 and 4: Incompatible at density > 9.0 units/ac		X	P
Multi-family residential: low-to-high density apartments, condominiums	X	X	Zones 3 and 4: Incompatible at density > 12.0 units/ac		X	P

X - INCOMPATIBLE: Uses should not be permitted under any circumstances as they may expose persons to airport-related safety hazards.
 C - CONDITIONAL: Uses or activities that may be compatible with airport operations depending on their location, size, bulk, height, density, and intensity of use. See notes below for conditional criteria on specific land uses.
 P - PERMITTED: Uses or activities are compatible with airport operations; however, these activities should be reviewed to ensure that they will not create height hazard obstructions, smoke, glare, electronic, wildlife attractants, or other airspace hazards. Noise, airspace protection, and/or overflight policies may still apply.
 Secondary units, as defined by state law, shall be excluded from density calculations, and may be constructed on existing, non-conforming residential parcel

Transit Oriented Development Overlays

Properties within close proximity to public transit centers, including BART, as identified on the Mission Boulevard Code, are modified to allow for an increase in residential density and adjusted height regulations. This overlay requires minimum densities and allows for higher density housing development than the base district, and therefore is not considered a constraint to the development of housing.

- TOD Overlay 1, maximum 100 du/ac.
- TOD Overlay 2, maximum 65 du/ac, 100 du/ac with a Major Site Plan Review.

Commercial Overlays

Two Commercial Overlays are implemented in the Mission Boulevard Code region. Figure D-1 and Figure D-2 show the commercial overlays in relation to the Mission Boulevard Code area. The commercial overlays are described as follows:

- Commercial Overlay #1. Properties designated with a Commercial Overlay Zone 1 designation shall not be developed with residential units on the first or ground floor. Uses associated with the residential use, such as leasing office, community space, amenities, etc., are allowed on the ground floor. This requirement may be adjusted through the Major Site Plan Review Process.
- Commercial Overlay #2. Properties designated with a Commercial Overlay Zone 2 designation shall not be developed with residential units along the primary street frontage unless permitted with a conditional use permit.

Figure D-1 Mission Boulevard Code (Map 1 of 2)

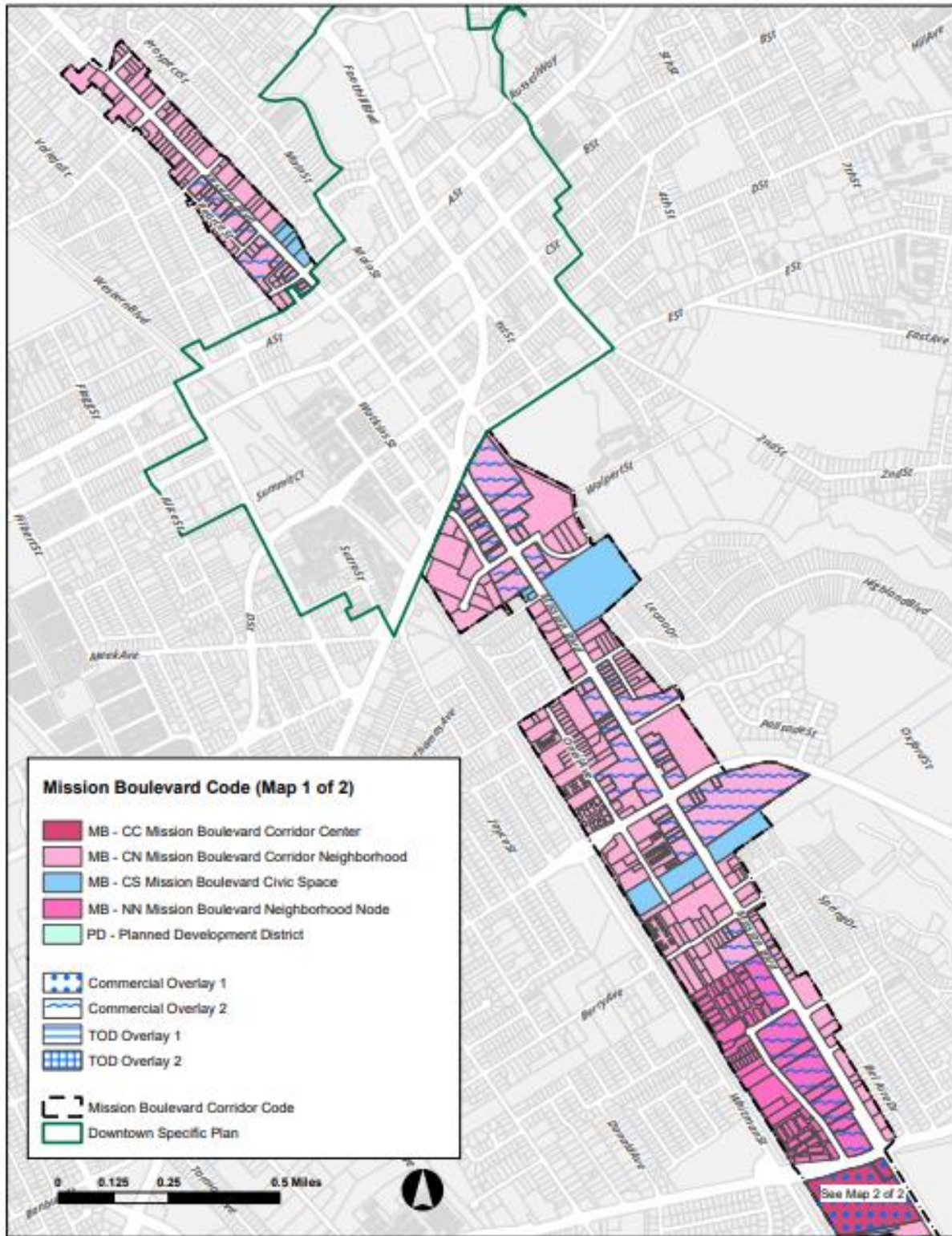
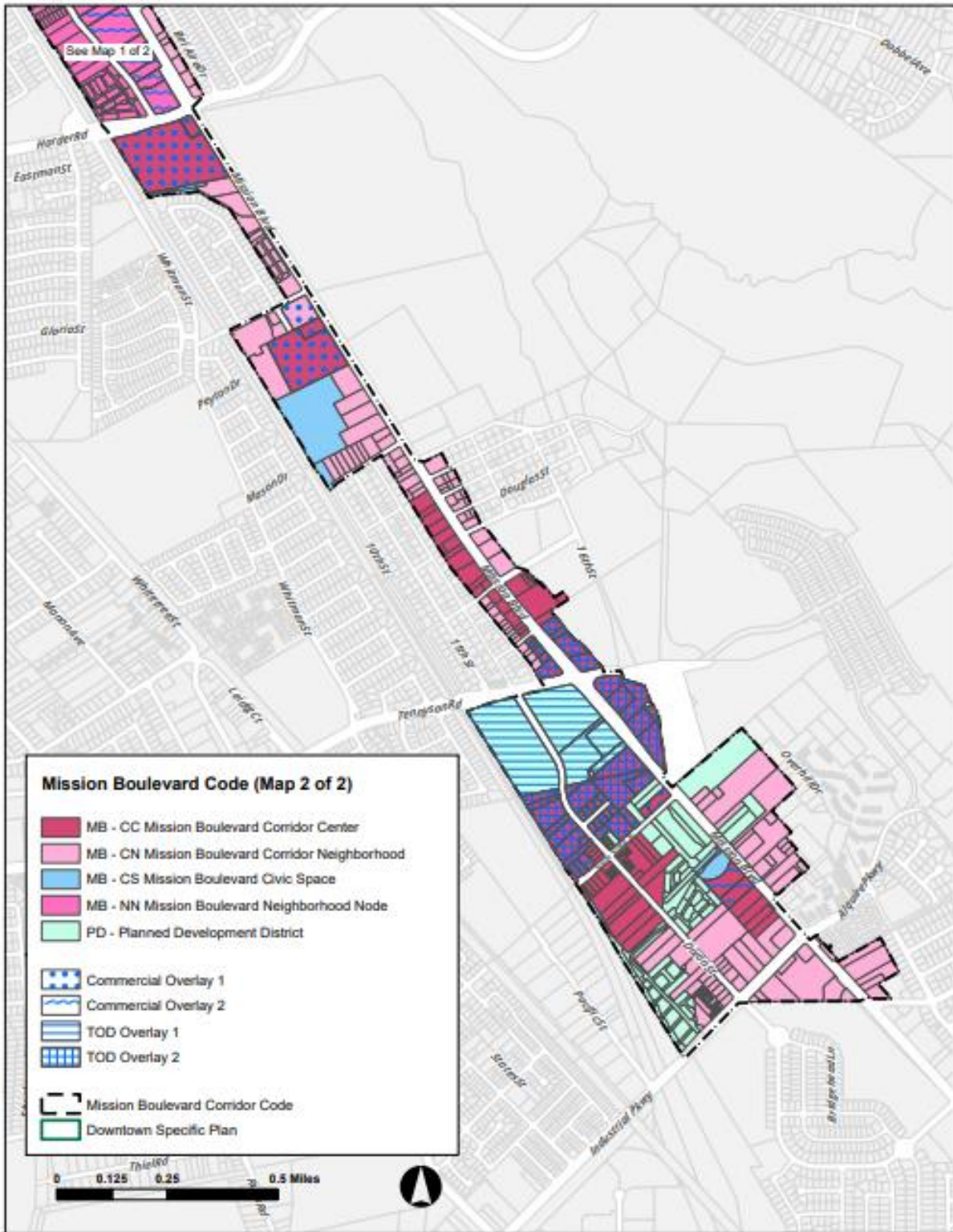


Figure D-2 Mission Boulevard Code (Map 2 of 2)



Special Design Overlay District

The Special Design Districts are implemented in areas within the City of historic, architectural, or unique character in order to provide for conservation and compatible development. Due to the design requirements that may add to the cost of construction, these overlay districts are considered a constraint.

- “B” Street Special Design Streetcar District: This district has some of the oldest housing in Hayward. It consists of the five blocks of B Street from Grand Avenue, west of City Hall, to Meekland Avenue. Architecture and materials used in this district must be sympathetic to original Victorian, Colonial Revival, or Craftsman styles. Untrimmed openings, garish colors, and plywood siding are generally not acceptable.
- The Cottage Special Design District: This district is the smallest special design district, one block in length, along Montgomery Street. This overlay district allows a historic pattern of small lot, single-family cottage development near town and transit which would otherwise be precluded by contemporary lot size, front setback, and parking requirements. The Cottage District development pattern was established before cars, and suits households with one or no motor vehicles. New cottage development would need to continue the architectural themes of horizontal wood siding, hip or gable rooflines of medium pitch, and a front entry porch that is expansive relative to the size of the cottage. A cottage should not exceed 1,200 square feet of living space.
- The Cannery Special Design District: This district contains older industrial uses that are surrounded by residential areas. The purpose of the Cannery Area Special Design District is to implement policies embodied in the Cannery Area Design Plan. The Design Plan envisions conversion of the industrial uses to commercial uses, residential uses, or mixed uses, as appropriate.
- Mission-Garin Area Special Design District: This district ensures the orderly development of the Mission-Garin Area. The clustering of residential development is encouraged in this area, with development located so as to avoid geologic hazards, minimize grading, and preserve significant natural site features, such as rock outcroppings, nature trees, natural drainage courses and scenic views. Preferred hillside development includes clustering of dwelling units, whether single family or multi-family, separated by interconnected natural open space or greenbelt corridors.
- Hayward Foothills Trail: This district ensures the orderly development of a continuous trail as properties involved in the 238 Bypass Land Use Study are developed. The District establishes the general location for the trail as well as the standards and guidelines for establishing the trail. The Trail is envisioned as a 16-foot wide trail within a 20-foot wide area to accommodate multiple users. Where the trail crosses individual properties, it is envisioned to be developed in a location which will maximize the future development potential of the property. Residential development adjacent to the trail shall maintain at least a 10-foot setback from the edge of the trail, where feasible.

Parking Standards

According to the Turner Center for Housing Innovation at UC Berkeley, parking can cost \$25,000 to \$75,000 per space to construct. However, given the age of data and the increased cost of land and construction costs discussed above, the costs per parking space are likely much higher.²⁶ Parking provided in underground or structured parking facilities, or if required to be covered or enclosed, can significantly increase the cost of housing and could affect the feasibility of various housing projects in the city. In addition, requirements for parking space locations and maximum distances from dwelling units may also increase the cost of housing and affect the feasibility of housing projects. Requiring less parking not only reduces the project budget but can allow for more space to build additional housing units. Parking requirements for residential uses and Zoning Districts in Hayward are summarized in Table D-17 and Table D-18.

The City offers many opportunities for reducing parking for affordable and market-rate units in areas which can support a pedestrian-oriented style of development (see *Reductions in Parking Standards*, below). Hayward’s parking requirements do not present a constraint to the development of housing, but to ensure parking standards don’t present a constraint to adaptive reuse, through implementation of Action 12.1 and 19.2 in the Housing Plan, the City will evaluate its current parking standards for adaptive reuse and special needs populations.

Table D-17 Parking Requirements by Residential Use Type

Use	Off-Street Parking Spaces Required
Single Family Dwellings (RS)	
Standard single family dwelling unit	2.0 covered per dwelling unit
If a lot abuts a public or private street that has no parking lane on either side of the street or is posted for no parking on both sides of the street.	2.0 covered per dwelling unit plus 2.0 open per dwelling unit, which shall not block access to the covered parking
If a dwelling with a single car garage was built prior to March 24, 1959	1.0 covered per dwelling unit
Multiple-Family Dwellings (RM)	
Studio	1.0 covered and 0.50 open per dwelling unit
One-bedroom	1.0 covered and 0.70 open per dwelling unit
Two-bedroom	1.0 covered and 1.1 open per dwelling unit
Mobile Home	2.0 per mobile home space, plus 1.0 guest parking space per three mobile home spaces within a mobile home park
Accessory Dwelling Unit	Parking requirements for Accessory Dwelling Units are established in Government Code Section 65852.2.
Junior Accessory Dwelling Unit	No parking may be required for Junior Accessory Dwelling Units pursuant to Government Code Section 65852.22.
Boarding, rooming and transient homes, sleeping accommodations of clubs and lodges, and dormitories, including those of clubs, lodges, fraternities, and sororities	1.2 for each occupant based on capacity as designed

²⁶ Turner Center for Housing Innovation at UC Berkeley, 2016. Available at: <http://turnercenter2.berkeley.edu/proforma/>

Table D-18 Parking Requirements by Zoning District

Zoning District	Location (Distance from ROW/Lot Line) (ft.)				Curb Cut or Parking Driveway Width (ft.)	Off-Street Parking Spaces Required for Residential Uses
	Front	Street Side	Side	Rear		
Downtown Specific Plan Development Code						
NE	40	10	5	5	14	1 per unit, or 1/500 sf, whichever is less. No off-street parking required for accessory structure(s).
NG	40	5	0	5	≤ 40 spaces 14' max. > 40 spaces 18' max.	1 per unit, or 1/500 sf, whichever is less. No off-street parking required for accessory structure(s).
UN	40	5	0	5	≤ 40 spaces 14' max. > 40 spaces 18' max.	1 per unit, or 1/500 sf, whichever is less. No off-street parking required for uses in accessory structure(s).
DT-MS	40	5	0	0	≤ 40 Spaces 14' max. > 40 Spaces 18' max	1 per unit, or 1/500 sf, whichever is less. No off-street parking required for uses in accessory structure(s).
UC	40	5	0	5	≤ 40 spaces 14' max. > 40 spaces 18' max.	1 per unit, or 1/500 sf, whichever is less
Mission Boulevard Code						
MC-CN	30	5	5	5	n/a	There is no requirement for a minimum number of off-street automobile parking spaces.
MB-NN	40	5	5	5	n/a	There is no requirement for a minimum number of off-street automobile parking spaces.
MB-CC	40	5	5	5	n/a	There is no requirement for a minimum number of off-street automobile parking spaces.

MB-CN: Mission Boulevard Corridor Neighborhood

MB-NN: Mission Boulevard Neighborhood Node

MB-CC: Mission Boulevard Corridor Center

NE: Neighborhood Edge

NG: Neighborhood General

UN: Urban Neighborhood

DT-MS: Downtown Main Street

UC: Urban Center

Reductions in Parking Standards

There are several provisions for and specific areas in which the parking requirements for residential uses can be reduced. Section 10-2.402 of the Zoning Ordinance allows for administrative approval of an off-site parking plan. Section 10-2.404 allows for a 15 percent reduction in parking requirements for multifamily uses, when public rail transportation is located within 1,000 feet of the project site.

In the Central Parking District, parking for residential uses must be provided on-site but limited per Section 10-2.412 to one covered space and 0.50 open space per dwelling unit, and 0.5 space per

dwelling unit for multifamily dwellings for the elderly. An in-lieu fee may be paid for projects in the Central Parking District as an alternative to providing on-site parking.

In the Downtown Core Area Specific Plan, the residential parking requirement may be reduced to a minimum of 1.0 space per dwelling unit, if the aggregate parking supply for all residential units is 1.5 spaces per dwelling. Parking may be provided off site.

In the Cottage District, only one space is required per cottage, and alternative means of meeting that requirement are available. Double-car garages are prohibited.

State Density Bonus Law allows for significant reductions in parking requirements for affordable housing projects meeting the requirements of the Density Bonus law. No parking requirements may be imposed for 100 percent affordable housing projects near major transit stops. Other projects containing a percentage of affordable units near transit are subject to no more than one-half space per unit. For all projects meeting the minimum Density Bonus Law standards, no more than 1.5 spaces per two- and three-bedroom units.

Affordable Housing Incentives and Opportunities

Density Bonus

California Density Bonus Law (Government Code Section 65915) requires jurisdictions to provide density bonuses and development incentives to developers who proposed to construct housing units that are affordable to lower- and moderate-income households. During community outreach sessions, local developers have reported that the Density Bonus Ordinance is utilized to develop better projects with more units due to decreased parking requirements, increased height, or no private storage requirement. Therefore, this ordinance is not considered a constraint to the development of housing units.

The City adopted a Density Bonus Ordinance in 2005. The ordinance (Section 10-19) is not consistent with current state law, and an update to the ordinance is currently in process (Program H-8). Until it is complete, the City defaults to State Density Bonus Law.

1.3.3 Building Code

In addition to land use controls, the enforcement of local building codes also affect the cost of housing. Hayward adopted the following codes which are mandatory throughout California:

- 2019 California Building Code (Volumes 1 and 2)
- 2019 California Residential Code
- 2019 California Electrical Code
- 2019 California Plumbing Code
- 2019 California Mechanical Code
- 2019 California Energy Code
- 2019 California Green Building Standards Code (CalGreen) (no CalGreen tiers are adopted locally)

The City complies with the 2019 Edition of the California Building Code (CBC) as adopted (and amended) by reference in the Zoning Ordinance. The Building Code is updated every three years. Local amendments to the Building Code that are contained in the Zoning Ordinance are related to

increasing structural stability and strength in case of a seismic episode, including quality control for concrete footings and wall bracing materials and fire safety and automatic sprinkler systems. While the incorporation of these measures may raise the cost of construction, these standards are necessary to prevent much more costly damage related to a potential seismic or fire episode. No restrictions or amendments were adopted that are a constraint to the development of housing. Enforcement of the CBC is required by California law and does not constrain the production or improvement of housing in Hayward.

Reach Code

The Hayward Reach Code is a local Green Building Ordinance adopted in early 2020 that prohibits natural gas use in newly constructed low-rise (three or fewer stories) homes. This gas ban also applies to detached ADUs that are over 400 square feet. For high-rise residential, and commercial projects, there is a mixed-fuel option that allows gas if other efficiency measures are met. The Reach Code also expands the requirements in CalGreen for EV charging infrastructure.

In accordance with Section 10-106 of California's 2019 Energy Code, to adopt a reach code, a local government agency needs to make findings on the cost effectiveness of the proposed local energy standards. To be cost effective, the money saved from the reduced energy costs needs to be enough to cover the initial cost within a reasonable period of time.²⁷ Affordable housing developers have requested exemptions from certain requirements in Hayward's Reach Code. The additional cost associated with meeting the Reach Code requirements is a constraint to the development of affordable housing. Updates to the Reach Code will be adopted in 2023 in conjunction with the Building Code Update and may adjust requirements for affordable housing.

Code Enforcement

The City's Code Enforcement Division is responsible for investigation and enforcement of all Zoning and Building Code violations related to property maintenance, public nuisances, zoning/land use violations, substandard rental housing, commercial signage, graffiti, etc. The division also monitors the graffiti abatement and shopping cart removal contracts. The Zoning Code sets the standards for enforcement, and the Code Enforcement Division uses education, administrative citations, and the filing of criminal complaints to ensure that these standards are maintained. Code enforcement practices are not considered a constraint to the development of housing.

In July 2020, the Council enacted the Tenant Relocation Assistance Ordinance (TRAO). Under the TRAO, landlords may owe relocation assistance to tenants displaced due to health and safety concerns or substantial repairs. The TRAO also enables the City to make relocation assistance payments to tenants when the landlord fails to pay required assistance. The City can then recover the costs from the landlord. The City's Housing Division works closely with the Code Enforcement Division, Fire Department, and Building Division to identify cases and determine eligibility for relocation assistance. Since July 2020, the City has worked on approximately 20 cases with a Code Enforcement violation. Additionally, Council authorized the use of \$250,000 in American Rescue Plan funds for an Emergency Relocation Assistance Program to provide financial assistance grants to low-income households displaced through natural disaster, such as a fire. Since implementing the program in March 2022, 14 eligible households have received a total of \$107,262 in assistance through this program.

²⁷ Cost Effectiveness Explorer. Available: https://explorer.localenergycodes.com/jurisdiction/hayward-city/study-results/3-PGE?exclude_study_ids=25,22,19,1,2

1.3.4 On- and Off-Site Improvements

Pursuant to the Municipal Code, all new development shall install frontage improvements, utilities and other on- and off-site improvements to ensure safe, clean development that is connected to the City's utility and street infrastructure. As conditions of approval, Hayward requires housing developers to construct various on- and off-site improvements related to roadways, utilities, and stormwater control as described below.

Infrastructure Improvements

All new development shall construct on and off-site infrastructure improvements to be constructed by the builder in accordance with City standards. Improvements include:

- The construction of curbs, gutters, sidewalks, street lighting, and street paving to meet the existing street pavement;
- Construction of or contribution to Transportation Demand Management (TDM) measures and bicycle/pedestrian improvements consistent with the City's Bicycle and Pedestrian Master Plan and Complete Streets Policy;
- Undergrounding existing overhead wires;
- The dedication of land, payment of an in-lieu fee, or a combination of both for park and recreational purposes; and
- The construction of water, sewer, storm drainage, and utility systems.

Completed on-site improvements are typically dedicated to the City or privately maintained by a Homeowners Association. The City has not adopted any requirements above and beyond those authorized by the state Subdivision Map Act. Site improvement requirements on small infill sites, where interior streets are not required, are usually minimal. Such projects typically include curb and gutter replacements, street tree planting, sidewalk repair, TDM and bicycle and pedestrian improvements to connect to the City's network and sometimes utility undergrounding. The City's site improvement requirements do not pose a development constraint, since the conditions required by Hayward are no greater than conditions implemented throughout Alameda County.

Stormwater Control and Landscaping/Tree Preservation Ordinance

All new development that will create or replace 5,000 square feet or more of impervious surface must comply with Hayward Municipal Code Section 11.5-38 and the California Regional Water Quality Control Board San Francisco Region Municipal Regional Stormwater NPDES Permit (San Francisco MS4 Permit). These regulations require new development to set aside land on site to retain and treat stormwater on site to reduce impacts related to off-site erosion and drainage of pollutants to the Bay. This is a region-wide requirement and applicable throughout Alameda and surrounding counties with drainage to the Bay.

All new development must also comply with the City's Tree Preservation Ordinance (Hayward Municipal Code Chapter 10, Article 7), which requires preparation of an Arborist Report to document all trees on site to determine if they are "protected." If deemed protected, the applicant shall retain Tree Removal Permits and replace the protected trees with trees that are of equal or greater value. To the greatest extent possible, replacement trees shall be located on site but the City has allowed off-site mitigation in certain circumstances. All Zoning Districts also include minimum landscaping standards which require installation of street trees along frontages, parking

lot trees for multi-family or mixed use development and landscaping along required yards. Additionally, multi-family and mixed use developments in the RM and RH Districts and in the Downtown Specific Plan and Mission Boulevard Codes shall provide minimum open space comprised of common open space and/or private open space on a per-unit basis. Open space requirements in these zoning districts typically range from 100 to 350 square feet per unit depending on the type of development. Common open space can be provided as playgrounds, pools or other on-site recreational amenities and private open space can be provided on balconies or patios.

While provision of on-site stormwater control areas, tree, landscaping and open space and recreational amenities may be considered a constraint, they also encourage shade cover, healthy and active lifestyles, and a more livable environment for residents. Applicants can use the Density Bonus process to apply for concessions or waivers from required landscaping or recreational improvements, but the benefits outweigh the costs of this constraint.

1.3.5 Historic Preservation

The protection, enhancement, perpetuation, and use of structures and districts of historical and architectural significance located within Hayward are of cultural and aesthetic benefit to the community. The economic, cultural, and aesthetic standing of the city will also be enhanced by respecting the heritage of the city. The City's Historic Preservation Ordinance, updated in 2009, is intended to:

- Designate, preserve, protect, enhance, and perpetuate those historic structures, districts, and neighborhoods which contribute to the cultural and aesthetic heritage of Hayward;
- Foster civic pride in the beauty and accomplishments of the past;
- Stabilize and improve the economic value of certain historic structures, districts, and neighborhoods;
- Develop and maintain appropriate settings for such structures; and
- Enhance the visual and aesthetic character, diversity, and interest of the city.

All development permit applications affecting a historical structure or site, those over 50 years old or located within a historic district, are to be reviewed by the Planning Director. Additions and/or alterations will be approved and issued either a Minor (valuation less than \$10,000) or Major (valuation of \$10,000 or more) Historical Alteration Permit as long as they do not adversely affect the exterior architectural characteristics or the historical or aesthetic value of the historical structure or site, and as long as they comply with the Secretary of the Interior Standards for the Treatment of Historic Properties. The Planning Director will review all development permit applications for proposed new construction and alterations that may substantially affect the style, scale, or bulk of a historic district or site.

The City prepared the Historical Resources Survey and Inventory Report in 2010 to identify historical properties in Hayward and completed an updated resources survey in 2013 as part of a General Plan Update. Hayward includes 20 historic buildings identified by the City and one building listed on the National Register of Historic Places. The City also has four historic districts: the Marks Historic Rehabilitation District, the Upper B Street Historic District, the B Street Historic Streetcar District, and the Prospect Hill Historic District. Due to the limited number of parcels from the sites inventory located within in a historical resources area, historic preservation requirements are not considered a constraint to the development of housing.

1.3.6 Development Review & Impact Fees

All housing projects are subject to a variety of fees and exactions to process permits and provide necessary services and facilities allowed by State law. These costs can be a constraint to the maintenance, improvement, and development of housing because the additional costs borne by developers contribute to overall increased housing unit cost. However, development review fees are necessary to maintain adequate staffing services and other public services and facilities in the city. Impact fees are required to offset the cost of provision of public services and include sewer and water connection fees and park, affordable housing, traffic, and school impact fees.

Entitlement Fees – Development Review

Development review fees are necessary to fund staff review of development applications applications for consistency with the General Plan, Zoning Ordinance, and other local, state, and environmental laws. All Planning, Building and Engineering related development review fees are in the City’s adopted Master Fee Schedule and are updated on an annual basis.²⁸

The first step in the development review process is obtaining an “entitlement” and related environmental review. For Planning entitlements, applicants provide an initial deposit depending on the entitlement type (Site Plan Review, Zone Change, Tentative/Parcel Map, use permit or other application) and then are charged on a time and material basis. Hayward outsources all environmental review to environmental consultants who prepare environmental studies and other CEQA-related documents. A typical Initial Study, Mitigated Negative Declaration with related environmental studies cost between \$80,000 and \$150,000 to prepare depending on the number of studies (Transportation, Air Quality, Noise, Health Risk Assessment, among others). The Planning Division does not add an administrative or other charge to CEQA consultant fees. Planning approvals are considered “entitlements.”

Following Planning approvals, applicants submit Improvements Plans and Grading Permits and Utility Plans. The City will also accept concurrent Building Permit applications which consist of detailed construction-level plans. Engineering and Building Division fees are necessary to fund staff review of building permit applications with Building Code, Reach Code, Municipal Code, Fire Code, and other laws.

Development review adds to the cost of a development and contribute to overall increased housing unit cost. However, these fees are necessary to provide for the timely and thorough review of development applications and to maintain adequate planning services. For Planning and Building fees, please see Attachment 1, pages 9-20.

Development/Impact Fees

Development fees are assessed after a project entitlement is completed, and when building permit applications are submitted. Development (or “impact”) fees are required to offset the cost of provision of public services and include sewer and water connection fees and park, affordable housing, traffic, and school impact fees.

²⁸ City of Hayward. Adopted Master Fee Schedule Fiscal Year 2023. Available: <https://hayward-ca.gov/sites/default/files/documents/Adopted-FY-2023-Master-Fee-Schedule.pdf>

Utility Fees

Developers must pay for new or upgraded sewer and water connection fees to ensure that new development is safely connected to the City's or servicer provider's systems. Utility fees are assessed on each new residential development according to unit counts and number of connections. Per State Law, allowances in design (i.e. master water meter rather than individual water meters), which lead to fee reductions are permitted for affordable housing and for ADUs within existing homes and those under 750 square feet in size. For Utility Impact fees (sewer and water), please see Attachment 1, pages 31-33

Park Impact Fees

The City waives the park impact fee for projects for the elderly or disabled owned by or leased to a public agency for at least 20 years, for rental projects owned by non-profit corporations for households with incomes at or below 120 percent of the area median income, for ownership projects developed by a public agency or non-profit developer for households with incomes at or below 120 percent of the area median income, subject to certain affordability agreements, and for convalescent hospitals, nursing homes, and rest homes. In addition, park impact fees are reduced by half for rental housing projects owned by for profit corporations for households with incomes at or below 120 percent of the area median income, ownership housing developed by a private developer which is affordable in perpetuity to homebuyers with incomes at or below 120 percent of the area median income, and for on-site affordable units, as defined and required by the Affordable Housing Ordinance. For Park Impact fees, please see Attachment 1, page 21.

Affordable Housing Ordinance and Fees

The City adopted an Affordable Housing Ordinance in 2003. The Ordinance and accompanying fees were updated in 2017 and the City is embarking on another update in 2022.

The City's Affordable Housing Ordinance requires that all future residential development projects consisting of two or more dwelling units contribute to the production of residences that are affordable to extremely low-, very low-, low-, and moderate-income households. The Ordinance, which supports housing objectives in state law, requires that developments set aside a certain percentage of housing on site for lower income households or to pay an in lieu fee that is tied to the square footage of the development. Residential development project applicants shall satisfy one of the following options:

- Pay an affordable housing in-lieu fee (deposited into the Affordable Housing Trust Fund).
- Include on-site for-sale or rental affordable units.
- Construct affordable units not physically contiguous to the development (off-site) if approved by the appropriate Decision-Making Body.
- Propose additional alternatives not listed in the Affordable Housing Ordinance if approved by the Decision-Making Body.
- In an Ownership Residential Project, provide rental affordable units.

The in lieu fees generated by compliance with the Ordinance provides for an Affordable Housing Trust Fund which must be used to increase the supply of housing affordable to moderate-, low-, very low-, or extremely low-income households in the City. According to the 2022 Master Fee Schedule, the Affordable Housing Fees are \$16.35 per square foot of habitable space for high

density condominiums (35 units per acre or more), and \$19.82 per square foot of habitable space for all other dwelling unit types.²⁹ For Park Impact fees, please see Attachment 1, page 22.

Traffic Impact Fees

The City recently adopted Traffic Impact Fee (TIF) to help mitigate the cumulative transportation impacts of growth. Improvements funded through the TIF will fund roadway and intersection improvements, pedestrian, bicycle, and complete streets improvements to support multi-modal transportation. Based on a feasibility analysis (referenced earlier in this document), the TIF will be assessed on single family and townhome developments but will not be assessed on multi-family development. The adopted fee for single family development is \$3,475 per unit which is approximately 70% less than the maximum allowable for that development type. For townhomes, the fee is \$3,492 per unit which is approximately 55% less than the maximum allowable for that development type. Further, deed restricted affordable units are not subject to the TIF.

School Impact Fees

Hayward Unified School District charges impact fees for all new development. The fees are used for school improvements and operations and are intended to off-set the impacts of increased enrollment. Developer Fees, which are assessed on a per square foot basis, are available on the website at <https://haywardusd-ca.schoolloop.com/DeveloperFees>. There are no reductions for affordable housing development however small projects (i.e. ADUs) under 750 square feet are exempt from School Impact Fees.

1.3.7 Permit Procedures and Processing Timeframes

The processing time needed to obtain development permits and required approvals is commonly cited by the development community as a constraint. Lengthy processing times, unclear permitting procedures, layered reviews, multiple discretionary review requirements, and costly conditions of approval can contribute to the high cost of housing.³⁰ In Hayward, the time between application submittal to project approval depends on the magnitude and complexity of the development proposal. Factors that can affect the length of development review on a proposed project include rezoning or general plan amendment requirements, the requirement to hold a public hearing, whether a project requires environmental review. (See Section 3.4 for more information on environmental constraints.)

The Permit Streamlining Act governs the processing time for planning applications, although the applicant can waive these time limits. The length of processing time also depends upon the knowledge, expertise, and expertise of the applicant's development team and their ability to prepare plans in accordance with City requirements, make timely submissions (and resubmissions), and revise plans based on feedback received.

Because the City does not require a public hearing for many types of residential development projects, there is a fair amount of certainty in the City's development review processes and outcome. While permit processing times in Hayward are comparable to neighboring cities such as

²⁹ City of Hayward. Adopted Master Fee Schedule Fiscal Year 2023. Available: <https://hayward-ca.gov/sites/default/files/documents/Adopted-FY-2023-Master-Fee-Schedule.pdf>

³⁰ California Department of Housing and Community Development. 2021. Available: <https://www.hcd.ca.gov/community-development/building-blocks/constraints/processing-permitting-procedures.shtml>. Accessed October 28, 2021

San Leandro, faster approval timeframes and more straightforward procedures better facilitate housing.

Permit Types

Planning Entitlement – Development Application

A development application is required for any of the following: administrative use permits, conditional use permits, general plan amendments, lot line adjustments, lot mergers, parcel/final maps, site plan reviews, tentative maps, variances, and zone changes. Approval of these development applications are referred to as Planning Entitlements and, once approved, allow the applicant to submit for improvement plans and building permits.

CONCEPTUAL DEVELOPMENT REVIEW

The City offers a free Conceptual Development Review as a courtesy before an applicant submits a formal application. The developer and professional consultants submit a preliminary set of plan and the applicant, architects, and engineers receive feedback from planning, building, fire, traffic, engineering, utilities, and any other City staff who may be likely to work on the project. This process gives developers the opportunity to meet those likely to work on the project and learn about requirements and potentially significant issues in the preliminary plans. This also gives staff the opportunity to learn about and gain familiarity with proposed projects in the pipeline, which can reduce the amount of time it takes to review plans once they are submitted. Through this process, the Development Review Team, which is composed of representatives from each department, discuss the codes and other regulations that pertain to the proposed project and make suggestions that, if accepted by the developer, can reduce application processing time and may, subsequently, reduce development costs. Feedback from developers has been very favorable about the utility of Permit Center informal feedback, Conceptual Development Review application and meetings, and subsequent Code Assistance meetings (more detailed follow up with Fire, Hazardous Materials, and Building) and related improvements in processing time and activities. These processes are intended to remove potential constraints associated with the processing of permits for housing development.

GENERAL PLAN AMENDMENT AND ZONE CHANGE

Projects that are not consistent with the General Plan or Zoning Ordinance may require approval of a General Plan Amendment or a Zone Change. Approval of these types of proposals are discretionary, subject to CEQA, and require public hearings before the Planning Commission and City Council.

CERTIFICATE OF MERGER

A certificate of merger is required where two or more adjacent parcels are merged to create one parcel. Parcels must be under common ownership. All parcels must be under common ownership and title must be held in a similar manner for each parcel. The Planning Director may approve a Certificate of Merger or refer it to the Planning Commission. Approval of a complete application is generally complete within four to six weeks.

VARIANCES

An applicant must request a variance when seeking an exception to specific requirements of the Zoning Ordinance, Parking Regulations, and Sign Regulations, if those requirements would result in a

hardship due to physical conditions of a property. The Planning Director or the Planning Commission acts on variance requests. Administrative action on a variance request takes place two to four weeks after the application is deemed complete; additional time is necessary if Planning Commission review is required.

SUBDIVISION MAP APPLICATION

A subdivision map application is required in order to subdivide a property into multiple parcels, to create condominiums, to convert existing rental units into condominium units, or to convert a dwelling to a stock cooperative. Tentative tract maps are required for all subdivisions that result in creating five or more parcels or condominiums. Subdivisions resulting in four or fewer parcels require a tentative parcel map.

Tentative tract maps are acted upon by the Planning Commission. Tentative parcel maps may be approved administratively by the Planning Director. The process takes approximately three to four months after an application is deemed complete.

SITE PLAN REVIEW

Site Plan Review is required for new development or substantial alterations to existing development in most residential districts. Typically the Planning Director may waive Site Plan Review for alterations to existing development if it is fully consistent with the applicable Zoning standards and is consistent with surrounding development. However, most new developments undergo Site Plan Review to ensure compliance with on-site and surrounding structures and uses, physical and environmental constraints, and environmental considerations. Site Plan Review is processed administratively, meaning that it is approved at the level of the Planning Director unless the project is appealed to the Planning Commission or City Council, or unless the Planning Director refers the project to a higher reviewing authority. Site Plan Review processing typically takes three months to over a year to process depending on the complexity of the project and whether it requires compliance with CEQA.

Major Site Plan Review is required for certain projects in the Downtown Specific Plan and in the Mission Boulevard Code areas. In the Downtown Specific Plan area, projects on sites over three acres, involving an addition over 30 percent of existing floor area or 5,000 square feet or other unusual circumstances must undergo Major Site Plan Review (HMC Section 10-28.5.3.030). In the Mission Boulevard Code, sites over two acres or more than 600 feet of lineal frontage must undergo MSPR (HMC Section 10-24.4.2.020). Major Site Plan Review requires Planning Commission approval, and typically takes six months to over a year depending on the complexity of the project and whether it requires compliance with CEQA. See *Section 3.3.8: Design Guidelines*, below for information about the design standards for site plans.

PLANNED DEVELOPMENT REZONING AND PRECISE DEVELOPMENT PLAN

Applicants typically submit Zone Changes to Planned Development (PD) District for projects that do not meet the underlying development standards. The most common Zone Change to PD District application involves requesting smaller lots, reduced setbacks, and reduced parking standards from the underlying Zoning District standards. However, density must be compliant with the General Plan land use designation. If the density is not compliant, then the applicant must also submit an application for a General Plan Amendment. A PD also requires approval of a Precise Development Plan.

Typically, PDs are processed for small lot single family developments, townhomes and condominiums and therefore require approval of a Tentative Map. Zone Changes require a public hearing and recommendation by the Planning Commission and are ultimately approved or denied by the City Council. The PD and related approvals process typically takes one to two years, depending on the complexity of the entitlement. Since PD Districts involve a Zone Change, they are always accompanied by an Initial Study Checklist since CEQA Exemptions do not apply to projects that are inconsistent with the Zoning Ordinance. If the Zone Change to PD District is approved, an applicant is required to submit a Precise Development Plan, which includes more detailed architectural plans, landscape plans, and draft improvement plans. The Precise Development Plan is reviewed and approved by City staff and takes less than one month to process. The Precise Development Plan may be submitted concurrently with Final Map, Improvement Plan and Building Permit applications.

ADMINISTRATIVE/CONDITIONAL USE PERMIT

Administrative Use Permits (AUPs) and Conditional Use Permits (CUPs) are required for the use of land or land development when required by the Zoning Ordinance, typically for projects that have potential for nuisance or impacts on the surrounding neighborhood. An AUP is processed administratively and conditionally approved by the Planning Director unless appealed or referred to a higher approving authority. An AUP typically takes three to six months to process depending on complexity and level of environmental review. A CUP is considered by the Planning Commission after a public hearing and may be appealed to the City Council. A CUP typically takes five to six months to process, depending on complexity and level of environmental review.

The Planning Commission or other approving authority may approve or conditionally approve an application when all of the following findings are made:

- The proposed use is desirable for the public convenience or welfare;
- The proposed use will not impair the character and integrity of the zoning district and surrounding area;
- The proposed use will not be detrimental to the public health, safety, or general welfare; and
- The proposed use is in harmony with applicable City policies and the intent and purpose of the zoning district involved.

Ministerial Review

Ministerial projects are exempt from the requirements of CEQA. The determination of what is “ministerial” can most appropriately be made by the particular public agency involved based upon its analysis of its own laws, and each public agency should make such determination either as a part of its implementing regulations or on a case-by-case basis. In the absence of any discretionary provision contained in the local ordinance or other law establishing the requirements for the permit, license, or other entitlement for use, the following actions shall be presumed to be ministerial:

- Issuance of building permits
- Issuance of business licenses
- Approval of SB 35 applications
- Approval of SB 9 applications

- Approval of individual utility service connections and disconnections³¹

ACCESSORY DWELLING UNITS AND JUNIOR ACCESSORY DWELLING UNITS

The ADU and JADU review process is a one-step review process in that the applicant submits an application form, ADU/JADU Checklist to demonstrate conformance with state law and architectural and structural plans. The City developed a Frequently Asked Questions and Checklist for ADUs and JADUs for single family and multi-family properties, which are posted on the City’s website. Planning and Building review in one application and process. In 2020, it took an average of four and one half months to process J/ADUs from building permit submittal to permit issuance.

CALIFORNIA HOME (HOUSING OPPORTUNITY AND MORE EFFICIENCY) ACT (SB 9)

On September 16, 2021, the State of California adopted Senate Bill 9 which aims to streamline housing permitting and increase density to create more inclusive and vibrant neighborhoods across the State. On January 1, 2022, all local agencies must ministerially approve two residential units on a parcel within a single-unit residential zone if the development meets specific objective criteria. The bill also requires ministerial review for subdividing one lot into two lots within a single-unit residential zone and permitting up to two units on each parcel (four total dwelling units on what was formerly a single-unit lot) if the development complies with specific objective criteria. The City developed a Frequently Asked Questions and Checklist for SB 9 applications which are posted on the City’s website. To date, the City has received one SB 9 application.

SENATE BILL 330

The Housing Crisis Act of 2019 (SB 330) aims to expedite and increase certainty in the development process with changes to the Housing Accountability Act and Permit Streamlining Act. Hayward makes streamlined permit processing available to all new housing development projects which require discretionary or ministerial review. The expedited process is intended to encourage development of housing projects by vesting codes, policies, and fees for the project at the time a completed application is submitted to the City. Projects are subject to a maximum of five public hearings when a project is consistent with objective standards in place at the time an application is deemed complete. The City has created an SB 330 application checklist and procedures to assist applicants.

SB 35 (2017), STREAMLINED APPROVAL PROCESS

Pursuant to Government Code Section 65913.4, jurisdictions that have not met their allocated Regional Housing Needs Allocation (RHNA) numbers are required to streamline certain proposed developments that include affordable units. As of June of 2019, Hayward had insufficient progress towards its Above Moderate Income RHNA and therefore, under SB 35, is required to approve proposed developments with at least 10 percent affordable units with a ministerial permit.³² The City created an SB 35 application checklist and procedures to make the process clear to potential applicants. City staff works with applicants to identify good candidate projects that can be processed as an SB 35 and has directed applicants to convert standard planning applications to SB 35 applications if possible. To date, the City of Hayward has processed or is in the middle of processing six SB 35 projects:

³¹ Government Code § 15268. Ministerial Projects

³² SB 35 Statewide Determination Summary, https://www.hcd.ca.gov/community-development/housing-element/docs/sb35_statewidedeterminationsummary.pdf

- **Mission Terraces (with Density Bonus).** Approved in 2019. 110 unit multi-family development affordable to very low- and low-income senior households.
- **2595 Depot Road (with Density Bonus):** Approved in 2020. 125 unit multi-family development affordable to extremely low-, very low-, and low-income households and includes wraparound supportive services.
- **Pimental Place:** Approved in 2021. 57 unit multi-family development affordable to very low- and low-income households.
- **603 A Street (with Density Bonus):** Approved in June 2022. Approved in 2022. 80 unit multi-family development affordable to extremely low-, very low-, and low-income senior households.
- **Parcel Group 8 (with Density Bonus):** Approved in June 2022. Approved in 2022. 96 unit mixed-use development for very low-, low-, and moderate-income households.
- **Tiny Home Village at South Hayward Parish (with Density Bonus):** Currently processing. 10 unit supportive housing development with wraparound services for extremely low-income households.

Building Permit Applications

Take-in permit applications are for projects that require drawings (also referred to as plans, blueprints, or construction documents). Since these projects are of a more complex nature and require review of various code items such as structural, energy code, plumbing, mechanical, and electrical work, Building Division staff need to review the drawings to determine compliance. After the initial review of the plans, the Plan Reviewer will send a formal correction list to the applicant. The applicant must respond and make the required corrections and resubmit the drawings to the City. Once the Plan Review is approved and applicable fees are paid, the applicant can then pick up their issued permit and begin construction. During the construction process, inspections are required to ensure compliance with applicable codes and the approved building permit plans. The approved set of drawings must be made available on the construction site as a reference for the inspector.

This process typically takes approximately six months depending on the quality of the plans and the size of the project. Examples of common Take-in Permits include home additions, commercial tenant improvements, new buildings, and structural modifications to existing buildings.

Processing Timeframes

Certainty and consistency in permit processing procedures and reasonable processing times is important to ensure that the development review/approval process does not discourage developers of housing or add excessive costs (including carrying costs on property) that would make the project economically infeasible. The City is committed to maintaining comparatively short processing times. Total processing times vary by project, but the general timeframes by type of permit are shown on Figure D-3.

Figure D-3 Development Process and Approval Timelines



Hayward has a “one stop” permit processing center where an applicant can obtain information and feedback on plans from planners, plan checkers, fire prevention staff, and engineers at a Permit Center which is open to the public Monday through Thursday from 9 am to 1 pm and by appointment Monday through Friday from 8 am to 5 pm. Handouts that describe requirements, time sequence, and checklists for all phases and types of development are available at the Permit Center and on the City’s website.

Table D-19 summarizes the processes and procedures for various permits and provides a detailed summary of the planning review processing procedures and timelines of various types of projects in the city. Table D-20 summarizes the development review processing time.

Table D-19 Planning Review and Processing Times, 2021

Project Type	Permits Required	Reviewing Body	Public Hearing Required	Appeal Body	Estimated Total Processing Time*
Single Family	Building Permit or Site Plan Review for new development	Staff or Planning Director	Not Required	Planning Director or Planning Commission	3-5 months
Single Family (Hillside)	Site Plan Review	Planning Director	Not Required	Planning Commission	4-6 months
Multi-family	Site Plan Review	Planning Director	Not Required	Planning Commission	4-6 months
Multi-family (with Subdivision)	Site Plan Review/Tentative Tract Map	Planning Commission	Required	City Council	6-9 months
Mixed Use	Site Plan Review	Planning Director	Not required	Planning Commission	4-6 months

* If a project is determined to be subject to CEQA, an additional six to nine months should be added to the process depending on the level of CEQA review required.

Table D-20 Development Review, 2021

Application/Action	Timeframe
Building Permit Application submittal to first punch list provided to developer	15 working days
Re-submittal of application for corrections to items on first punch list	10 working days
Plans for model homes in subdivision	10 working days

Transparency in the Development Review Process

To increase transparency in the development process, the City’s website publishes resources that help developers and homeowners navigate the residential development and home improvement processes. Specifically, the Planning and Development Department webpage (<https://www.hayward-ca.gov/your-government/departments/planning-division>) provides an overview of the development review process via links to permits and services. The Municipal Code, plan review procedures, forms and handouts, Frequently Asked Questions, Checklists, and other documents are available online. The City also provides contact information for scheduling review appointments with Planning Division staff. As described in the beginning of this section, the City also offers Conceptual Development Review meetings and a preliminary application process that help increase transparency in the development review process. The City provides a GIS website interface

for users to obtain parcel-specific information such as lot size, maximum lot coverage, development setbacks, zoning, Comprehensive Plan land use designation, and flood zone, among other data. Therefore, the City's Planning Division website complies with the new transparency requirements in AB 1483 / California Government Code Section 65940.1(a)(1).

1.3.8 Design Guidelines

The Hayward Design Guidelines seek to identify elements of good design which will enhance the appearance of the city and make it more livable. The Design Guidelines are flexible in order to respond to the unique set of circumstances of each site and type of development and to balance the many elements which go into a design. However, a project or a request for a building permit may be disapproved for failure to meet the City's land use policies. As described in the discussion of Affordable Housing Incentives in this document, the City offers technical and financial assistance to residential development project applicants. This assistance includes providing information regarding design guidelines, which helps to remove or reduce constraints to the development of affordable housing. The City's Design Guidelines provide guidance for single-family detached, medium density attached and infill multi-family development. The subjective nature of the guidelines is considered a constraint to the development of housing.

Design Guidelines Update

In 2019, Hayward was awarded a SB 2 Planning Grant by HCD for various housing related activities. A portion of these grant funds are earmarked for the development of detailed objective residential standards. The grant funds for this project will also cover zoning amendments to ensure General Plan and Zoning Ordinance consistency for parcels that are zoned for single family uses but have underlying General Plan designations that allow higher densities. This project will address concerns previously expressed by the Council, Planning Commission, and the community regarding a desire for more detailed standards related to architectural design and neighborhood context. This project will give the community, developers, staff, and decision makers more certainty about what future development will look like in conjunction with State mandated streamlined processes. Ultimately, this project will align Hayward's goals and expectations for future development with the State's goal to address the housing crisis. The project formally kicked off in February 2022 and is expected to be completed by summer 2023 (see Action 20.7, in Section 6, *Housing Plan*).

1.3.9 Housing for Special Needs Populations

Affirmatively Furthering Fair Housing (AFFH)

Assembly Bill (AB) 686 requires that all housing elements due on or after January 1, 2021, must contain an Assessment of Fair Housing consistent with the federal Affirmatively Furthering Fair Housing (AFFH) Final Rule of July 16, 2015. Under state law, AFFH means "taking meaningful actions, in addition to combatting discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics." A detailed analysis of the fair housing issues related to special needs populations is included in Appendix C, and Section 6, *Housing Plan*, contains programs to facilitate housing for special needs populations.

Reasonable Accommodation Procedures

The federal Fair Housing Act and the California Fair Employment and Housing Act require that cities and counties provide reasonable accommodation where such accommodation may be necessary to afford individuals with disabilities equal housing opportunities. Cities and counties must also consider requests for accommodations related to housing for people with disabilities and provide the accommodation when it is determined to be “reasonable” based on fair housing laws and the case law interpreting the statutes.

Reasonable accommodation is one of the tools intended to further housing opportunities for people with disabilities. These accommodations require that local jurisdictions make modifications or exceptions in their zoning laws and other land-use regulations when accommodations are necessary to afford individuals with disabilities an equal opportunity to use and enjoy a dwelling. For example, it may be a reasonable accommodation to waive a setback requirement so that a paved path of travel can be provided to residents with mobility impairments.

Reasonable accommodation enables developers and providers of housing for people with disabilities a means of requesting from the local government flexibility in the application of land use and zoning regulations or, in some instances, even a waiver of certain restrictions or requirements because it is necessary to achieve equal access to housing.

HMC Section 10-1.145 outlines Reasonable Accommodations Procedures A request for a reasonable accommodation shall be reviewed by the Director of Development Services or his/her designee and they shall make a written determination (to either grant, grant with modifications, or deny the request) within 45 days of the application being deemed complete. A request for a reasonable accommodation submitted for concurrent review with another discretionary land use application shall be reviewed by the Planning Commission and the written determination shall be made by the Planning Commission in compliance with the applicable review procedure for the discretionary review. The written decision to grant or deny a request shall be based on the following findings:

- Whether the housing in the request will be used by a person with a disability under the Acts;
- Whether the request for reasonable accommodation is necessary to make specific housing available to a person with a disability under the Acts;
- Whether the requested reasonable accommodation would impose an undue financial administrative or enforcement burden on the City;
- Whether the requested reasonable accommodation would require a fundamental alteration in the nature of a City program or law, including but not limited to, land use and zoning;
- Potential impact on surrounding uses;
- Physical attributes of the property and structures; and,
- Other reasonable accommodations that may provide an equivalent level of benefit.

The Director or Planning Commission may impose any conditions of approval deemed reasonable and necessary to ensure that the reasonable accommodation would comply with the findings. The applicant may appeal (for a fee) the Director’s decision to the Planning Commission within 15 days after written notice of the decision, or the Planning Commission’s decision to the City Council within 10 days. A public hearing is held after an appeal is filed and the decision body may make any order it deems just and equitable.

California Building Code

The Building Division actively enforces the California Building Code provisions that regulate the access and adaptability of buildings to accommodate persons with disabilities. Government Code Section 12955.1 requires that 10 percent of the total dwelling units in multi-family buildings without elevators and that consist of three or more rental units or four or more condominium units be subject to the following building standards:

- The primary entry to the dwelling unit shall be on an accessible route unless exempted by site impracticality tests;
- A least one bathroom shall be located on the primary entry level served by an accessible route;
- All rooms or spaces located on the primary entry level shall be served by an accessible route;
- Rooms and spaces located on the primary entry level and subject to this chapter may include but are not limited to kitchens, bathrooms, living rooms, bedrooms, or hallways;
- Common use areas shall be accessible; and,
- If common tenant parking is provided, accessible parking spaces are required.

No unique restrictions are in place that would constrain the development of housing for persons with disabilities. Compliance with provisions of the Code of Regulations, including the California Building Standards Code, is reviewed and enforced by the Building Division of the Community Development Department as a part of the building permit submittal.

1.3.10 State Tax Policies and Regulations

Proposition 13

Proposition 13 was a 1978 voter initiative that limits increases in property taxes except when there is a transfer of ownership. It has constrained local governments' primary source of funding for infrastructure improvement and maintenance and other local government operations.³³ Development fees now make up the difference, which, as described above, increases the overall cost of developing housing.

Article 34

Article 34 of the state constitution requires that low-rent housing projects developed, constructed, or acquired in any manner by a public agency must first be approved by a majority of the voters. Requiring such approval can act as a barrier to the development of affordable housing due to the uncertainty and delay caused by the process. Alameda County has Article 34 authority for projects funded by Measure A1, the County's 2016 housing bond.

1.4 Environmental Constraints

The San Francisco Bay (Bay), Hayward Regional Shoreline, Eden Landing Ecological Reserve, and Don Edwards National Wildlife Refuge are located western portion of the city. The East Bay hills, specifically the Garin Regional Park, is located adjacent and to the east. Other urbanized cities surround Hayward to the north and south.

³³ Residential Impact Fees in California, UC Berkeley Turner Center for Housing Innovation. August 7, 2019. Accessed May 23, 2022. <https://turnercenter.berkeley.edu/blog/residential-impact-fees/>

A community's environmental setting affects the feasibility and cost of developing housing. Environmental issues range from the availability of water to the suitability of land for development due to potential exposure to seismic, flooding, wildfire, and other hazards. If not properly recognized and accommodated in residential design, these environmental features could potentially endanger lives and property.

1.4.1 Federal and State Environmental Protection Regulations

Federal and state regulations require an environmental review of proposed discretionary projects that do not fall within specified exemptions outlined in CEQA Statute and Guidelines (e.g., subdivision maps, development of large sites, use permits, etc.). Costs result from fees charged by local government agencies and private consultants to complete the environmental analysis add to the cost of building new housing which is passed on to the consumer. However, these regulations help preserve the environment and ensure environmental quality for Hayward residents.

Regional plans and programs related to public safety included the State Seismic Hazards Mapping Act, CEQA Statute and Guidelines, California Noise Insulation Standards (Title 24), and the Federal Emergency Management Agency (FEMA) Flood Insurance Program. Pursuant to CEQA, nearly all residential development that requires a discretionary action also requires environmental review concurrent with the approval process. The preparation, review, and certification of CEQA documents add time to the development process.

Pursuant to State law, the City developed and adopted the Hayward Local Hazard Mitigation Plan (LHMP) in 2016. This plan addresses hazard vulnerabilities from natural and human-caused hazards, including flooding, drought, wildfire, landslides, severe weather, terrorism, cyber threats, pandemic, and the impact of climate change on hazards, as well as other hazards. While mitigation measures identified in the LHMP are necessary in to reduce the level of injury, property damage, and community disruption that might otherwise result from such events, requirements may be a constraint to housing development. For example, building safety requirements or increased buffers in fire or landslide zones may increase costs of development and limit available land.

1.4.2 Geologic and Seismic Hazards

Earthquake

Hayward is exposed to ground shaking, liquefaction, surface rupture, and landslides from seismic activity along the Hayward Fault, San Andreas Fault, San Gregorio Fault, and other Bay Area faults. The hills are susceptible to earthquake-induced landslides, while the flatlands are at risk of liquefaction. Tsunami and fire following an earthquake also threaten the city. A major earthquake along the Hayward Fault, predicted to have a greater than 70 percent probability of occurrence in the next 30 years, would be particularly catastrophic.³⁴

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.³⁵ Hayward implements regulations and programs to minimize the risk of geologic and seismic hazards. These regulations and programs include, among others, the City

³⁴ City of Hayward Local Hazard Mitigation Plan, 2016. Available: <https://www.hayward-ca.gov/sites/default/files/pdf/2016%20City%20of%20Hayward%20Local%20Hazard%20Mitigation%20Plan.pdf>

³⁵ City of Hayward 2040 General Plan Update, Environmental Impact Report. 2013. Available: https://www.hayward-ca.gov/sites/default/files/documents/Hayward%20GPU%20Public%20Release%20Draft%20EIR_1-30-14.pdf

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, Hayward's Comprehensive Emergency Management Plan, and the Community Emergency Response Team program.³⁶ The minimum setback for construction near the Hayward fault is 50 feet. The cost to prepare geologic studies and investigations increases the cost of housing development.

Five of the vacant or underutilized sites identified as appropriate for above moderate-income development are located in the Alquist Priolo Fault Zone. Additional inventory sites are located in the Seismic Liquefaction zone and in close proximity to the Dam Inundation Failure zones. This may add extra costs to the development of housing in these areas. However, other communities in the Bay Area and California have similar constraints and requirements. Therefore, geologic and seismic hazards are not a significant constraint to the maintenance, improvement, and development of housing.

Landslides and Erosion

Rain-induced and earthquake-induced landslides may occur on Hayward's hillsides. Extreme wet-dry cycles expected as a result of climate change may exacerbate the risk of these landslides.³⁷ 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.³⁸

1.4.3 Wildfire

While there are no fire hazard severity zones (FHSZs) in city limits, the eastern edges of Hayward are adjacent to Very High and High Fire Hazard Severity Zones.³⁹ Dry grassland adjacent to residential properties and the seasonal Diablo winds can result in large, rapidly spreading fires that cause widespread damage to hillside properties.⁴⁰ Compliance with the City's Urban Wildland Fire Interface Design Guidelines⁴¹ minimize fire risk in hillside areas adjacent to FHSZs.

1.4.4 Flood, Tsunami, and Sea Level Rise Related Hazards

Hayward's shoreline, while protected by extensive wetlands, is at risk of inundation from tsunamis, rare floods, and rising sea levels. Infrastructure along the shoreline will be more frequently, and eventually permanently, inundated as the sea level rises. According to the Shoreline Adaptation

³⁶City of Hayward 2040 General Plan Update, Environmental Impact Report. 2013. Available: https://www.hayward-ca.gov/sites/default/files/documents/Hayward%20GPU%20Public%20Release%20Draft%20EIR_1-30-14.pdf

³⁷City of Hayward Local Hazard Mitigation Plan, 2016. Available: <https://www.hayward-ca.gov/sites/default/files/pdf/2016%20City%20of%20Hayward%20Local%20Hazard%20Mitigation%20Plan.pdf>

³⁸ City of Hayward 2040 General Plan Update, Environmental Impact Report. 2013. Available: https://www.hayward-ca.gov/sites/default/files/documents/Hayward%20GPU%20Public%20Release%20Draft%20EIR_1-30-14.pdf

³⁹ CalFire Fire Hazard Severity Zone Viewer. <https://osfm.fire.ca.gov/divisions/community-wildfire-preparedness-and-mitigation/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/> CalFire Fire Hazard Severity Zone Viewer. <https://osfm.fire.ca.gov/divisions/community-wildfire-preparedness-and-mitigation/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/>

⁴⁰ City of Hayward Local Hazard Mitigation Plan, 2016. Available: <https://www.hayward-ca.gov/sites/default/files/pdf/2016%20City%20of%20Hayward%20Local%20Hazard%20Mitigation%20Plan.pdf>

⁴¹ City of Hayward Hillside Design and Urban/Wildland Interface Guidelines, City of Hayward, 1993. <https://www.hayward-ca.gov/sites/default/files/COH%20Hillside%20Design%20Urban-Wildland%20Interface%20Guidelines.pdf>

Master Plan, industrial areas at the northern part of the City may be episodically or fully inundated under certain scenarios which will impact infrastructure.⁴²

Hayward is subject to flooding during major storm events and periods of high tide. Flood zones are generally located along the coastal baylands and along major creeks and drainages that cross Hayward. While some residential properties near the baylands and creeks are subject to flooding, the majority of Hayward's residential land is not currently (December 2012) located within a flood zone. If located in a flood plain, appropriate mitigation measures must be implemented so that the site meets applicable FEMA standards before the development can be constructed. Zone X applies to 500-year flood areas, 100-year flood areas with average depths of less than one foot or with drainage areas less than one square mile, and 100-year areas protected by levees. Zone A applies to 100-year flood areas that have no base flood elevations determined. The base flood elevation is the water-surface elevation of the one percent annual chance flood. However, no development standards are associated with these flood zones.⁴³ Local standards for review of building in flood-prone areas include Article 2, Building Along Watercourses, and Article 4 of the Hayward Municipal Code, Flood Plain Management.

1.4.5 Excessive Noise

Residential uses are considered sensitive land uses and new development must be constructed such that it meet interior noise standards in the City's General Plan. The City's Noise Regulations can be found in Article 1 of the Hayward Municipal Code, Public Nuisances.

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. In addition to traffic noise on local roadways, freight and passenger trains operating along three north-south rail lines contribute to community noise levels.⁴⁴

Construction related noise is regulated in Hayward through various General Plan policies as well as Section 4-1.03.4 of the Municipal Code (Construction and Alteration of Structures; Landscaping Activities).

Policy HAZ-8.20 establishes that a site-specific noise study may be required by the City for discretionary projects requiring land use entitlements, which may have the effect of delaying development and increasing cost. 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.

Municipal Code Section 4-1.03.4 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."

While these requirements may delay housing development, they are not considered a significant constraint to housing development.

⁴² Shoreline Adaptation Master Plan, City of Hayward, 2022. <https://www.hayward-ca.gov/shoreline-master-plan><https://www.hayward-ca.gov/shoreline-master-plan>

⁴³ City of Hayward Housing Element. 2014. Available: <https://www.hayward-ca.gov/sites/default/files/Housing%20Element%20FINAL%20Adopted.pdf><https://www.hayward-ca.gov/sites/default/files/Housing%20Element%20FINAL%20Adopted.pdf>

⁴⁴ Hayward 2040 General Plan Background Report, City of Hayward, 2014. <https://www.hayward-ca.gov/your-government/documents/planning-documents><https://www.hayward-ca.gov/your-government/documents/planning-documents>

1.4.6 Hazardous Materials

Hayward has approximately 3,200 acres along the western edges of the City devoted to industrial uses. This manufacturing, warehousing, and research and development sector provides a significant number of regional jobs and it is a source of hazardous materials. Hazardous materials have the potential to become a crucial complicating factor in emergency situations. The effects of flooding, earthquakes, and fires can all cause or be exacerbated by hazardous materials release.⁴⁵

The Hayward Fire Department established the Hazardous Materials Office in 1984. The Fire Department is a Certified Unified Program Agency (CUPA) and administers the City's Unified Hazardous Materials and Hazardous Waste Management Program (CUPA Program).⁴⁶

The Hazardous Materials Coordinator in the Fire Prevention Office oversees hazardous materials compliance and maintains information regarding the hazardous materials sites throughout Hayward. The Hazardous Materials Area Plan lays out strategies for preparing for and responding to hazardous materials incidents.

The Office inspects and regulates all hazardous materials/waste use and storage facilities within the City. In addition, that Office enforces the Hazardous Materials Storage Ordinance for the City and is the designated Certified Unified Program Agency for the Hayward area. This Office also identifies contaminated sites and works with various agencies including the Alameda County Department of Environmental Health, California Regional Water Quality Board and the state Department of Toxic Substance Control to investigate, cleanup, and close these sites.⁴⁷

The presence of hazardous materials in the soil and/or groundwater is another potential development constraint. Hazardous materials investigations are required prior to site development and remediation measures must be implemented where necessary. This will increase the cost of development and, more importantly, the length of time from acquisition to project completion. There are a number of ways to remediate hazardous materials but they are either expensive or take time. Since time is a critical component of development, the presence of hazardous materials on a site is a constraint to development.

Hayward is also exposed to hazardous materials releases in neighboring cities and the bay, as well as spills that may occur on Interstate 880 or Mission Boulevard. The location, dispersion, amount, and rate of a substance spilled, and the chemical characteristics of the substance determine the effects of a hazardous materials release. Generally, releases can have public health impacts ranging from no effect or mild chemical irritation to fatality, threaten life and property generally, and can have long long-lasting negative effects on the environment.

Mining Sites

The US Geological Survey has identified eleven past, present, or prospective mining sites within the Planning Area, including sites owned or operated by the American Salt Company, the Oliver Salt Company, East Bay Excavation Company, Ideal Cement Company, and the La Vista Quarry and Mill.

⁴⁵ City of Hayward Local Hazard Mitigation Plan, 2016. Available: <https://www.hayward-ca.gov/sites/default/files/pdf/2016%20City%20of%20Hayward%20Local%20Hazard%20Mitigation%20Plan.pdf><https://www.hayward-ca.gov/sites/default/files/pdf/2016%20City%20of%20Hayward%20Local%20Hazard%20Mitigation%20Plan.pdf>

⁴⁶ Draft Environmental Impact Report, City of Hayward 2040 General Plan, City of Hayward. <https://www.hayward-ca.gov/your-government/documents/planning-documents><https://www.hayward-ca.gov/your-government/documents/planning-documents>

⁴⁷ City of Hayward Housing Element. 2014. Available: <https://www.hayward-ca.gov/sites/default/files/Housing%20Element%20FINAL%20Adopted.pdf><https://www.hayward-ca.gov/sites/default/files/Housing%20Element%20FINAL%20Adopted.pdf>

The State requires local jurisdictions to protect areas with economically significant mineral resources from incompatible development.

In an effort to maintain availability of sand, gravel, and crushed rock for long-term construction needs, the California Division of Mines and Geology (under the authority of the Surface Mining and Reclamation Act of 1975) has classified aggregate mineral zones throughout the state. Hayward has no designated mineral resource of regional significance.

1.5 Infrastructure Constraints

1.5.1 Sewage Collection and Disposal

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 City's wastewater collection system is comprised of about 350 miles of sewer mains, nine sewage lift stations, and 2.5 miles of force mains. The City has separate sewage and stormwater collection systems.⁴⁸

The East Bay Dischargers Authority disposes of the treated wastewater. 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.

The 2020 Urban Water Management Plan notes that the demand for wastewater collection and treatment demand in 2020 was 3,922 million gallons (MG), and the amount is assumed to increase by 2.2 percent per year.⁴⁹

The City will provide a copy of the final Housing Element to the Oro Loma Sanitary District, within 30 days of adoption. The City will also continue to coordinate with this district to ensure priority service provision to affordable housing developments.

1.5.2 Water Service

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). 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.

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 three percent of the City, is served by East Bay Municipal Utility District (EBMUD), which also serves the community of Fairview in the Planning Area.

The 2020 Urban Water Management Plan estimates that the annual water demand in 2025 will be 6,490 MG (million gallons). In 2035, the amount is expected to increase to 7,247 MG. Single-family

⁴⁸ City of Hayward 2020 Urban Water Management Plan, adopted July 20, 2021. Accessed May 23, 2022. <https://www.hayward-ca.gov/documents/urban-water-management-plan>

⁴⁹ Ibid.

customers are anticipated to require the greatest quantity of water (2,149 MG, or 33 percent of total demand in 2025); multi-family residential water demand is projected to remain steady (1,104 MG, or 17 percent).

The 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 64 percent of demand in 2025 and 2035. California is currently experiencing a historic drought which is defined as multiple consecutive dry years.⁵⁰ According to the State's drought monitoring site, reservoirs are currently at about 62% of average levels and snowpack levels are at historic lows with January, February and March 2022 listed as the driest in 100 years. The lack of water in reserve combined with ongoing drought conditions are a significant constraint on development.

The City will comply with SB 1087 as described in the discussion on wastewater. Therefore, the City will provide a copy of the final Housing Element to the EBMUD, within 30 days of adoption.

1.5.3 Storm Drains

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.

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.⁵¹

On-site drainage improvements, in addition to any minor modifications to the municipal storm drain system triggered by the projected future development, would be the responsibility of each individual housing developer. The developers are also responsible for incorporating stormwater source control and treatment measures into their project designs, as required by the National Pollutant Discharge Elimination System (NPDES) stormwater discharge permit issued to Bay Area municipalities by the San Francisco Bay Regional Water Quality Control Board.

⁵⁰ State of California Drought Action. Available: <https://drought.ca.gov/>

⁵¹ City of Hayward 2040 General Plan Update, Environmental Impact Report. 2013. Available: https://www.hayward-ca.gov/sites/default/files/documents/Hayward%20GPU%20Public%20Release%20Draft%20EIR_1-30-14.pdf

Attachment 1

City of Hayward 2023 Adopted Master Fee Schedule



Adopted Master Fee Schedule Fiscal Year 2023

Director of Finance: Dustin Claussen



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Introduction

The Master Fee Schedule Resolution reports fees for services that are provided to our citizens. Fees that do not recover the full cost of providing the service result in a subsidy which shifts funds away from the critical, high priority needs of job creation, public safety initiatives, utility services, and neighborhood programs.

Before a fee increase was considered the Department responsible for the service demonstrated that the services are being provided as efficiently and effectively as possible. There are a minimal number of fees that were considered for an increase in this year's amendment. For these fees, each respective department demonstrated that services are provided in a best practice manner, and that all reasonable opportunities for savings have been exhausted. As a result of this critical analysis, only fees for new programs or services have been added. Additionally, other fees have been lowered, deleted, or to clarify actual fees charged for services.

Proposition 26 Review and Compliance

In November 2010, California voters approved Proposition 26, which amended Article's XIII A and XIII C of the state constitution regarding the adoption of fees and taxes. Proposition 26 seeks to assure that taxes, which must be approved by the voters, are not disguised as fees, which can be approved by legislative bodies, such as a city council. The proposed Master Fee Schedule (MFS) was reviewed for compliance with Proposition 26, and in the City Attorney's opinion, the MFS is compliant.

A. ADMINISTRATIVE CITATIONS – Authorized by Hayward Municipal Code (HMC) Article 7 – Administrative Citations have fines set pursuant to Government Code (GC) Section 53069 and 36900. Unless otherwise specified by Ordinance, Fee Schedule or Code, the fine amount for any violation of any section of the Municipal Code shall be:

- | | |
|------------------------------------|----------|
| 1. First Violation | \$100.00 |
| 2. Second Violation | \$200.00 |
| 3. Third and Subsequent Violations | \$500.00 |

B. ADMINISTRATIVE HEARING FEE \$761.00

C. CD-ROM or DVD \$20.00 each

D. DISHONORED OR RETURNED PAYMENT FROM BANK OR CREDIT CARD

- | | |
|--|--|
| 1. <u>If paid within 30 days of notification</u> | \$25.00 + check amount |
| 2. <u>If paid after 30 days of notification, subject to forgiveness of all or a portion of the fee by the Director of Finance.</u> | As authorized by California Civil Code 1719, but not less than \$25.00 |

E. GROSS HOUSEHOLD INCOME

The State of California annually publishes an Official State Income Limits guideline for each county. This document is available through the California Department of Housing and Community Development website at <https://www.hcd.ca.gov/>. Municipal programs offering income based discounts will use the 'Alameda County – Very Low Income' figures to determine eligibility.

F. LATE AND DELINQUENT PAYMENTS

Unless specifically provided otherwise, the manner of payment, delinquency status, and assessment and collection of penalties for delinquent payment of the fees imposed or reflected by this master fee schedule shall be as follows:

- | | |
|-----------------------|---|
| DAILY FEE: | Due on its effective date and delinquent at 5:00 PM on due date. |
| MONTHLY FEE: | Due on the first day of each month for which licenses, permits, fees are sought and delinquent at 5:00 PM on the tenth day of the month. |
| QUARTERLY FEE: | Due on the first day of the yearly quarter period and delinquent at 5:00 PM on the tenth day of the first month in which the quarterly fee is due. |
| ANNUAL FEES: | Due on the first day of the established annual period and delinquent at 5:00 PM on the tenth day of the first month in which the annual fee is due. |

A late payment fee of \$5.00 per month shall be applied to all accounts paid after the established due date.

The delinquent account(s) shall be assessed an interest charge of one percent (1%) per month of the unpaid delinquent balance and related interest charge. The interest charge shall be applied to all accounts delinquent for any calendar month or portion of such month, and shall not be prorated.

If the delinquent payment is paid within 30 days of notification, the interest fee may be subject to forgiveness based on hardship. The Director of Finance shall review and document all interest fees not collected.

G. PHOTOCOPYING OF FILE MATERIALS

- 1. Black and White Copy – 8½ x 11 inches or 8½ x 14 inches \$0.50 per page for first ten (10) pages of each document
\$0.10 each additional page of same document
- 2. Black and White Copy – 11 x 17 inches \$1.00 per page for first ten (10) pages of each document
\$0.20 per page each additional page of same document
- 3. Color Copy – 8½ x 11 inches or 8½ x 14 inches \$0.75 per page
- 4. Color Copy – 11 x 17 inches \$1.50 per page

H. RESEARCH OR ANALYSIS OF RECORDS (involving more than 15 minutes)

- 1. \$76.00 per hour (minimum charge \$20.00)

I. SMOKING ORDINANCE

- 1. Smokers Violating the Ordinance \$50.00 per violation
- 2. Fines for businesses that fail to enforce the smoking ordinance
 - (1) First Offense \$1,000.00
 - (2) Second Offense \$1,500.00
 - (3) Third Offense \$2,000.00

J. TOBACCO ORDINANCE

- 1. Offense Fees
 - (1) First Offense \$1,500.00 penalty/30 day TRL suspension
 - (2) Second Offense \$3,000.00 penalty/30 day TRL suspension
 - (3) Third Offense \$5,000.00 penalty/30 day TRL suspension or revocation
- 2. Reinspection Fee \$117.00 per visit

A. GENERAL SCHEDULE OF CHARGES

- | | |
|---|--|
| 1. Certification of Documents | \$13.00 for first page
\$7.00 each succeeding page |
| 2. Certificate of Residency | \$15.00 per issuance |
| 3. Photocopying of Public Records | |
| a. Black and White Copy | \$0.50 per page for the first ten pages |
| 8½ x 11 inches or 8½ x 14 inches | \$0.10 per page for each additional page of the same document |
| b. Black and White Copy | \$1.00 per page for the first ten pages |
| 11 x 17 inches | \$0.20 per page for each additional page of same document |
| c. Color Copy – 8½ x 11 inches or 8½ x 14 inches | \$0.75 per page |
| d. Color Copy – 11 x 17 inches | \$1.50 per page |
| e. Photocopying of FPPC Forms/Statements of Government Code 81008 | \$0.10 per page, Plus \$5 retrieval fee for reports & statements 5 or more years old |
| 4. Reproduction of DVD of Meetings | \$20.00 per DVD |
| a. City Council | |
| b. Planning Commission | |
| 5. Fee to File “Notice of Intent to Circulate a Petition for Municipal Initiative” (refundable if a sufficient petition is filed within one year) Elections Code 9202 (b) | \$200.00 |
| 6. Candidate Statement (Election Year) | |
| a. Publication cost of the candidate’s statement in Sample Ballot Pamphlet set by Alameda County Registrar of Voters | Cost of printing, handling |
| 7. Notary Service – Government Code 8211 | \$15.00 per signature |
| 8. Passport Service | |
| a. Passport Fee set by and payable to US Department of State | \$130.00 (age 16 and over) |
| | \$100.00 (under 16)
(note: additional \$60.00 for expedited service) |
| b. Passport Execution Fee set by US Department of State, payable to City of Hayward | \$35.00 |

- c. Express Mail from City of Hayward to US Department of State set by USPS, payable to City of Hayward \$26.95
- d. Express Mail from US Department of State to Customer set by and payable to US Department of State \$18.32
- e. Passport Photo \$7.50

City Manager

A. ADMINISTRATIVE SERVICES

- | | |
|---|--|
| 1. Economic Development Committee Agenda | \$4.00 per year |
| 2. Economic Development Committee Minutes | \$4.00 per year |
| 3. Economic Profile or Plan | \$5.00 each |
| 4. Community Services Commission Agenda | \$15.00 per year |
| 5. Community Services Commission Minutes | \$15.00 per year |
| 6. Annual Bonds Issue Fees | 1/8 of 1% of bond amount |
| 7. Low Income Mortgage Credit | 2% of first year's credit payable as part of State Fee |

B. Economic Development

Hayward Film Permit

- | | |
|--|--|
| 1. Film Permit applications | \$125.00 per day |
| 2. Expedited Film Permit (3-5 days) | \$250.00 (excludes larger productions) |
| 3. Film Permit (TV series, movies, feature films, pilots) | \$175.00 per day |
| 4. Minor Encroachment Permit (filming) – excluding work to be performed by Public Works, i.e. no traffic control plan provided, just review | \$834.00 flat fee |
| 5. Major Encroachment Permit (filming) – includes work from Public Works, i.e. traffic control plan | \$1,507.00 flat fee |
| 6. Police clearance (filming) | \$105.00 hourly |
| 7. Fire Permit (filming) | \$100.00 flat fee (does not include cost if presence is required at event) |
| 8. Filming on City Property/Facilities/Hangars (varies) Airport Property and Hangars – filming and Photography requests will be authorized at the discretion of the Airport Manager provided that the requested activity will in no way interfere with the safe, orderly, and uninterrupted use of Airport facilities by Airport users or portrays the Airport in a negative manner. | \$1,500.00 daily fee (extra labor, security engineering or comparable cost are not included) |
| 9. Filming at City Hall | \$575.00 daily fee (does not include cost of guard, janitorial and insurance) |

C. RENT STABILIZATION ADMINISTRATION

- | | |
|---------------------------------------|---------|
| 1. Annual Fee per Rental Unit | \$19.00 |
| 2. Annual Fee per Covered Rental Unit | \$40.00 |
| 3. Annual Fee per Mobile-home Space | \$5.00 |

The fees set forth herein shall be payable immediately and shall be delinquent if not received by the Housing Division on or before 5 p.m., August 31, 2022 for Residential and Mobile-home.

D. LOAN SERVICING

General

1. Title Report	Actual Costs	Per Report
2. Property Appraisal Report	Actual Costs	Per Report
3. Recording Fee	Actual Costs or \$50.00 minimum	Per Document
4. Document Preparation Fee	\$100.00	Per Document

Homeownership Loan Programs

1. Subordination Fees (does not apply to CDBG and HOME)	\$600.00	Per Transaction
2. Late Payment Fee	The greater of 6% or \$5.00 minimum	Monthly Loan Payment after 15 days

Below Market Rate Program Fees

1. Subordination Fees	\$600.00	Per Transaction
2. Resale Fee	0.5%	Purchase Price
3. Exercise City Option to Purchase	3%	Maximum Restricted Resale Price

Affordable Rental Housing

1. Loan Modification Fee	Actual Costs	Time and Materials ¹
2. Subordination Fee	Actual Costs	Time and Materials ¹
3. Monitoring Fee	\$50.00	Per Unit
4. Resale Fee	Actual Costs	Time and Materials ¹
5. Legal Fee	Actual Costs	Per Transaction

¹Costs may include but are not limited to: hourly rate for staff time, recording fees, title reports, appraisals, and public noticing costs. Hourly rate may vary by department, but the hourly rate for Housing staff is \$95.00.

A. Building Permit Fees

BUILDING PERMIT FEES CALCULATED BY VALUATION

This includes all new buildings, facilities, additions, tenant improvements and residential remodels.

- Valuation is defined as the fair market value of materials and labor for the work.
- Valuation shall be the higher of the stated valuation or the figure from the current International Code Council valuation table below.
- The current ICC Valuation data table below is adjusted with a regional construction cost modifier for the San Francisco Bay Area of 16%*. * Source: *The local modifier is 1.16 times the cost per square foot as published in the Building Standards Journal, April 2002 edition.*
- The valuation for tenant improvements, residential remodels or other projects that do not involve new square footage, shall be a minimum of **60%** of the cost per square foot in the valuation table below.

International Building Code Group	Construction Type and Minimum Cost Per Square Foot							
	IA	IB	IIA	IIB	IIIA	IIIB	VA	VB
Building Division staff will help determine the valuation for occupancies or construction types not listed in this table. The values below are based on the February 2015 ICC Building Valuation Data with the Building Standards Journal 16% local cost modifier included.								
A-1 Assembly, theaters, with stage	265.67	256.95	250.68	240.19	225.83	219.32	206.42	198.60
A-1 Assembly, theaters, without stage	243.45	234.73	228.45	217.96	203.72	197.21	184.31	176.49
A-2 Assembly, nightclubs	205.19	200.51	200.51	194.96	176.30	171.42	159.70	154.27
A-2 Assembly, restaurants, bars, banquet halls	205.19	199.35	192.64	186.17	173.98	170.26	157.39	153.11
A-3 Assembly, churches	245.86	237.14	230.86	220.38	206.42	199.91	187.02	179.20
A-3 Assembly, general, community halls, libraries	205.18	199.46	189.02	179.70	164.41	159.06	145.00	138.34
A-4 Assembly, arenas	242.29	233.57	226.13	216.80	201.40	196.05	181.99	175.33
B Business	212.15	204.36	197.57	187.78	171.16	164.72	150.21	143.56
E Educational	223.06	215.15	208.97	199.66	186.44	176.96	162.93	157.97
F-1 Factory and industrial, moderate hazard	126.42	120.63	113.48	109.24	97.87	93.45	80.62	75.91
F-2 Factory and industrial low hazard	125.26	119.47	113.48	108.08	97.87	92.29	80.62	74.75
H-1 High Hazard, explosives	118.33	112.54	106.56	101.15	91.18	85.60	73.93	N/A
H-2 H-3 H-4 High Hazard	118.33	112.54	106.56	101.15	91.18	85.60	73.93	68.06
H-5 (HPM) semiconductor fabrication	212.15	204.36	197.57	187.78	171.16	164.72	150.21	143.56
I-1 Institutional, supervised environment	211.73	204.02	198.33	188.77	174.64	169.92	156.62	151.64
I-2 Institutional, hospitals	357.87	350.07	343.28	333.50	315.69	N/A	294.74	N/A
I-2 Institutional, nursing homes	247.74	239.94	233.15	223.37	207.90	N/A	186.95	N/A
I-3 Institutional, restrained	241.71	233.93	227.13	217.35	202.47	194.86	181.52	172.54

I-4 Institutional, day care facilities	211.73	204.02	198.33	188.77	174.64	169.92	156.62	151.64
M Mercantile	153.83	147.98	141.28	134.80	123.37	119.65	106.78	102.50
R-1 Residential, hotels	213.57	205.85	200.16	190.60	176.76	172.04	158.75	153.76
R-2 Residential, multiple family	179.08	171.37	165.67	156.11	142.97	138.25	124.96	119.97
R-3 Residential, one- and two-family	166.95	162.36	158.35	154.08	148.42	144.55	138.89	130.68
R-4 Residential, care	211.73	204.02	198.33	188.77	174.64	169.92	156.62	151.64
S-1 Storage, moderate hazard	117.17	111.38	104.24	99.99	88.86	84.44	71.61	66.90
S-2 Storage, low hazard	116.01	110.22	104.24	98.83	88.86	83.28	71.61	65.74
U Utility, miscellaneous	90.27	85.23	80.09	76.01	68.70	64.16	54.32	51.77

BUILDING PERMIT FEES CALCULATED BY VALUATION

This includes all new buildings, facilities, additions, tenant improvements and residential remodels

**All sub-permits (plumbing, mechanical and electrical) are included in the plan check and inspection fees for valuation based projects.*

- Once the valuation for the project is established, use the table below to determine the Building Inspection Fee. Several other fees are based on the Building Inspection Fee and this is outlined on the next page.

TOTAL VALUATION (Materials and Labor)	BUILDING INSPECTION FEE
\$1 to \$500	\$29.77
\$501 to \$2000	\$29.77 for the first \$500 plus \$3.87 for each additional \$100 or fraction thereof, to and including \$2000
\$2,001 to \$25,000	\$87.82 for the first \$2000 plus \$17.74 for each additional \$1000 or fraction thereof, to and including \$25,000
\$25,001 to \$50,000	\$495.68 for the first \$25,000 plus \$12.80 for each additional \$1000 or fraction thereof, to and including \$50,000
\$50,001 to \$100,000	\$815.70 for the first \$50,000 plus \$8.87 for each additional \$1000 or fraction thereof, to and including \$100,000
\$100,001 to \$500,000	\$1259.15 for the first \$100,000 plus \$7.09 for each additional \$1000 or fraction thereof, to and including \$500,000
\$500,001 to \$1,000,000	\$4097.18 for the first \$500,000 plus \$6.02 for each additional \$1000 or fraction thereof, to and including \$1,000,000
\$1,000,001 and up	\$7109.14 for the first \$1,000,000 plus \$4.00 for each additional \$1000 or fraction thereof

BUILDING PERMIT FEES CALCULATED BY VALUATION*

This includes all new buildings, facilities, additions, tenant improvements and residential remodels.

INSPECTION FEES

**Fire re-inspection fees are \$387

*Hazardous Materials Inspection Fees vary on complexity of project (see Hazardous Materials comments below in Plan Review Fee Section for examples and contacts for estimates.)

BUILDING INSPECTION FEE	<i>Based from Fee Table</i>	\$ _____
**FIRE INSPECTION FEE	<i>Flat Rate</i>	\$221
*HAZ-MAT INSPECTION FEE	<i>Minimum</i>	\$330/inspection
PLANNING + LANDSCAPE INSPECTION FEE	<i>Flat Rate</i>	\$212

PLAN REVIEW FEES

The Building Plan Check Fee applies to all permits. Other review fees will be applied based on the specific scope of work.

*Hazardous Materials Review and Inspection fees generally range from

\$1,319 for small projects, such as cellular communication sites to

\$3,969 for larger or more complex projects, such as those that may have H-Occupancies. Please contact the Hayward Fire Department at (510)

BUILDING INSPECTION FEE x 1.0 = BUILDING PLAN CHECK FEE:		\$ _____
<i>Plan Check fees for master plans shall be 1.25 x the BUILDING INSPECTION FEE</i>		
BUILDING INSPECTION FEE x .35 = PLANNING REVIEW FEE:		\$ _____
BUILDING INSPECTION FEE x .35 = FIRE REVIEW FEE:		\$ _____
*HAZ-MAT REVIEW FEE	<i>Minimum</i>	\$165/hour
SOLID WASTE REVIEW FEE	<i>Flat Rate</i>	\$80
BUILDING PLOT PLAN REVIEW FEE	<i>Flat Rate per Plot</i>	\$294
<i>This only applies to production homes.</i>		
PLANNING PLOT PLAN REVIEW FEE	<i>Flat Rate per Plot</i>	\$491
<i>This only applies to production homes.</i>		
FIRE PLOT PLAN REVIEW FEE	<i>Flat Rate per Plot</i>	\$110
<i>This only applies to production homes.</i>		

ADMINISTRATIVE FEES

Administrative fees apply to all permits. This includes the individual permits not calculated by valuation

BUILDING INSPECTION FEE x .09= TECHNOLOGY FEE:		\$ _____
BUILDING INSPECTION FEE x .16 = POLICY PLANNING FEE:		\$ _____
PERMIT ISSUANCE FEE (Flat Rate Applies to All Permits)		\$147

SMIP FEE RESIDENTIAL:
.00013% OF VALUATION

SMIP FEE COMMERCIAL:
.00028% OF VALUATION

CA BUILDING STANDARDS FEE:
\$1.00 (Valuation \$1-25k)
\$2.00 (Valuation \$25-50k)
\$3.00 (Valuation \$50-75k)
\$4.00 (Valuation \$75-100k)
Add \$1 per every 25k over 100k

SMIP: \$ _____

CA BLDG. STANDARDS FEE \$ _____

BUILDING PERMIT FEE: \$ _____

The Building Permit Fee is defined as the sum of the plan check, inspection, and administrative fees. Some projects will also have impact fees which are calculated separately.

FLAT RATE PERMIT FEES

These items will also have administrative fees added to the permit. In some cases, hourly plan review fees will also be required.

Miscellaneous Permit Fees – Not Calculated by Valuation

	Unit	Fee
1. Standard Hourly Rate (or fraction thereof) for plan check, inspections or other administrative services	hourly	\$147
a. Overtime Rate for Plan Check or Inspection Services	hourly	\$220.50
2. Revision (permit issuance fee and hourly plan check will also be charged)	hourly	\$147
3. Permit Issuance Fee (applies to all permits)	each	\$147
4. Miscellaneous Items (for items that do not have a set fee)	each	\$147
5. Plot Plan Review		
a. Planning Division Plot Plan Review	each plot	\$441
b. Building Division Plot Plan Review and processing	each plot	\$294
6. Address Assignment		
a. New Address	each	\$220.50
b. Accessory Dwelling Unit Address	each	\$73.50
		Inspection Fee
7. Demolition		
a. Commercial/Residential demolition up to 3,000 square Feet	0-3000 sf	\$294
b. Each additional 3,000 square feet	each	\$147
8. Equipment Installation	first piece	\$294
a. Additional Equipment at Same Site	each	\$147
b. Equipment Pad	each	\$220.50
9. Voluntary Residential Seismic Retrofit Using “Plan Set A” Only applies to single family homes with a crawlspace less than or equal to 4 feet high	each	\$147 flat rate – no admin fees
10. Damaged Building Survey Fire, flood, vehicle, or similar damage		\$588
11. Patio Covers		
a. Patio Cover (requires drawings and hourly plan check)	each	\$294
b. Enclosed Patio (requires drawings and hourly plan check)	each	\$588
12. Photovoltaic Systems		
a. Residential (for systems that are not flush mounted, hourly plan check fees apply)	each system	\$300 flat rate - no admin fees
b. Commercial, up to 50 kilowatts (hourly plan check fees apply)	each system	\$1,000
c. Commercial, each additional kilowatt 51kw-250kw (hourly plan check fees apply)	each kw	\$7
d. Commercial, each additional kilowatt over 250kw (hourly plan check fees apply)	each kw	\$5

13. Residential Package Permits

a. Tub/Shower Enclosure (includes trades)		\$147
b. Remodel – Complete Bathroom (includes trades)		\$220.50
c. Remodel – Kitchen (includes trades)		\$441

14. Storage Racks

a. Up to 100 linear feet	first 100 lf	\$441
b. Each additional 100 linear feet	each 100 lf	\$147

FLAT RATE PERMIT FEES

These items will also have administrative fees added to the permit. In some cases, hourly plan review fees will also be required.

Plumbing Mechanical & Electrical Fees – Not Calculated by Valuation

Unit

Inspection Fee

15. Plumbing Permits – Residential (single-family and duplexes)

a. Water Heater	each	\$73.50
b. Fixtures – covers 2 Inspections for any type or number of fixtures	2 site visits	\$147
c. Water Service Repair / Replacement	each	\$73.50
d. Water Pipe (Repair or Replacement)	each	\$147
e. Sewer on private property or Cleanout Installation	each	\$147
f. Sewer Ejector System	each	\$147
g. Solar Water Heating System - <i>Hourly plan check fees may apply for systems that are not flush mounted or have other structural issues.</i>	each	\$147
h. Residential Gas Piping		\$147
i. Residential Gas Test or Meter Reset	each	\$147

16. Plumbing Permits – Commercial + Multi-Family

a. Water Heater (Repair or Replacement)	each	\$147
b. Water Service (Repair or Replacement)	each	\$147
c. Sewer Ejector System	each	\$147
d. Industrial / Commercial Process Piping System	Each 100 linear feet or fraction thereof	\$147/ 100 feet
e. Gas Piping	Each 100 linear feet or fraction thereof	\$147/ 100 feet
f. Gas Test / Meter Reset	each	\$147
g. Sewer on private property or Cleanout Installation	each	\$147
h. Grease Trap	each	\$147
i. Grease Interceptor	each	\$147
j. Vacuum Breaker, Backflow Preventer or Pressure Regulator	each	\$147

17. Mechanical Permits – Residential (single-family and duplexes)

a. Heating and/or Cooling Equipment (including ducts)	each	\$147
b. Wall Furnace	each	\$147
c. Kitchen Hood and Bathroom Vents	each	\$73.50

18. Mechanical Permits – Commercial + Multi-Family

**For units over 400 pounds or for replacements that are not in the same location, hourly plan review fees apply.*

a. *HVAC unit (includes all associated sub-permits)	each	\$220.50
b. *Air Handler Unit	each	\$147
c. Vent System	each	\$147

d. Exhaust Hood Replacement (additional hourly plan check may apply)	each	\$147
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19. Electrical Permits – Residential (single-family and duplexes)

a. General Electrical Permit - Residential (rough and final)	each	\$220.50
b. Residential E.V. charger	each	\$73.50
c. Service Upgrade -- Residential	each	\$73.50
d. Meter Reset	each	\$73.50
e. Temporary Power Installation	each	\$147
f. Minor Residential Electrical Permit (final only- no rough)	each	\$147

FLAT RATE PERMIT FEES

These items will also have administrative fees added to the permit. In some cases, hourly plan review fees will also be required.

20. Electrical Permits – Commercial + Multi-Family

Inspection Fee

a. General Electrical Permit – Commercial + Multi-Family (rough and final)	each	\$441
b. Commercial E.V. charger (may require additional hourly plan review)	each	\$294
c. Commercial Service Upgrade	each	\$147
d. Commercial Meter Reset	each	\$73.50
e. Minor Commercial Electrical Permit (final only- no rough)	each	\$220.50
f. Signs (illuminated exterior signage)	each	\$147

Additional Services and Violations – Not Calculated by Valuation

Unit Fee

21. Special Review Services

a. Expedited Hourly Plan Review	hour	\$220.50/hour
b. Expedited Plan Review	each	200% of Plan Review Fee
c. Phased Approval Permits	each	\$588
d. Temporary Certificate of Occupancy	each	\$588
e. Alternate Materials and Methods Review	each	\$588

22. Copies, Re-Print + Change of Contractor

a. Printing Scanned / Archived Drawings	each	\$10 per sheet
b. Job Card / Permit Re-Print	each	\$73.50
c. Change of Contractor	each	\$147

23. Special Inspector Qualification Review

a. Initial Review for Approved Inspector List	each	\$588
b. Renewal Review (after 3 years)	each	\$294

24. Violation Fees

a. Investigation Fee for work done without Permits (in addition to the regular permit fees)	Each project	205% of the Building Permit Fee
b. Filing of Notice of Substandard or Hazardous Structure	hourly	\$147 per hour
c. Removal of Notice of Substandard or Hazardous Structure	hourly	\$147 per hour
d. Placards for Condemnation	hourly	\$147 per hour
e. Notice and Order	hourly	\$147 per hour
f. Stop Work Order / Red Tag	hourly	\$147 per hour

B. Planning

1. Conceptual Development Review Meeting¹	No charge for 1 st meeting	Subsequent meetings** billed at \$328 per hour
**Subsequent meetings related to same project/project site.		
2. SB330 Preliminary Application	\$	1000 Time & Material; Initial Deposit ²
3. Code Assistance Meeting¹	No Charge	
4. Review of Business License	\$	82 Per License
5. Annexation Proceedings Costs shall also include, but not be limited to, current annexation Filing fees established by the Board of Equalization in manner provided By the State Government Code Section 54902.5.	\$	15,000 Time & Material; Initial Deposit ²
6. LAFCO Utility Service Agreement (Preparation and processing of documents in connection with utility Service to property outside of the City limits)	\$	5,000 Time & Material; Initial Deposit ²
7. Environmental/Technical Analysis (Contract) Consultant	\$	5,000 Time & Material; Initial Deposit ²
8. General Plan Amendment¹	\$	12,000 Time & Material; Initial Deposit ²
9. Text Change to Zoning Ordinance¹	\$	12,000 Time & Material; Initial Deposit ²
10. Rezoning and Pre-zoning (including new or major modification to a Planned Development)¹	\$	12,000 Time & Material; Initial Deposit ²
11. Rezoning (Planned Development Precise Plan Or Preliminary Plan Minor Modification)	\$	6,000 Time & Material; Initial Deposit ²
12. Conditional Use Permit¹	\$	6,000 Time & Material; Initial Deposit ²
13. Administrative Use Permit¹		
a. Livestock	\$	500 Per Application
b. Food Vendors	\$	700 Per Application
c. Processed Administratively	\$	2,000 Time &

			Material; Initial Deposit ²
d. Involving Public Hearing	\$		6,000 Time & Material; Initial Deposit ²
14. Site Plan Review¹			
a. Processed Administratively	\$		2,000 Time & Material; Initial Deposit ²
b. Involving Public Hearing	\$		6,000 Time & Material; Initial Deposit ²
15. Variance/Warrants - Processed Administratively	\$		2,000 Time & Material; Initial Deposit ²
16. Variance/Warrants & Exceptions – Involving Public Hearing	\$		6,000 Time & Material; Initial Deposit ²
17. Modification of Approved Development Plan - Processed Administratively	\$		2,000 Time & Material; Initial Deposit ²
18. Modification of Approved Development Plan - Involving Public Hearing	\$		6,000 Time & Material; Initial Deposit ²
19. Extension of Approved Development Plan/Applications	\$		1,000 Time & Material; Initial Deposit ²
20. Designation of Historical or Architectural Significance¹	\$		6,000 Time & Material; Initial Deposit ²
21. Development Agreement	\$		12,000 Time & Material; Initial Deposit ²
a. Review of application, negotiation of agreements, processing through Planning Commission and City Council			
b. Amendment Processing	\$		6,000 Time & Material; Initial Deposit ²
c. Annual Review	\$		1,000 Time & Material; Initial Deposit ²
22. Written Verification of Zoning Designation or Similar Request	\$		500 Per Application

23. Research	\$	164 per hour after first 15 minutes
24. Zoning Conformance Permit		
a. Tier One: Apiaries, Unattended Collection Boxes	\$	210 Per Application
b. Tier Two: Household Pets (when required)	\$	53 Per Application
c. Tier Three: Accessory Dwelling Unit	\$	328 Per Unit

25. Sign Permits		
a. Sign Permit (one business)	\$	327
b. Sign Permit (each additional business – same application)	\$	327
c. Temporary Sign Permit (Banners, Flags, Streamers Pennants, Buntin, Searchlights, Inflatable Signs Human Signs)	\$	100 Fee plus 200 Deposit*
*Temporary sign deposits to be refunded upon removal Of signage		
d. Portable/A-Frame Signs	\$	50 Encroachment Permit
e. Mural Art	\$	50

Note: Revocable Encroachment Permit also applies to Human signs in the public right of way, see Engineering and Transportation section for applicable fee(s).

26. Sign Program	\$	817
27. Appeal Fee for Applicant	\$	6,000 Time & Material; Initial Deposit ²
28. Appeal Fee Other Than Applicant	\$	400
29. Tentative Tract or Tentative Parcel Map		
a. Processed Administratively	\$	4,000 Time & Material; Initial Deposit ²
b. Involving Public Hearing	\$	6,000 Time & Material; Initial Deposit ²
30. Landscape Lighting Assessment District Benefit Zone Annexation & Formation	\$	15,000 Time & Material; Initial Deposit ² ; plus Consultant Fees
31. Lot Line Adjustment	\$	4,000 Time & Material; Initial Deposit ²
32. Certificate of Merger or Certificate of Compliance	\$	4,000 Time & Material; Initial Deposit ²
33. Security Gate Application	\$	1,635
34. Street Event Permit	\$	2,944

The Development Services Director or designee may reduce or waive this fee for certain events. (See *Fee Reduction, Waiver, and Sponsorship for Special Events Policy*)

35. Tree Preservation

a. Annual Pruning Certification	\$	817
b. Tree Removal/pruning*	\$	490
*A Minor Encroachment Permit may also be required – See Engineering Services Section		
c. Investigation and Violation Fee for work done without Permits (in addition to the regular permit fees)	\$	200% of Tree Permit Fee

36. Mobile-home Park Closure/Change of Use \$ 9,814

37. Inspections – Planning and Landscape

a. Code Enforcement Compliance Inspection Fee	\$	125
b. Landscape Inspection and/or Re-inspection Fee	\$	164 Per Hour

38. Policy Planning Fee 16% of Building Permit Fee

39. Park Impact Fees

Residential

a. ADU that is 750+ s.f.	\$	3,453
b. Studio/0 bedroom Unit	\$	3,453
c. 1 Bedroom Unit	\$	5,407
d. 2 Bedroom Unit	\$	9,753
e. 3 Bedroom Unit	\$	17,034
f. 4+ Bedroom Unit	\$	23,694
Industrial Development (Industrial us in IL, IP, or IG zoning district)		
g. Gross Floor Area	\$	0.87 per s.f.

Notes:

1. “Bedroom”, “dwelling unit”, “gross floor area”, as defined by HMC Sec. 10-1.3500.
2. Projects receiving all discretionary approvals by the effective date of this Resolution shall be subject to the parkland dedication and in-lieu fee requirements in effect immediately prior to the effective date of Resolution 19-245.

40. Affordable Housing In-Lieu Fees

1. Residential Development Projects Ten Units or More

a. High-Density Condominiums (35 units per acre or more)	\$17.85/Square Foot of Habitable Space*
b. All other Dwelling Unit Types	\$21.64/Square Foot of Habitable Space*

*Note: Affordable housing In-Lieu Fees shall be paid either prior to issuance of a building permit or prior to approval of a final inspection or issuance of an occupancy permit. Fees paid at occupancy shall be increased by 10 percent (10%) to \$19.64/sq. ft. of habitable space for high density condominiums and to \$23.80/sq. ft. of habitable space for all other Dwelling Unit types. Regardless of the option chosen, no final inspection will be approved, and no occupancy permit will be issued for any Dwelling Unit unless all required Affordable Housing In-Lieu Fees for the project have been paid in full. “Habitable Space” means floor area within a Dwelling Unit designed, used, or intended to be used exclusively for living and sleeping purposes and exclusive of vents, shafts, eaves, overhangs, atriums, covered entries and courts and any portion of a structure above ground used for parking, parking aisles, loading areas, or accessory uses.

2. Residential Development Projects – Two to Nine Units

Projects of two to nine units shall pay the following percentage of the fee calculated pursuant to Section 1 above:

Number of Units in the Project	Percentage of Calculated Fee
2	50%
3	67%

4	75%
5	80%
6	83%
7	86%
8	88%
9	89%

3. Fractional Units

If an applicant provides on-site Affordable Units under Chapter 10, Article 17 of the Hayward Municipal Code and elects to pay Affordable Housing In-Lieu Fees for a fractional unit, the fractional in-lieu fee payment shall be calculated as follows:

Fractional Unit/Total Affordable Unit Requirement x Per Square Foot Fee x Total Habitable Square Footage in the Project

4. Applications for Residential Development Projects of Two or More Units Deemed Complete as of December 20, 2017:

- a. Projects receiving all discretionary approvals by February 1, 2018: Affordable Housing Impact Fees in effect on December 20, 2017.
- b. Projects not receiving all discretionary approvals by February 1, 2018, provided that all discretionary approvals and building permit(s) are obtained within two (2) years of December 20, 2017: 50% of the Affordable Housing In-Lieu Fee calculated under either Section 3(1) or Section 3(2) of RES 17 – 167, as applicable depending on the size of the project.

¹It is recommended that major projects be reviewed at a Pre-Application Meeting prior to submittal of a Development Review Application. A Code Assistance Meeting is also recommended involving project design to allow professionals to address technical code questions.

²This is an initial deposit only to cover staff labor hours and materials. The hourly rate may vary by department; the hourly rate of Planning staff is \$164. Materials being deducted from deposits may include costs associated with the distribution of required public noticing, such as legal ads and post cards; an overhead charge of \$0.10 per post card (in addition to applicable postage costs) will be applied to cover material and administrative costs. If during the review of the project the Planning Director estimates that the charges will exceed the deposit, additional deposit(s) will be required. Also, the Planning Director may authorize a lesser initial deposit than shown if he/she determines that processing of an application will not entail need for the full initial deposit. Prompt payments of deposits or outstanding fees owed in association with the application will assure continued staff review of the project. Any surplus deposit remaining shall be refunded promptly upon project completion.

C. CODE ENFORCEMENT - COMMUNITY PRESERVATION PROGRAM

1. Request for Postponement of Inspection

a. First Request	No charge	
b. Second Request for	No charge	+\$400 penalty
c. Third Request	No charge	+\$800 penalty
d. "No Show" for Inspection Appointment	\$392	+\$1,600 penalty

2. Violation of Community Preservation, Sign, Vehicle, Weed Abatement, Building, Public Nuisance, Zoning Ordinances, and HMC Code violations

- a. First Violation

(1) Initial inspection	No charge	
(2) Reinspection shows violation eliminated	No charge	
(3) Reinspection shows violation still exists	\$626	+\$400 penalty
(4) Second inspection violation still exists	\$626	+\$800 penalty
(5) Third, Fourth, Fifth and Subsequent inspection shows violation still exists	\$626	+\$1,600 penalty
b. Subsequent violation(s)		
(1) Initial inspection and notices	\$743	+\$800 penalty
(2) Each subsequent inspection violation still exists	\$626	+\$1,600 penalty
c. Abatement costs (per parcel)	\$1,325	plus contractor costs
d. Lien/Special Assessment (per parcel)	\$1,811	per parcel
3. Hearing Fee: Administrative, Special Assessment, Administrative Citation, and Lien Hearings)	\$946	per Hearing

4. Egregious Violation(s) Penalties

On-going health and safety violations, public nuisances and illegal uses, including but not limited to: garage conversion, room additions, accessory structures, construction without permits, home occupation, use permits or site plan review, unpermitted uses related to environmental hazards.

a. Tier 1 for first verified violation(s)	\$1,500
b. Tier 2 for second verified violation(s)	\$3,000
c. Tier 3 for third and subsequent verified violation(s)	\$5,000

5. Tobacco Retailer License, Initial or Renewal Fee

a. First Offense	\$400	annual fee
	\$1,500	penalty/30-day TRL suspension
b. Second Offense	\$3,000	penalty/30-day TRL suspension
c. Third Offense	\$5,000	penalty/30-day TRL suspension
Reinspection Fee	\$117	Per visit

6. Cannabis Licensing Program, License Renewal, Inspection, Penalties Fees

a. Preliminary Determination of Eligibility /Screening Application	\$2,500
b. Initial Commercial Cannabis Business Permit Application	\$15,000
*Covers cost of consultant review of business and operating plan, initial site inspections to verify compliance by applicable City staff, administrative costs, and program management, including HPD decoy operations.	

c. Annual Cannabis Permit Renewal Fee, Per License Type	
*Covers cost of follow-up site inspections to verify compliance and related administrative costs.	

Delivery	\$5,000
Distribution	\$5,000
Cultivation	\$8,000
Manufacturing	\$8,000
Retail Dispensaries (Storefront)	\$10,000
Microbusiness (includes all activities)	\$20,000
Testing Labs	\$3,000

d. Inspection Fees and Penalties

- | | |
|--|-----------------------------------|
| 1) Initial Inspection (No violations) | \$0 |
| 2) Initial Inspection (Violations) | \$5,000 |
| 3) 2 nd reinspection (No violations) | \$500 reinspection fee |
| 4) 2 nd reinspection (Violations) | \$10,000 + \$500 reinspection fee |
| 5) 3 rd & subsequent reinspection (No violations) | \$500 reinspection fee |
| 6) 3 rd & subsequent reinspection (Violations) | \$15,000 + \$500 reinspection fee |
| 7) Subsequent Violations | \$10,000 + \$500 reinspection fee |
| 8) Subsequent reinspection (No violations) | \$500 reinspection fee |
| 9) Subsequent reinspection (Violations) | \$15,000 + \$500 reinspection fee |
| 10) Any required inspections after the initial inspection greater than three hours will be assessed an hourly code enforcement inspection fee of \$200/hr. | |

e. Employee Work Permit Application Fee

- | | |
|--|-------|
| 1) Initial Application Fee
(Including but not limited to, Fingerprints, Live Scan, and Badge) | \$299 |
| 2) Renewal Fee w/o Live Scan | \$160 |

f. Penalties For Illegal Operations

- 1) \$1,000 per plant for the first violation
- 2) \$2,500 per plant for the second violation within 2 years; and
- 3) \$5,000 per plant for the third violation within 2 years
- 4) An additional \$100 per plant, per day, the unpermitted cannabis use continues past the 5th day of the date of mailing, posting, or person service of the notice and order, whichever is earlier.

- | | |
|--|------------------------|
| g. Penalties for Selling Cannabis Products to a Minor | \$2,500 Per Incident |
| h. Temporary Cannabis Permit Activity | \$2,500 Deposit/Hourly |
| i. Modification to Existing Commercial Cannabis Permit | \$2,000 Deposit/Hourly |
- *Does Not Include Revisions to Planning Entitlements

7. Grading or Encroachment Permit

- | | |
|---|---------|
| a. Code violation illegal project, penalty fee may be applied daily | \$125 |
| b. Code Enforcement Investigation fees, for permit not yet obtained | \$2,000 |

8. Building Violation Fees

- | | |
|--|-----------------------------|
| a. Investigation Fee for work done without Permits
(in addition to the regular permit fees) | 200% of Building Permit Fee |
| b. Filing of Notice of Substandard or Hazardous Structure | \$164 per hour |
| c. Removal of Notice Substandard or Hazardous Structure | \$164 per hour |
| d. Placards for Condemnation | \$164 per hour |
| e. Notice and Order | \$164 per hour |

9. Vacant Property Monitoring

- | | |
|--|--|
| Annual Vacant Property Registration and Monitoring Fee | \$2,550 (minimum of one inspection per year) |
|--|--|

Program Fees:

Initial Inspection, no violation found	No charge
Initial Inspection, violation found	\$1,500
2 nd Re-inspection, no violation found	\$500 re-inspection fee
2 nd Re-inspection, violation found	\$3,000
3 rd and subsequent re-inspection, no violations	\$500 re-inspection fee
3 rd and subsequent re-inspection, violations found	\$5,000
Any required inspections after the initial inspection greater than three hours will be assessed an hourly code enforcement inspection fee	\$200 per hour
Request for Administrative Hearing fee	\$946
Special Assessment/Lien Fee	\$1,811

D. CODE ENFORCEMENT – RENTAL HOUSING & HOTEL INSPECTION PROGRAM

1. Annual fee for rental housing, hotel or motel

- | | |
|--|---------------|
| a. Single-family, duplex, triplex, or fourplex | \$88 |
| b. Five or more units | \$22 per unit |

2. First request for postponement of initial inspection or progress check No charge

3. Inspection, report, and enforcement actions pursuant to HMC, Ch. 9, Art. 5, rental unit parce

- | | |
|---|-------------------------|
| a. Initial inspection, no violations found | Included in annual fee |
| b. Initial inspection, violations found | \$350 |
| c. First Progress Check, violations corrected | No charge |
| d. First Progress Check, violations not corrected | \$350 |
| e. Second Progress Check | \$350 + \$400 penalty |
| f. Third Progress Check | \$350 + \$800 penalty |
| g. Fourth and Subsequent Progress Check | \$350 + \$1,600 penalty |

4. Initial Inspection or Progress Check, No Access or Re-schedule

- | | |
|------------------------------------|-------------------------|
| a. First Site Visit | \$116 + \$400 penalty |
| b. Second Site Visit | \$116 + \$800 penalty |
| c. Third and Subsequent Site Visit | \$116 + \$1,600 penalty |

5. Rent Control Deregulation Inspection pursuant to Ordinance No. 83-023 as amended.

- | | |
|--|----------------------|
| a. Initial inspection/survey and one re-inspection | \$700 |
| b. Additional re-inspections | \$350 per inspection |

6. Lien/Special Assessment \$1,811 per parcel

7. Administrative Hearing Fee \$946

A. AIRPORT SERVICES

1. Monthly and Daily Fees for Aircraft Parking and Storage.

Aircraft Hangar Waiting List Application Refundable Deposit of \$100.00

	<u>Monthly Charges</u>
a. Hangar Space	
(1) Small T-Hangars	\$294.00
(2) Standard T-Hangars	\$455.00
(3) Large T-Hangars	\$566.00
(4) Small Executive Hangar	\$982.00
(5) Standard Executive Hangars	\$1,359.00
(6) Large Executive Hangars	\$1,483.00
b. Hangar Storage Rooms	
(1) Small	\$73.00
(2) Medium	\$101.00
(3) Large	\$196.00
(4) Extra Large	\$250.00
c. Office Spaces	\$650.00
d. Tie Downs (Aircraft Gross Weight/Wing Span)	
(1) Single Engine 3,500 lb and Single Engine Helicopters	\$60.00
(2) Twin Engine 12,500 lb. less than 50 ft and Twin Engine Helicopters	\$75.00
(3) 12,501 - 25,000 lb. more than 50 ft	\$108.00
(4) 25,001 - 75,000 lb	\$161.00
(5) Excess of 75,000 lbs	\$216.00
e. Transient Overnight Tie Downs (Aircraft Gross Weight/Wing Span) First Four (4) Hours Free	
	<u>Daily Charge</u>
(1) Single Engine 3,500 lb. less than 40 ft	\$6.00
(2) Twin Engine 12,500 lb. less than 50 ft and all Helicopters	\$8.00
(3) 12,501 - 25,000 lb. more than 50 ft	\$12.00
(4) 25,001 - 75,000 lb	\$23.00
(5) Excess of 75,000 lbs	\$29.00

(6) Lighter-than air Airships \$20.00

- f. Effective July 1, 1997 a late charge of \$15.00 or 5% of the monthly rent per month, whichever is greater, shall be assessed if rent is not paid within ten (10) days of its due date (does not apply to daily rent).
- g. Effective July 1, 1997, if the service of a member firm of the California Association of Photocopies and Process Servers must be utilized, a \$50 fee shall be charged to the individual or business necessitating said process service.
- h. The City shall charge a fee equal to the sum of the following: Five cents for each gallon of petroleum products delivered during the previous calendar month from the Leased Premises, or an amount equal to 3 percent of the gross receipts (including fuel and gasoline taxes for which Lessee sold fuel products during the previous calendar month on or from the Airport, whichever amount is greater.
- i. All month-to-month Airport leases shall include a security deposit equal to one month's rent.

2. Permits

	<u>Annual</u>
a. Airport Annual Business Permit	\$120.00
b. Taxiway Access Permit	\$786.00

3. Airport Land Values

Airport Land Value is on file in the Airport Administration Office and available for review.

4. Gate Access Cards

a. Initial Issue for Airport Tenants	Free
b. Initial Issue for non-direct Airport Tenants	\$41.00
c. Replacement	\$41.00

5. Hangar Padlock Keys

a. Duplicate Key	\$12.00
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6. Chocks and Chains Replacement \$60.00

7. Landing Fee

Commercial aircraft operations (shall include landings of all non-based general aviation aircraft that conduct air taxi, charter, or cargo operations under FAR Part 121 or Part 135) based on maximum certificated gross landing weight:

	<u>Per Landing</u>	<u>Daily</u>	<u>Monthly</u>
0 – 3,500 pounds	\$2	\$5	\$13
3,501 – 6,250 pounds	\$4	\$10	\$26
6,251 – 12,500 pounds	\$8	\$20	\$52
12,501 – 25,000 pounds	\$16	\$40	\$104
25,001 – 50,000 pounds	\$32	\$80	\$208
50,001 pounds and above	\$64	\$160	\$416

8. Hangar Exchange

Administration Fee for Exchange between Tenants (each Tenant)	\$60.00
Administration Fee for Exchange into Vacant Hangar	\$60.00

9. Tie-Down Exchange

Administration Fee to Exchange tie-down spaces	\$25.00
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10. Vacated Hangar Cleanup	
Cleanup and disposal of items, minimum charge of 2 hours (per person)	\$166.00
Additional hours, hourly rate	\$83.00
11. Ramp Sweeping Services, hourly rate	\$90.00
12. Maintenance Staff Service Charge per hour	\$83.00 plus materials
13. Airport Administration Building Meeting Room	
Non-profit Aviation organization charging no fee to the public	No charge
For-profit Aviation organization charging a fee to the public	\$200.00/day
14. Airport Project Administration Fee	\$5,000.00

B. ENGINEERING SERVICES

1. Publication	
a. Standard Detail	\$34.00
b. "No Parking" Signs	\$25.00
c. Copy and print full size prints (24x36) first 10 pages (fee is per page)	\$5.00
d. Copy and print full size prints (24x36) first 11+ pages (fee is per page)	\$2.00
2. Survey	
a. Curb and gutter staking, up to 100 linear ft.	\$851.00
b. Curb and gutter skating; after 100 linear feet – each additional 50 linear feet	\$372.00
c. Grade calculations and cut sheets per location	\$372.00
d. Form checking: up to 100 linear feet	\$761.00
e. Form checking: after 100 linear feet - each additional 50 linear feet	\$190.00
3. Sidewalk Rehabilitation Program	
a. Single Family Residential lots	\$550.00
b. Multi-family with 1 or 2 damaged locations	\$550.00
c. Additional locations	\$550.00
4. Major Street Improvement Plan Review	\$2,520.00 (Deposit – T&M)
5. Encroachment Permit Application – Minor Work	\$327 plus Public Works inspection fee
a. Concrete	
(1) Curb, gutter, and/or sidewalk (including driveway) First 100 linear feet	\$425.00
(2) Each additional 100 linear feet or fraction thereof	\$425.00
(3) Driveway, handicapped ramp, curb return	\$309.00
(4) Planter strip fill (each property)	\$154.00
b. Drainage	
(1) Drainage system and appurtenance, first 100 linear feet	\$541.00

(2) Each additional 100 linear feet or fraction thereof	\$425.00
(3) Drainage tie-in to existing structures	\$425.00
(4) Non-standard structures (other than above)	\$541.00
(5) Manholes, vaults, area drains, storm water inlets, other standard structures	\$541.00
(6) Storm Water Interceptors	\$541.00
c. Street Work & Miscellaneous	
(1) Street trenches or bores up to 100 linear feet	\$425.00
(2) Each additional 100 linear feet or fraction thereof	\$309.00
(3) Street cuts, other, up to 100 square feet	\$425.00
(4) Each additional 100 sq. feet or fraction thereof	\$309.00
(5) Temporary placement of Debris Box or Storage Container within public right-of-way. (cost per month)	\$270.00
(6) Sidewalk area obstruction fee, first week only	\$579.00
a. Sidewalk are obstruction fee, each additional week or fraction thereof	\$115.00
(7) Compaction tests – each test as required per hour	
(8) Temporary lane closure only (no construction), first week only	\$309.00
a. Temporary lane closure only (no construction), each additional week or fraction thereof	\$115.00
d. Monitoring well inspection and plan review	
(1) First well	
a. Inspection	\$425.00
b. Plan review	\$534.00
(2) Each additional well within the same general location	
a. Inspection	\$193.00
e. Utility Services – New or Repaired	
(1) Each new or replaced utility pole location, guy wire, etc	\$309.00
(2) Each utility service connection in sidewalk or street (gas, electric, telephone, etc.)	\$425.00
f. Sanitary Sewers	
(1) Sanitary Sewer Laterals	
a. From main in street or easement to building up to 100 linear feet	\$541.00
b. Each additional 100 linear feet or fraction thereof	\$309.00
c. Add for monitoring structure if required	\$541.00
d. From existing stub at right-of-way to building up to 100 linear feet	\$425.00
e. Each additional 100 linear feet or fraction thereof	\$309.00
f. Each building sewer repair or replacement	
(i) In public right-of-way, complete	\$541.00
(ii) In private property (no street evacuation)	\$425.00
(2) Sanitary Sewer Building Court Mains	
a. Each building court main when plan, profile, and cut sheet are required, initial	\$541.00
b. Each additional 100 feet or fraction thereof	\$309.00
c. Each building court main when plan only is required for	\$483.00

Initial 100 feet or less	
d. Each additional 100 feet or fraction thereof	\$309.00
g. Additional Inspections	\$270.00
For any public works encroachment permit on which an unreasonable number of inspections are required, an additional fee per inspection will be charged for each inspection over and above the number deemed reasonable by the City Engineer.	
h. Permit Amendment Fee (extensions for expired permit, additional permits not originally obtained, etc.)	\$147.00 (per occurrence)
i. Traffic Control Plan Review	\$100.00 (per submittal)
(a) For additional sheets over 6 pages	\$20.00 (per sheet)
6. Encroachment Permit Application – Major Work (road closures, traffic control, more than 500 linear feet of work, etc.)	\$4,000.00 (Deposit – T&M)
7. Development Plan Review	
a. Parcel Map Application	\$5,000.00 (Deposit – T&M)
b. Final Map Application	\$15,000.00 (Deposit – T&M)
c. Grading Permit Application	\$4,000.00 (Deposit – T&M)
d. Geological Investigation and Report Peer Review	\$4,000.00 (Deposit – T&M)
e. Construction Inspection	3% of Imp. Cost (Deposit T&M)

8. Penalties

Failure to comply with this notice will result in further enforcement action by the Code Enforcement Division including, but not limited to; additional permit, inspection and penalty fees, and/or other available legal remedies.

a. Public Works penalty for work in public right-of-way or grading without a permit	\$2,000.00
b. Code violation illegal project, penalty fee may be applied daily	\$125.00
c. Code Enforcement Investigation fees for permit not yet obtained	\$2,000.00

9. Dig-Once Policy

- a. Engineering Plan Review \$2,500.00
(Deposit – T&M)
- b. Moratorium Override Request Fee \$5,000.00
(Deposit – T&M)

10. Section 7-4 Wireless Communication Facilities

- a. Wireless Communication Facilities in the Public Right of Way (WCF PROW)
 - (1) WCF PROW Permit Application Fee \$2,000.00
(Deposit – T&M)
 - (2) Renewal Fee 100% of Application Fee
 - (3) Appeal Fee \$400.00
 - (4) Application Pre-Submittal Review Fee No charge
- b. Small Cell Master License Agreement (MLA)
 - (1) MLA Processing \$4,000.00
(Deposit – T&M)
 - (2) Pole License Administrative Fee \$2,500.00
(Deposit – T&M)

FINANCE

A. ASSESSMENT DISTRICT FEES

- | | |
|---|------------------------------|
| 1. <u>Establishment Fee</u> (applicable to all districts petitioned or requested after September 9, 1988) | \$3,084.00 |
| 2. <u>Annual Administration Fee</u> (applicable to all districts) | \$2,934.00 |
| 3. <u>Bond Call Fee</u> (applicable to all districts) | \$302.00 |
| 4. <u>Annual Adjustment</u> : The 3 fees listed above shall be adjusted annually. Each fee shall increase by the lesser of: (1) 5% or (2) the percentage of increase, if any, in the San Francisco Bay Area consumer Price Index (CPI-U) or (3) the City's actual incremental cost. When the 3 fees are adjusted, the adjusted fees shall become the new base. The CPI for the San Francisco Bay Area in effect at the time of each annual updating of the Master Fee Resolution shall be used in determining each set of annual adjustments. | Calculated Adjustment |
| 5. <u>Irrevocability of the Establishment Fee</u> : Whether or not a proposed Local improvement district becomes legally established, the establishment Fee applies as the City's charge for initiating the transaction. | Same as amount paid in A (1) |
| 6. <u>Special Assessment Inquiries</u> | \$26.00 each |

7. Secondary Disclosure Reporting \$256.00/
District

B. OPERATING PERMITS

1. Bingo Permit (Reference HMC 4-3)
 - a. Initial or renewal Fee \$28.00
2. Card Club Permit (Reference HMC 4-3)
 - a. Application Fee \$94.00
 - b. Annual Table Fee \$8,693.00 per table
3. Closeout Sale Permit (Reference HMC 6-4)
 - a. Initial Fee \$24.00
 - b. Renewal \$24.00
4. Cabarets and Dance Licenses and Permits (Reference HMC 6-2)
 - a. Annual License (payable quarterly in advance) \$315.00 per year
 - b. Single Event Permit \$105.00
5. Preferential Parking Permit (Reference Hayward Traffic Regulations Section 3.95 and Hayward Traffic Code 6.36)
 - a. Initial Fee and Biennial Renewal Fee (for first residential or visitor permit) \$50.00
 - b. Each additional residential permit \$25.00
 - c. Each additional visitor permit \$25.00
 - d. Permit Replacement fee \$25.00
6. Peep Show Permit (Reference HMC 6-9)
 - a. Peep Show Device Time &
Material
 - b. Investigation Fee Time &
Material
7. Tobacco Retailer License (Reference HMC 10-1.2780)
 - a. Initial or renewal Fee \$400.00

C. MISCELLANEOUS FEES

1. Monthly Listing of New Hayward Based Businesses \$15.00 per month
2. Business Verification/Ownership Research \$23.00 per business
3. Parking Tax Offset Fee \$2.50

4. Online Credit/Debit Card Payment Transaction Fee	\$3.95 per transaction
5. Business License Application Fee	\$25.00 Per application
6. Business License Technology Fee	\$10.00 per business
7. Chargeback/Returned Payment Fee	\$35.00 per Chargeback

Fire Department

A. FIRE PREVENTION

Standard Hourly Rate	per hour	\$221.00
OVERTIME (AFTERHOUR INSPECTION 2 hour minimum))	per hour	\$331.00
Expedited Plan Review (2 hour minimum)	per hour	\$331.00

New Fire Sprinkler Systems PLUS Hydraulic Calculation Fee* (See Below)

1-29 Heads	per floor or system	\$1,548.00
30-100 Heads	per floor or system	\$1,880.00
101-200 Heads	per floor or system	\$2,101.00
201-350 Heads	per floor or system	\$2,433.00
351+ Heads	per floor or system	\$2,986.00

Fire Sprinkler —Tenant Improvements (PLUS Hydraulic Calculation Fee*, if applicable)

LESS THAN 30 HEADS W/ NO HYDRO - Minor plan check required-only one inspection	\$663.00
LESS THAN 30 HEADS WITH HYDRO - Minor plan check required-only one inspection	\$885.00

Minor plan check required-only one inspection

30-100 Heads	per floor or system	\$1,659.00
101-200 Heads	per floor or system	\$2,101.00
201-350 Heads	per floor or system	\$2,433.00
351+ Heads	per floor or system	\$2,986.00

Tract Review – Fire Sprinkler Master Plan Check PLUS Hydraulic Calculation Fee*	See above	
Duplicate TRACT Plan Check 13D SYSTEM (SFD/TOWNHOUSE)	per floor or system	\$885.00
Duplicate TRACT Plan Check 13 SYSTEM (BUILDING) - 200 Heads and Below	per floor or system	\$1,106.00
Duplicate TRACT Plan Check 13 SYSTEM (BUILDING) - 201 – 350 Heads	per floor or system	\$1,327.00
Duplicate TRACT Plan Check 13 SYSTEM (BUILDING) - 351+ Heads	per floor or system	\$1,548.00

Additional Fire Sprinkler Review Items

Hydraulic Calculation*	per remote area	\$885.00
Antifreeze System	per system	\$1,659.00
Dry Pipe Valve	per valve	\$1,770.00
Deluge/Pre Action	per valve	\$2,101.00
Pressure Reducing Station	per valve	\$2,433.00
Fire Pump	per pump	\$2,876.00

Water Storage Tank

Gravity	per tank	\$1,659.00
Pressure	per tank	\$1,659.00

Fire Standpipe System

Class I, II, III & Article 81	per standpipe	\$1,991.00
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Fire Alarm System -New

0-15 Devices*	per system	\$1,106.00
16-50 Devices	per system	\$1,548.00
51-100 Devices	per system	\$1,991.00
101-500 Devices	per system	\$2,433.00
Each additional 25 devices up to 1,000	per system	\$1,106.00
1001+	per system	\$4,425.00
Each additional 100 devices	per system	\$2,212.00

*Devices=All Initiating and indicating appliances, including Dampers

Existing system under 8 devices		\$663.00
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Additional Fire Alarm Review Items

Hi/Lo Alarms	each	\$1,216.00
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Low Air/Temp Alarms	each	\$1,216.00
Graphic Annunciator Review	each	\$1,216.00

Hazardous Activities or Uses

Installation Permits

Clean Agent Gas Systems	each	\$1,216.00
Dry Chemical Systems	each	\$1,216.00
Wet Chemical/Kitchen Hood	each	\$1,216.00
Foam Systems	each	\$1,216.00
Paint Spray Booth	each	\$1,216.00
Vehicle Access Gate	each	\$553.00
Monitoring	each	\$663.00
Aboveground—Flammable/Combustible Liquid Tank and/or Pipe	per site	\$1,106.00
Underground—Flammable/Combustible Liquid Tank and/or Pipe	per site	\$1,106.00
Fuel Dispensing System Complete	per site	\$1,216.00
High Piled/Rack/Shelf Storage	each	\$1,438.00
Smoke Control CFC	each	\$1,438.00
Medical Gas Alarms	per system	\$1,216.00
Refrigerant System	each	\$1,106.00
Refrigerant Monitoring System	each	\$1,216.00

AMMR Review

Activity Permits (Single Event/One-Time)	each	\$663.00
Open Flames and Candles (105.6.3)	per permit	\$885.00
Carnivals and Fairs (105.6.4)	per permit	\$1,106.00
Seasonal Lots (Christmas Tree/Pumpkin Lot)	per permit	\$221.00
Special Events (Haunted House/Camps)	per permit	\$221.00
Explosives (105.6.14)	per permit	\$1,106.00
Fireworks; Displays (105.6.14)	per permit	\$1,106.00
Hot-Works Operations (105.6.23)	per permit	\$885.00
LP-Gas (105.6.27)	per permit	\$1,106.00
Liquid or Gas-Fueled Vehicles or Equipment in Assembly Buildings (105.6.37)	per permit	\$1,106.00
(1) Covered Mall Buildings (105.6.9)	per permit	\$1,106.00

(2) Open Burning (105.6.32)	per permit	\$1,106.00
Pyrotechnical Special Effects Material (105.6.40)	per permit	\$1,106.00
Temporary Membrane Structures, Tents and Canopies (105.6.47)		
(1) Small Tent Structure (750 Sq. Ft. or less)	per permit	\$526.00
(2) Large Tent Structure (751 Sq. Ft. or above)	per permit	\$647.00
(3) Fire Safety Inspections	per application	\$885.00
(4) Non-Compliance Inspections	per inspection	\$885.00
(5) Outside Agency	per inspection	\$885.00

Facility Inspections

Annual State-Mandated Pre-Inspections (6 or less Occupants)	per facility	\$50.00
Annual State-Mandated Pre-Inspections (7 or more Occupants)	per facility	\$100.00

Apartments

Small Apartments (3-15 units)	per facility	\$55.25
Medium Apartments (16-100) units	per facility	\$885.00
Large Apartments (>100 units)	per facility	\$1,106.00

24 Hour Community Care Facilities

7 to 49	per facility	\$414.00
50 or more	per facility	\$885.00

Day Care Centers

Residential 9-14	per facility	\$221.00
Commercial 15+	per facility	\$442.00
High Rise Building	per facility	\$1,327.00
Homes for the Mentally Impaired (7 or more Occupants)	per facility	\$885.00
Hospital and Jail	per facility	\$1,991.00
Hotels/Motels	per facility	\$885.00
School	per facility	\$995.00

Reports

Life Safety Report	per report	\$0.50/page for first ten (10) pages of each document
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		\$0.10 each
		additional page of same document
Life Safety Report Photographs	per photograph set	Direct cost of Duplication
Subpoenaed Reports	per report	\$0.50/page for first ten (10) pages of each document \$0.10 each additional page of same document

Other Fire Fees

Underground Fire Service Plan Check	each	\$1,991.00
Emergency Underground Repair	each	\$663.00
Fire Plans Examiner Miscellaneous	each	\$331.00
Re-Inspection Fee	per hour	\$387.00
False Alarm Response *	per billed incident	\$995.00
Fire Hydrants	per hydrant	\$221.00
Re-roofing Permits /Siding/Windows (Applicable only in Wildland/Urban Interface)	per application	\$110.00
Fire Permit Extension Fee	per 6-month extension	\$110.00
Cannabis Facilities	per year	\$885.00
Pre-Application/General Plan Review/Code Assistance Planning/Engineering Referrals (HWD)	per meeting	\$885.00
	per application	\$885.00
Fairview Planning Referrals	each	\$331.00
Fairview New Construction	per application	\$995.00

Annual Permits

Aerosol Products (105.6.1)	per year	\$1,106.00
Amusement Buildings (105.6.2)	per year	\$885.00
Aviation Facilities (105.6.3)	per year	\$885.00

Carnivals and Fairs (105.6.4)	per year	\$885.00
Cellulose Nitrate Film (105.6.5)	per year	\$885.00
Combustible Dust-Producing Operations (105.6.6)	per year	\$885.00
Combustible Fibers (105.6.7)	per year	\$885.00
Compressed Gases (105.6.8)	per year	\$885.00
Covered Mall Buildings (105.6.9)	per year	\$2,433.00
Cryogenic Fluids (105.6.10)	per year	\$885.00
Cutting and Welding (105.6.11)	per year	\$885.00
Dry Cleaning Plants (105.6.12)	per year	\$885.00
Exhibits and Trade Shows (105.6.13)	per year	\$885.00
Explosives (105.6.14)	per year	\$885.00
Fire Hydrants and Valves (105.6.15)	per year	\$885.00
Flammable and Combustible Liquids (105.6.16)	per year	\$885.00
Mobile Fueling of hydrogen-fueled vehicles (105.6.16.1)	per year	\$885.00
Floor Finishing (105.6.17)	per year	\$885.00
Fruit and Crop Ripening (105.6.18)	per year	\$885.00
Fumigation or Thermal Insecticide Fogging (105.6.19)	per year	\$885.00
Hazardous Materials (105.6.20)	per year	\$885.00
HPM facilities (105.6.21)	per year	\$1,106.00
High-Piled Storage < 12000 SF (105.6.22)	per year	\$885.00
High-Piled Storage > 12000 SF (105.6.22)	per year	\$1,106.00
Hot-Works Operations (105.6.23)	per year	\$885.00
Industrial Ovens (105.6.24)	per year	\$885.00
Lumber Yards and Woodworking Plants (105.6.25)	per year	\$885.00
Liquid or Gas-Fueled Vehicles or Equipment in Assembly Buildings (105.6.26)	per year	\$885.00
LP-Gas (105.6.27)	per year	\$885.00
Magnesium (105.6.28)	per year	\$885.00
Miscellaneous Combustible Storage (105.6.29)	per year	\$885.00
Mobile food preparation vehicles (105.6.30)	per year	\$885.00
Motor fuel-dispensing facilities (105.6.31)	per year	\$885.00
Open Burning (105.6.32)	per year	\$885.00

Open Flames and Torches (105.6.3)	per year	\$885.00
Open Flames and Candles (105.6.3)	per year	\$885.00
Organic Coatings (105.6.35)	per year	\$885.00
Outdoor assembly event (105.6.36)	per year	\$885.00
Places of Assembly < 300 (105.6.37)	per year	\$885.00
Places of Assembly > 300 (105.6.37)	per year	\$1,106.00
Plant extraction systems (105.6.38)	per year	\$885.00
Private Fire Hydrants (105.6.35)	per year	\$885.00
Pyrotechnical Special Effects Material (105.6.40)	per year	\$885.00
Pyroxylin Plastics (105.6.41)	per year	\$885.00
Refrigeration Equipment (105.6.42)	per year	\$885.00
Repair Garages and Motor Fuel-Dispensing Facilities (105.6.43)	per year	\$885.00
Rooftop Heliports (105.6.4)	per year	\$885.00
Spraying or Dipping (105.6.4)	per year	\$885.00
Storage of Scrap Tires and Tire Byproducts (105.6.4)	per year	\$885.00
Technology Fee	per year	6% of annual permit fee
Tire-Rebuilding Plants (105.6.48)	per year	\$885.00
Waste Handling (105.6.49)	per year	\$885.00
Wood Products (105.6.50)	per year	\$885.00
Essential City Facilities	per year	\$885.00

Miscellaneous Fees - Building Permits

Minor Tenant Improvement	per permit	\$663.00
Revision-minor changes to (E) permit	per permit	\$331.00
Cellular Sites		
Existing Site	per permit	\$663.00
New Site	per square footage	VARIABLE - SEE CHART
Equipment Installations	per permit	\$663.00
HVAC/air units		

If over 2,000 cfm per permit \$221.00

B. HAZARDOUS MATERIALS OFFICE

Annual Certified Unified Program Agency (CUPA) Program Permit and Registration Fees

1. Hazardous Materials Storage Permit

Annual permit per facility for storage and/or handling of hazardous materials as defined in Hayward Municipal Code, Chapter 3, Article 8.

1A Storage of one (1) or more types \$234.00 per year
Solid - up to 500 pounds
Liquid - up to 55 gallons
Gaseous - up to 2,000 cubic feet at STP

2A Storage of one (1) or more types \$247.00 per year
Solid - over 500 & up to 5,000 pounds Liquid - over 55 & up to 550 gallons
Gaseous - over 200 & up to 2,000 cubic feet at STP

3A Storage of one (1) to five (5) types \$261.00 per year
Solid - over 5,000 & up to 25,000 pounds Liquid - over 550 & up to 2,750 gallons
Gaseous - over 2,000 & up to 10,000 cubic feet at STP

3B Storage of six (6) or more types \$289.00 per year
Solid - over 5,000 & up to 25,000 pounds
Liquid - over 550 & up to 2,750 gallons
Gaseous - over 2,000 & up to 10,000 cubic feet at STP

4A Storage of one (1) to five (5) types \$302.00 per year
Solid - over 25,000 & up to 50,000 pounds Liquid - over 2,750 & up to 5,000 gallons
Gaseous - over 10,000 & up to 20,000 cubic feet at STP

4B Storage of six (6) or more types \$316.00 per year
Solid - over 25,000 & up to 50,000 pounds Liquid - over 2,750 & up to 5,000 gallons
Gaseous - over 10,000 & up to 20,000 cubic feet at STP

5A Storage of one (1) to five (5) types \$357.00 per year
 Solid - over 50,000 pounds Liquid - over 5,000 gallons
 Gaseous - over 20,000 cubic feet at STP

5B Storage of six (6) to ten (10) types
 Solid - over 50,000 pounds Liquid - over 5,000 gallons \$399.00 per year
 Gaseous - over 20,000 cubic feet at STP

5C Storage of eleven (11) or more types \$413.00 per year
 Solid - over 50,000 pounds Liquid - over 5,000 gallons
 Gaseous - over 20,000 cubic feet at STP

2. Hazardous Waste Generator Program

a. Conditionally Exempt Small Quantity Generator (CESQG) - \$178.00 per year
 Up to and including 100 kilograms per month (approximately
 up to and including 27 gallons or 220 pounds per month) or
 less than or equal to 1 kilogram of acutely hazardous waste per month

b. Small Quantity Generator (SQG) - Over 100 kilograms up to and \$330.00 per year
 including 1000 kilograms per month (approximately over 27 gallons
 up to and including 270 gallons or over 220 pounds up to and
 including 2,220 pounds per month)

c. Large Quantity Generator (LQG) - Greater than 1000 \$440.00 per year
 kilograms per month (approximately over 270 gallons or
 2,220 pounds per month) or greater than 1 kilogram of
 acutely hazardous waste per month

3. Hazardous Waste Treatment (Tiered Permit) Program

a. Permit by Rule (Fixed Units) \$440.00 per facility per year

b. Permit by Rule (Transportable units) \$440.00 per facility per year

c. Conditional Authorization \$247.00 per facility per year

d. Conditional Exemption, Specified Waste \$220.00 per facility per year

e. Conditional Exemption, Small Quantity Treatment \$220.00 per facility per year

f. Conditional Exemption, Commercial Laundry \$220.00 per facility per year

	g. Conditional Exemption, Limited	\$220.00 per facility per year
4.	Hazardous Materials Business Plan (HMBP)	\$247.00 per facility per year
5.	Underground Storage Tank (UST) Program	\$1,239.00 for 1st UST per year
		\$536.00 per add'l UST per year
6.	Aboveground Petroleum Storage Act Program (APSA) - Spill Prevention Control and Countermeasure Plan (SPCC)	\$302.00 per facility per year
7.	California Accidental Release Prevention (CalARP) Program	
	a. Small CalARP facility	\$2,560.00 per facility per year
	b. Large CalARP facility	\$2,643.00 per facility per year
8.	Annual State Surcharges*	
	a. CUPA Program Oversight	Current State Fee*
	b. Underground Storage Tanks (UST) Program	Current State Fee*
	c. CalARP Program	Current State Fee*
	d. California Electronic Reporting System (CERS)	Current State Fee*
	e. Above-ground Petroleum Storage Act (APSA)	Current State Fee*

*These fees are established through a regular fee adoption process by the State of California and are required to be collected at the current State of California rate by the Hayward Fire Department's Certified Unified Program Agency (CUPA). The fees are then required to be remitted by the City of Hayward Fire Department to the State of California on a quarterly basis. The fees are set by the State of California per Title 27 California Code of Regulations Section 15240.

9.	Technology Fee	6% of annual permit fee
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New Construction Permits and Fees

10.	New Construction	
	a. Large, Tenant Improvement – New Facility	\$3,969.00
	b. Medium, Tenant Improvement – New Facility	\$2,605.00
	c. Small, Tenant Improvement – New Facility	\$1,319.00
11.	New Facility – No Construction	

	a. Medium to Large	\$1,982.00
	b. Small	\$991.00
12.	Underground Storage Tank	
	a. System Installation – VPH* up to 3 tanks	\$4,171.00
	System Installation – VPH* each tank over 3 tanks	\$990.00
	b. Piping Installation	\$1,445.00
	c. Piping Installation – VPH*	\$1,775.00
	d. UDC/Sump Installation	\$1,445.00
	e. UDC/Sump Installation – VPH*	\$1,775.00
	f. System Removal up to 3 tanks	\$1,817.00
	System Removal each tank over 3 tanks	\$247.50
	g. Piping Removal	\$1,156.00
	h. UDC/Sump Removal	\$1,156.00
	i. EVR Phase I Installation or Upgrade	\$660.00
	j. EVR Phase II Installation or Upgrade	\$1,197.00
	k. Monitoring System Installation or Upgrade	\$1,073.00
	l. System Tank/Piping Repair	\$1,899.00
	m. System Tank/Piping Repair – VPH*	\$2,230.00
	n. System Miscellaneous Component Repair - Major	\$1,899.00
	o. System Miscellaneous Component Repair – Major– VPH*	\$2,230.00
	p. System Miscellaneous Component Repair - Minor	\$784.00
	q. System Miscellaneous Component Repair – Minor– VPH*	\$1,115.00
	r. Spill Bucket/Overfill Protection Replacement	\$1,320.00
	s. Temporary Closure	\$1,486.00
	*VPH - Vacuum, Pressure, and Hydrostatic Continuously Monitored Systems	
13.	Aboveground Storage Tanks	
	a. System Installation	\$1,239.00
	b. System Removal	\$1,073.00
	c. System Repair or Modification	\$949.00

14.	California Accidental Release Prevention (CalARP) Program	
	a. Large - Risk Management Plan Review	\$7,103.00
	b. Small - Risk Management Plan Review	\$4,460.00
	c. Other costs incurred, including but not limited to third-party review, laboratory work, public notice, communication and correspondence	\$165.00 per hour or cost
15.	Meetings	
	a. Code Assistance Meeting	\$413.00
	b. Pre-Application Meeting	\$330.00
16.	Request for Alternate Means of Protection (AMP)	
	a. Review	\$660.00

Miscellaneous Fees

17.	Operational Permits	
	a. Mobile Fueling Operation	
	a. Initial Permit and Verification Inspection	\$660.00 per site
	b. Annual Permit Fee	\$165.00 per year
18.	Facility Closure	
	a. 3A and above – full facility closure	\$1,817.00
	b. 3A and above – partial facility closure	\$1,032.00
	c. Below 3A – full facility closure	\$619.00
	d. Below 3A – partial facility closure	\$413.00
19.	Contamination	
	a. Staff oversight	\$165.00 per hour
20.	Site Clearance	
	a. New construction/use – large	\$413.00
	b. New construction/use – small	\$247.00
	c. Property transfer – large	\$413.00
	d. Property transfer – small	\$247.00
21.	Other Inspections and Compliance Verification	

	a. Re-inspection (CUPA and non-CUPA)	\$165.00 per hour
	b. Re-inspection beyond allowed by permit	\$330.00 per insp.
	c. After-hours inspection	\$247.00 per hour
	d. Miscellaneous Inspections and Activities	\$165.00 per hour
	e. Compliance verification	\$82.00 per notice
22.	Plan Review/Checking Fees - General	
	a. Planning Review Fee	\$165.00 per hour
	b. Plan Checking Fee	\$330.00 per insp.
	c. Expedited Plan Checking Fee (two hours minimum)	\$247.00 per hour
23.	California Environmental Reporting System	
	a. Assistance Fee	\$165.00 per hour
	b. Assistance Fee (after hours)	\$247.00 per hour
	c. Non-Compliance Fee	\$495.00

Information Technology

Video Technician

Video services, including editing and duplication, provided for events

\$ 98.00 per hour

GIS Map Printing

\$ 76.00 per hour

Library and Community Services

A. GENERAL SCHEDULE OF CHARGES:

1. Item Replacement Fees	
a. Print material, videotapes and sound recordings	Original cost of item plus Processing fee
b. DVD's	Original cost of item plus Processing fee
c. Reference materials (return within 7 days)	Original cost of item plus Processing fee
d. Processing Fee	\$6.00
2. Replacement of Lost/Damaged Audio/Visual Case	
a. Single Cassette/CD/DVD Case	\$3.00
b. Multiple Cassette/CDs/DVD Cases	\$9.00
3. Printing/Copying Fees	
a. Printing (B&W)	\$0.15
b. Printing (Color)	\$0.30

c. Copying (B&W)	\$0.15
d. Copying (Color)	\$0.30
4. Replacement of lost library card (borrower's card)	\$2.00
5. Replacement lost/damaged bar codes	\$1.00
6. Agenda & Minutes Library Commission	\$30.00 per year
7. Mailing of library materials	Cost of mailing

B. ADMINISTRATIVE SERVICES

1. Community Services Commission Agenda \$ 15.00 per year
2. Community Services Commission Minutes \$ 15.00 per year

Maintenance Services Department

A. HAYWARD CITY HALL RENTAL

1. Fees for the use of Hayward City Hall, attached hereto and by this reference made a part hereof:

RENTAL RATES:

Rotunda**	\$880.00	Per Event
Pre-function Area**	\$408.00	Per Event
Plaza – Half Day Rental	\$470.00	4-Hour Rental
Plaza – Full Day Rental	\$517.00	All Day Rental
Council Chambers	\$470.00	Per Event
Security Admin Fee (plus security contract cost)	\$57.00	Per Event
Janitorial Admin Fee (plus janitorial contract cost)	\$57.00	Per Event
Portable Bar	\$76.00	Per Event
Sound System	\$133.00	Per Event

Insurance Admin Fee – City Purchased	\$79.00	Per Issuance
Insurance Admin Fee – Third Party	\$86.00	Per Issuance

**Rental fee includes the use of a maximum of 20 tables and 150 chairs. Additional tables and chairs will be the responsibility of the user.

Application Procedures

- File application with Facilities Management at least 60 days in advance.

Days/Hours of Use

- DAYS: Friday, Saturday, Sunday only. Rental is not available Monday thru Friday.
- CITY HALL INDOOR EVENT HOURS: Friday (5 pm – 10 pm), Saturday and Sunday (8 am – 10 pm.)
- PLAZA EVENT HOURS: From 8 am until 30 minutes before sundown, or 8pm at the latest.

Equipment & Cleanup

- Any equipment needed will be the responsibility of the user, including, staging, and audio-visual equipment. The City must approve any equipment, apparatus, or materials utilized. The user must setup their equipment and remove all equipment after event. All equipment and cleanup must end prior to 11 pm.
- If dancing is desired, a dance floor will be required at the expense of the user. Users are responsible for rental, set-up and removal of the dance floor.
- Users will pay for all cleanup and janitorial services associated with the event.
- The City will arrange for trash containers and portable restrooms at Plaza events at the expense of the user.

Insurance Requirements

- Users will be responsible for providing a certificate of general liability insurance of \$1,000,000 coverage naming the city as additional insured.

Security & Staffing Requirements

- Events may require security guards; the City will determine the number. Users will pay for all guard services.
- Certain events may require Police and Facilities Attendant services, cost of which will be the responsibility of the user. The City will determine if these services are necessary.

Prohibited Uses

- Cooking or heating with gas-fired equipment, i.e., natural gas, propane, butane, etc.
- Flaming food, beverages, liquids or gases
- Pyrotechnic displays
- Gas or liquid fueled appliances, tools or apparatus
- Hazardous or toxic Materials

Chaffing dishes fueled by Sterno are allowed

Deposits

- A cleaning and damage deposit is required per event. This deposit will range from \$250 upwards, depending on the size and nature of the event.

- The lessee will be responsible for any damages to the buildings, furniture or equipment accruing through occupancy or use of the City Hall/Plaza by the lessee. Any, and all, lost equipment or damages sustained to the above, and that exceeds the original rental deposit, shall be compensated within five (5) days.

Other Charges and Fees (note all equipment fees are for one setup and per day)

- Additional Chairs \$3.00 per chair
- Additional Tables
 - 60" round (seats 8-10) \$11.00 per table
 - 24" round (Bistro Table) \$9.00 per table
 - 8 Feet Long Table \$9.00 per table
 - 8 Feet Long Classroom Table \$9.00 per table
- Indoor Dance Floor (12' x 12') – Set Up and Take-Down Fee: \$259.00

- Table Linens: By size (below): Set Up, Take-Down, Laundry, and Replacement/Damage Fees:

Linen: Rental Fees: Fully draped (table legs covered):	Fee:
White, poly cotton - round tables	\$11.00
White, Poly cotton – Small Round Cocktail Tables	\$11.00
White, poly cotton – Square – (for pie shaped tables)	\$11.00
White, poly cotton - banquet drapes (5ft.)	\$15.00
White, poly cotton - banquet drapes (6ft.)	\$17.00
White, poly cotton - banquet drapes (8ft.)	\$21.00

B. 21ST CENTURY LIBRARY MEETING ROOM FEES

1. Fees for the use of 21st Century Library meeting rooms:

RENTAL RATES:

User Groups

Users are classified into the following groups for determining scheduling priority and the applicable fees and charges.

- a. City of Hayward departments or governmental agencies directly serving residents of Hayward, i.e., HUSD, HARD, County of Alameda, etc.
- b. Nonprofits under IRS Code 501(c)(3) and open membership group that are co- sponsored by the Library Department.
- c. Nonprofit groups under IRS Code 501(c)(3) based in and directly serving residents of Hayward, whose purpose is the betterment of the community.
- d. Other organized clubs or special interest group that have been granted IRS Code 501(c)(3, 4 or 6) nonprofit status with open membership, formal organization, and officers.
- e. Other public or private civic, cultural, educational, or charitable groups not previously mentioned above.
- f. Hayward businesses with company facilities located within the Hayward City limits.

g. All other businesses, commercial groups, private functions and other groups not previously mentioned above

	FEE RATES BY USER GROUP ** all rates hourly **						
LIBRARY FACILITY	A	B	C	D	E	F	G
Large Room (whole)	-	-	\$35	\$50	\$75	\$100	\$150
Large Room (subdivided ½)	-	-	\$20	\$35	\$50	\$75	\$100
Medium Room	-	-	\$20	\$35	\$50	\$75	\$100
Conference Room	-	-	\$10	\$20	\$30	\$50	\$75
Warming Kitchen (*flat rate)	-	-	-	\$50*	\$50*	\$100*	\$150*

OTHER LIBRARY MEETING ROOM FEES	RATES – all user groups
Application Fee	\$6 non-refundable processing fee at time of application
Janitorial Service Fee (when needed)	\$57 per event, plus janitorial hourly service fee
Room Setup Fee (when needed)	\$50 - \$100
Attendant on Duty (when needed)	\$75/hr.
Opening/Closing Fee (when needed)	\$50
Liability Insurance	Fees determined for each use.
Hayward Police Dept. Security	Fee determined by current overtime rates for police personnel
Private Vendor Security	Fee determined by current hourly rates, nature of event, number of attendees
Utilities	Fee determined by average current hourly costs
Meeting Room Damage Deposit	\$50 - \$1,000 depending upon room and group size and use

Notes: ALL MEETING ROOM APPLICATIONS MUST BE SUBMITTED VIA THE ONLINE SCHEDULING SYSTEM. Paper applications will not be accepted. Meeting room fees vary according to the organization booking the room (see definitions in User Groups). Operational costs, liability insurance, janitorial, and security fees may also be applicable. Minimum rental is two hours. Hourly rates are not prorated for parts of an hour. A non-refundable application fee is due and payable at the time of application. All other applicable fees are due and payable in full at the time of schedule confirmation. Meeting room refunds are not available.

C. STREET MAINTENANCE

1. Cart Retrieval Fee	\$91.00		
2. Sign Fabricated & Installed by City Crew		\$566.00	
3. Illegal Dumping on Public Right-of-Way		Fee	Penalty
a. First Violation			
Initial Inspection		No Charge	No Penalty
First follow-up inspection shows violation eliminated		No Charge	No Penalty
First follow-up inspection shows violation still exists,		\$1,181.00	\$100.00
City abates illegal dumping			
b. Subsequent Violation within 12 Months (same property owner)			
Initial Inspection		No Charge	No Penalty
First follow-up inspection shows violation eliminated		No Charge	No Penalty
First follow-up inspection shows violation still exists,		\$1,181.00	\$800.00
City abates illegal dumping			
Each subsequent inspection shows violation still exists		\$1,181.00	\$1,000.00
c. Special Assessment Per Parcel		\$342.00	
4. Special Events Per Hour		\$115.00	

Police Department

ANIMAL CONTROL

(Ref. Hayward Municipal Code, Chapter 4, Article 4)

For those fees designated to RTO (Refer To Office), the Animal Services Manager shall determine a reasonable fee or charge, basing that determination on the nature of the service; time spent; consistency with fees and charges specified for other services; actual costs incurred, including overhead and other indirect cost; and any other relevant factors.

1. Impounding Charges

a. For each dog and cat

- | | |
|-------------------------------------|------------------|
| (1) 1st impoundment | \$50.00 penalty |
| (2) 2nd impoundment within one year | \$75.00 penalty |
| (3) 3rd impoundment within one year | \$149.00 penalty |
| (4) Impound dangerous animal | \$148.00 penalty |
| (5) Field Impound | \$125.00 |

b. For any unsterilized dog or cat impounded, an additional fee is assessed as mandated by the State of California Food & Agricultural Code.

(1) 1st Impoundment	\$35.00 penalty
(2) 2nd Impoundment	\$50.00 penalty
(3) 3rd Impoundment	\$100.00 penalty
c. For each horse, bull, cow, steer, calf, colt, sheep, lamb, goat or hog	
(1) 1st impoundment	RTO (minimum \$40.00) Charge will be total direct cost
(2) 2nd impoundment within one year	RTO (min. \$40.00)
(3) 3rd impoundment within one year	RTO (min. \$40.00)
d. For each non-specified animal (rabbit, monkey, rat, etc.)	RTO (min. \$40.00)

2. Feeding and Boarding Charges Per Day. Boarding charges shall be levied as of the first day of impoundment. Charges shall be waived where the animal is redeemed "off the truck."

a. For each dog, cat or small domestic pet	\$15.00
b. Special needs animal (medications given, treatment)	\$39.00 per day
c. For each horse, bull, cow, hog, steer, lamb, sheep, goat, colt, or calf.	\$10.00 min. (RTO)
d. For each non-specified animal:	\$19.00 min. (RTO)

3. Special Services

a. Owner surrender of adult unlicensed animals (boarding fees for the State mandated period additional)	\$27.00 per animal
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For those fees designated to RTO (Refer To Office), the Animal Services Manager shall determine a reasonable fee or charge, basing that determination on the nature of the service; time spent; consistency with fees and charges specified for other services; actual costs incurred, including overhead and other indirect cost; and any other relevant factors.

b. Owner surrender of additional animals less than ten weeks of age. Boarding fees for the State mandated holding period will also be charged.	\$13.00 per animal
c. Owner surrenders – small animals/bird	\$46.00 per animal
d. Owner brings dead animal to shelter for disposal	
(1) Under 50 lbs.	\$37.00 per animal
(2) Over 50 lbs.	\$42.00 per animal
(3) Transportation of disposal	\$96.00 per animal
e. Transportation of stray injured or sick animal to a veterinarian, where owner is later identified.	RTO
f. Veterinary treatment provided to an animal housed in the Shelter where the owner is later identified.	Actual Vet Costs
g. Rabies vaccination certificate	Actual Vet Costs
h. Para-influenza type vaccine	Actual Vet Costs
i. Medical Testing	\$17.00/min
j. Microchip Insertion	\$50.00/max
(1) Animal adopted from the Shelter	\$15.00
(2) Animals not adopted from the Shelter	\$29.00

4. Animal License and Permit Fees

- a. Unsterilized dog or cat
 - (1) Flat fee is for 1, 2 or 3 years depending on Rabies Vaccination Certificate (not to exceed 3 years) \$17.00
 - (2) Unsterilized animal \$35.00 penalty
 - (3) Unsterilized license renewal \$17.00 plus penalty

The Animal Services Manager is authorized to reduce dog license fees by one half of the amount set forth above

- b. Sterilized dog or cat license
 - (1) Flat Fee is for 1, 2 or 3 years depending on Rabies Vaccination Certificate duration (not to exceed 3 years) \$17.00
 - (2) Sterilized, license renewal \$17.00
- c. Late Penalty \$5.00
- d. Replacement/Duplicate License \$13.00
- e. Seeing or hearing dog No Charge
- f. Fancier's Permit \$243.00

Pick-up and Disposal of Dead Animals from Veterinarian

- 5. Pick-up and Disposal of Dead Animals from Veterinarian
 - a. For 1 to 5 animals \$107.00
 - b. For each additional \$12.00

For those fees designated to RTO (Refer To Office), the Animal Services Manager shall determine a reasonable fee or charge, basing that determination on the nature of the service; time spent; consistency with fees and charges specified for other services; actual costs incurred, including overhead and other indirect cost; and any other relevant factors.

- 6. Observation Fees

All observation fees are assessed at the full rate and are not refundable, either in part or in full.

 - a. For each dog, cat or small domestic pet for quarantine, evidence and protective custody. \$4.00 per day
 - b. Other Animals Actual Costs per inspection
 - c. Property inspections (required prior to home quarantines and for the private retention of all animals declared dangerous outside a City of Hayward hearing). \$72.00
- 7. Adoption Fees RTO (minimum \$5.00)
 - a. The fees charged for dogs and cats offered for adoption shall be set by the Animal Services Manager. In no case shall this amount be less than \$5.00. In no case shall animals listed as "Owner Surrendered" be adopted by the previous owner without payment of all fees and charges (as specified in the schedule) for shelter service in impounding and caring for the animal. \$20.00
 - b. All Other Animals Market Value
 - c. Spaying and neutering (mandated for dogs and cats prior to adoption) Veterinary contract cost
 - d. Administrative processing fee for the return of animals adopted from the shelter \$11.00
- 8. Hearing Fee: Hearing and inspection of property of owners of animals declared dangerous or potentially dangerous. \$150.00

1. Photocopying of Reports	
a. Traffic Accident Reports	\$16.00 per report
b. Other Reports	\$16.00 per report
2. Photographs	\$24.00 each
3. Fingerprinting	\$26.00 each
(Fingerprint processing fees established by Federal or State agencies shall be additional charge.)	
4. Traffic \$ Police Security Services	
a. Traffic control and police security services for pre-planned, non-city sponsored events	Time & Motion
b. Planned traffic control for contractors and utilities	Time & Motion
5. Permit Processing	
(Fees are for processing only, fingerprint and Department of Justice fees are not included)	
a. Taxi Drivers	
(1) Initial Permit	\$609.00
(2) Annual Renewal	\$304.00
(3) Annual taxi operating sticker	\$152.00
(4) Lost permit replacement	\$26.00
b. Tow Permits	
(1) Company 1 st License	\$304.00
(2) Company Annual Renewal	\$40.00
(3) Driver 1 st License	\$304.00
(4) Driver Annual Renewal	\$40.00
(5) Lost Permit Replacement	\$40.00
c. Massage Establishments	
(1) Initial Inspection/application and processing of new massage establishment	\$761.00
(2) Annual Renewal fee for massage establishment	\$241.00
(3) Badge Replacement	\$80.00
(4) Massage Out-Call initial inspection/application	\$761.00
(5) Massage Out-Call renewal	\$241.00
d. Card clubs employee permit	
(1) Initial permit	\$241.00
(2) Annual renewal	\$160.00
(3) Lost permit replacement	\$80.00
(4) Auto Sales/Repair Permit	\$160.00
(5) Background Investigation	Time & Motion
(6) Firearm dealers annual permit	\$1,294.00
Any charges not specified below shall be established by State and/or Federal Statutes	
(7) Other Permit processing	Time & Motion
(8) Alcohol Sales-Special Event Permits	\$304.00
e. Cannabis business employee permit	
a) Initial permit / Renewal with Live Scan	\$299.00 vice
b) Annual renewal without Live Scan	\$160.00 vice
c) Lost permit replacement	\$80.00 vice

6. Alarm Permit Fee	
a. New and annual renewal:	\$16.00
b. For Low income or persons in a temporary or permanent disabled status who:	\$12.00
(1) meet the City income guidelines as defined in the All City Department section of the Master Fee Schedule and	
(2) file with the Revenue Division of the Finance Department a discount application and adequate documentary evidence showing that the Permit applicant comes within the provision of subparagraph (a).	
7. False Alarm Fees (for instances of false alarms within any one-year period):	
a. First False Alarm Fee	\$0.00 records
b. Second False Alarm Fee	\$185.00
c. Third False Alarm Fee	\$185.00
Penalty	\$50.00
d. Fourth False Alarm Fee	\$185.00
Penalty	\$200.00
e. Fifth and Each Fee	\$185.00
Subsequent False Alarm Penalty	\$400.00
8. Vehicle Release Fee	\$235.00
9. Vehicle Verification or Administrative Fee	
a. Onsite verification	\$76.00
b. Offsite verification	\$152.00
10. Communication Tapes	\$98.00 per tape
11. Clearance Letters	\$43.00 per letter
12. Vehicle Abatement	\$160.00 per vehicle
13. Prisoner Booking Fee	per prisoner

Any charges not specified below shall be established by State and/or Federal statutes.

a. Cite & Release	\$89.00
b. Hold for Court	\$180.00
c. Transfer to Santa Rita	\$199.00

14. Social Host Accountability Ordinance

The following penalties and/or cost recovery are authorized by Chapter 4, Article 11 of the HMC. Penalties for violations and cost recovery are separate and distinct charges.
 Penalties for Violation - The following is authorized by sec 4-11.20 HMC

a. First Violation	\$750.00
b. Second Violation	\$1,500.00
c. Third & Subsequent Violations	\$2,500.00

Public Safety Services/Response Cost - The following is authorized by sec 4-11.25 HMC

d. Recovery of the cost of the public safety response to a "Social Host" ordinance violation using the fully burdened cost allocation rate.	Time & Motion
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15. Firearms Range Maintenance Fees – apportions the upkeep of the firearms range among user law enforcement agencies over a fiscal year	\$1,250.00
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period

16.

a. Level I – Alcoholic Beverage Establishment Retail License Fee – Full service restaurants, wine shops, breweries, distilleries; and retail stores using no more than 5% of their floor area for alcohol sales, storage and display.	\$280.00
b. Level II – Alcoholic Beverage Establishment Retail License Fee – All alcoholic beverage outlets other than Level I.	\$1,120.00
c. Critical Incident Fee	Time & Motion
d. Violation of Alcoholic Beverage Outlets Ordinance	
(1) First Offense	\$750.00
(2) Second Offense	\$1,500.00
(3) Third and subsequent Offenses	\$2,500.00
e. Reinspection Fee	Time & Motion
f. Alcohol Sales – Special Event Permit	\$304.00

C. Tow Operation Fee

Fees to be charged for tow operations shall not be in excess of the following schedule:

1. Towing

a) Towing of vehicles of others (From public and private property)	\$225.00
b) All other towing:	
1. Passenger vehicles	\$225.00
2. Motorcycles	\$225.00
3. Trucks to 10,000Lbs (unloaded)	\$225.00
4. Trucks 10,000 to 26,000 lbs.	\$250.00
5. Trucks over 26,000 lbs.	\$375.00
c) Extra labor charges on disabled vehicles. Applicable 1/2 hours after arrival of tow truck. (Per hour or portion thereof, at 15 minute increments)	\$190.00/hr
d) Gate fee request between 5:00 PM and 8:00 AM On weekdays and all day Saturday, Sunday and Holidays	\$120.00

2. STORAGE (Storage charges applicable after 8 hours)

a) Passenger vehicles, motorcycles and trucks (To 8,000 lbs., outside per 24 hour period)	\$90.00
b) Passenger vehicles, motorcycles and trucks (To 8,000 lbs., inside per 24 hour period)	\$90.00
c) Trucks over 8,000 lbs, buses, and trailers over 20 feet long	\$125.00

3. MISCELLANEOUS SERVICE TO THE PUBLIC

a) Service charges on disabled vehicles where no tow is made	\$100.00
b) Release of vehicle from hook-up after authorization to tow	\$90.00

4. COMPLICATED TOW

a) Trailer con gear (big rig dolly)	\$150.00
b) Air cushion, includes operator for 3 hours	\$1500.00
c) Lumper, or extra personnel 6am to 6pm	\$50.00/hr (2hr. Min)

5. CITY OWNED VEHICLES

a) Removal or tow of vehicle	\$50.00
b) Service charge on disabled vehicle (no tow)	\$50.00
c) Tow from outside of City of Hayward	\$50.00/hr + 1.00 per mile

\$290 if 2 axle to portal plus for Air cushion Towing, add \$174 for first three hours then \$400 after

\$454 if 3 axle to portal plus for Air cushion Towing, add \$174 for first three hours then \$400 after

Utilities & Environmental Services

1. SANITARY SEWER SERVICE CHARGES AND FEES

(1)	Single family, duplex, triplex, and fourplex residential units, townhouses, and planned developments	\$7,700.00
(2)	ADUs (where applicable), high density residential, and mobile Homes, each residential unit	\$6,853.00
(3)	Commercial, industrial, institutional and all other connections:	
	Per gallon of daily capacity required to serve the user	\$21.51
	Per pound per year of biochemical oxygen demand (BOD).	\$8.53
	Per pound per year of suspended solids (SS).	\$9.17
	Minimum charge	\$7,700.00

	Eff. Oct 1, 2021	Eff. Oct 1, 2022		
(1) Single Family Home, Duplex, Triplex, Fourplex	\$37.17 \$74.34	\$38.58 \$77.16	per month payable bi-monthly	
(2) Lifeline Rate (water consumption of 400 cubic feet or less)	\$8.71 \$17.42	\$9.04 \$18.08	per month payable bi-monthly	For the purposes of calculating non-residential sewer connection fees, carbonaceous biochemical oxygen demand (CBOD) and suspended solids (SS) will be reduced by 70% of the estimated values in the
(3) Economy Rate (water consumption of More than 400 cu. Ft. but less than 800)	\$17.41 \$34.82	\$18.07 \$36.14	per month payable bi-monthly	
(4) Multiple Residential Living (each multiple residential living unit shall be considered as eighty nine hundredths (0.89) of service unit per month for the purposes of determining the applicable sewer charge)	\$33.08 \$66.16	\$34.34 \$68.68	per month, per unit payable bi-monthly	
(5) Mobile Home Unit	\$26.01 \$52.02	\$27.01 \$54.02	per month payable bi-monthly	

actual discharge, but not lower than the CBOD and SS for domestic wastewater, that is, 307 milligrams per liter and 258 milligrams per liter respectively. The property will be entitled to discharge CBOD and SS concentrations commensurate with the estimated actual concentrations. The volume component will not be reduced and will be calculated at 100% of the estimated discharge. The CBOD and SS reduction is applicable only to estimated daily discharge of 50,000 gallons or less. Discharge in excess of 50,000 gallons per day from a facility will be subject to a sewer connection fee based on full CBOD and SS concentrations. This provision will be in effect only from October 1, 2017 through September 30, 2019.

b. Interest Rates on Sewer Connection Fee Payment Agreements (Reference Hayward Municipal Code, Chapter 11, Article 3, Section 11-3.255)

12-month agreement – 1%

24-month agreement – 2%

36-month agreement – 3%

48-month (or longer) agreement – To be determined, with 4% minimum

c. Sewer Service Charges (Reference Hayward Municipal Code, Chapter 11, Article 3, Section 11-3.450)

Commercial and Industrial Coded Users:

The following service units shall apply to the corresponding non-critical User Classification Code (UCC) categories of usage (per 100 cu. Ft. of water used):

With Separate Irrigation Meter

Without Separate Irrigation Meter

UCC	Non-Critical User Category	Eff. Oct 1, 2021	Eff. Oct 1, 2022	Eff. Oct 1, 2021	Eff. Oct 1, 2022
7210	Commercial/Government Restaurant w/ Grease	\$6.72	\$6.97	\$6.05	\$6.28
5813	Interceptor* Restaurant w/o Grease	\$8.64	\$9.11	\$7.78	\$8.20
5812	Interceptor*	\$11.20	\$11.80	\$10.08	\$10.62
7210	Commercial Laundry	\$6.79	\$7.04	\$6.11	\$6.33
2050	Bakery	\$11.60	\$12.01	\$10.44	\$10.81
7218	Industrial Laundries	\$10.56	\$10.94	\$9.50	\$9.84
2080	Beverage Bottling	\$6.86	\$7.11	\$6.18	\$6.40
2090	Food Manufacturing	\$25.60	\$26.49	\$23.04	\$23.84
2010	Meat Products	\$12.97	\$13.42	\$11.67	\$12.08
2011	Slaughterhouse	\$14.91	\$15.44	\$13.42	\$13.90
2020	Dairy Product Processors	\$10.69	\$11.07	\$9.63	\$9.96
2030	Canning and Packing	\$7.60	\$7.88	\$6.85	\$7.09
2040	Grain Mills	\$10.03	\$10.39	\$9.02	\$9.35
2070	Fats and Oils	\$7.21	\$7.48	\$6.49	\$6.73
	Pulp and Paper				
2600	Manufacturing	\$8.80	\$9.12	\$7.92	\$8.20
2810	Inorganic Chemicals	\$12.23	\$12.67	\$11.01	\$11.41
2850	Paint Manufacturing	\$19.07	\$19.75	\$17.17	\$17.78
3110	Leather Tanning	\$25.13	\$26.01	\$22.61	\$23.40
3410	Fabricated Metal	\$3.62	\$3.76	\$3.26	\$3.39
9999	All other UCC, including motels, hotels, and rooming houses				

*Oct 1, 2021 rate increase listed above deferred: 50% of increase will be implemented Oct 1, 2022 and remaining 50% will be implemented Oct 1, 2023

All non-critical commercial and industrial users will be included in the above UCC classification that most closely represents the wastewater discharge strength and characteristics in comparison with domestic wastewater definition in the Regulations, as determined by the Director of Public Works. The UCC designation of a particular industry may not necessarily correspond to the Standard Industrial Classification (SIC) which may be assigned for other purposes.

(6) Unclassified and Critical Users

(1) "Critical Users" and those whose discharge does not respond to any UCC because of variations in wastewater constituents or treatment costs shall pay an amount calculated in accordance with the following formula where,

$$C = V/M (160 C_v + C_B \times BOD + C_S \times SS)$$

C = Sewer service charge during period for which billing is calculated.

V= Volume of water consumed per hundred cubic feet (CCF) during period for which the billing is calculated (total of public water service, metered flow and all private sources, except those meters or services specifically identified for irrigation purposes only).

BOD= Average Biochemical Oxygen Demand, in milligrams per liter, from user during period for which the billing is calculated.

SS= Average Suspended Solids, in milligrams per liter, from user during period for which the billing is calculated.

	Eff. Oct 1, 2021	Eff. Oct 1, 2022
Cv = Treatment cost per hundred cubic feet of water	\$3.20168	\$3.2258
CB = Treatment cost per pound of BOD	\$0.74430	\$0.76912
CS = Treatment cost per pound of SS	\$0.99791	\$1.03367
M = 160 for users with separate irrigation meters; and 178 for users without separate irrigation meters.		

(1) The minimum fee for each user shall be that established for one (1) Service Unit per month

d. Wastewater Discharge Permit Fees and Miscellaneous Charges

(1) Wastewater Discharge Permit Fees

<u>Type of Permit</u>	<u>New Permit</u>	<u>Permit Renewal</u>	<u>Amendment</u>
Categorical	\$4,073.00	\$2,797.00	\$999.00
Non-Categorical Significant	\$2,757.00	\$2,001.00	\$780.00
Groundwater	\$1,455.00	\$780.00	\$482.00
Non-Sewered Credit	\$179.00	\$179.00	N/A
Special Purpose (one-time discharge)	\$788.00	N/A	N/A

(2) Compliance Schedule (for correction of violations) \$695.00

(2) Wastewater Sampling

(a) Composite Sample with Lab Costs	\$673.00
(b) Composite Sample without Lab Costs	\$312.00
(c) Grab Sample	\$321.00
(d) Violation Follow-Up Sample with Lab Cost	\$673.00
(e) Violation Follow-Up Sample without Lab Cost	\$312.00
(f) Sampling Equipment Fee	\$25.00

(3) Violation follow-up inspection \$586.00

(4) Development Plan Review

(a) Industrial	\$433.00
(b) Commercial	\$433.00
(c) Residential	\$271.00

2. WATER SERVICE CHARGES AND INSTALLATION FEES

a. Water Services charges for labor and materials (Reference: Hayward Municipal Code, Chapter 11, Article 2, Section 11-2.02 and 11-2.04)

(1) Single Services. (Also see (4) below)

<u>Meter Size and Service Size</u>	<u>Fee</u>
(a) 5/8" x 3/4"	\$3,500.00
(b) 3/4" x 3/4"	\$3,500.00
(c) 3/4" x 1"	\$3,500.00
(d) 1" x 1"	\$3,500.00
(e) 1" x 1 1/2"	\$4,140.00
(f) 1 1/2" x 1 1/2"	\$4,580.00
(g) 1 1/2" x 2"	\$4,580.00
(h) 2" x 2"	\$4,870.00
(i) Larger than 2" x 2"	Actual cost of labor, materials, & equipment

(2) Manifold Service. (Also see (4) below)

<u>Meter Size</u>	<u>Service Size</u>	<u>Fee</u>
(a) 5/8" x 5/8"	1"	\$4,450.00
(b) 3/4" x 3/4"	1"	\$4,450.00
(c) 1" x 1"	1 1/2"	\$4,450.00
(d) 1" x 1 1/2"	2"	\$4,740.00
(e) 1 1/2" x 1 1/2"	2"	\$5,020.00

(f)	1 ½" x 2"	2"	\$5,180.00
(g)	2" x 2"	2"	\$5,360.00
(h)	More than two meters or larger than 2" service line		Actual cost of labor, materials, & equipment

(3) Meters Set on Existing Service. (Also see (4) below)

<u>Meter Size</u>		<u>Fee</u>
(a)	5/8"	\$180.00
(b)	¾"	\$200.00
(c)	1"	\$310.00
(d)	1 ½"	\$530.00
(g)	2"	\$660.00
(f)	Larger than 2"	Actual cost of labor, materials, & equipment

(4) All meters in new developments shall have remote radio read capability. The cost for remote read capability is \$200 per meter, which is in addition to the fees listed above.

b. Water Service, Construction Work, Temporary Service (Reference: Hayward Municipal Code, Chapter 11, Article 2, Section 11-2.22)

(1) The monthly meter service charge on all hydrant and construction meters shall be as follows:

(a)	3/4" meter	\$6.00 per month
(b)	3" meter	\$62.00 per month
(c)	4" meter	\$97.00 per month
(d)	6" meter	\$194.00 per month

(2) All hydrant and construction meter accounts will accrue charges for minimum monthly consumption on the following amounts, whether or not this amount of water is actually used.

(a)	3/4" meter	1,000 cu ft.
(b)	3" meter	2,800 cu ft.
(c)	4" meter	4,000 cu ft.
(d)	6" meter	6,000 cu ft.

(3) Failure to Report Hydrant or Construction Meter Reading shall cause a \$60.00 charge for each month that a reading is not reported (Hayward Municipal Code, Chapter 11, Article 2, Section 11-2.22). This charge is in addition to service charges and water usage charges.

c. Water System Facilities Fee (Reference Hayward Municipal Code, Chapter 11, Article 2, Section 11-2.54)

Facilities Fees shall be as follows:

(1) Residential

The facilities fee will be based on the water meter size required to meet the indoor demand (excluding fire service demand) and outdoor demand of the residence as determined by the City. The meter that is installed may be larger than the meter facilities fee that is charged if the service is combined with a private fire service. For multi-family complexes, the facilities fee will be based on the water meter size required to meet the indoor demand for each dwelling unit, as determined by the City, regardless of the arrangement of water meters or meter sizes at the premises.

(a)	5/8" meter	\$6,484.00
(b)	3/4" meter	\$9,730.00
(c)	1" meter	\$16,210.00

(2) Non-residential, each separate irrigation service, and each residential unit with meter size larger than 1"

(a)	5/8" meter	\$6,484.00
(b)	3/4" meter	\$9,730.00
(c)	1" meter	\$16,210.00
(d)	1 1/2" meter	\$32,420.00
(e)	2" meter	\$51,870.00
(f)	3" meter	\$103,740.00
(g)	4" meter	\$162,100.00
(h)	6" meter	\$324,200.00
(i)	8" meter	\$518,720.00
(j)	10" meter	\$745,660.00

(3) Fire Service, per service regardless of size \$6,484.00

d. Meter Services Charges Inside City (Reference: Hayward Municipal Code, Chapter 11, Article 2, Section 11-2.60)

(1) The bimonthly standard meter service charge for all meters (except temporary service for construction work), based on size of meter, shall be as follows:

	Eff. Oct 1, 2021	Eff. Oct 1, 2022
(a) 5/8" meter	\$31.28	\$32.22
(b) 3/4" meter	\$43.65	\$44.96
(c) 1" meter	\$68.39	\$70.45
(d) 1 ½" meter	\$130.25	\$134.16
(e) 2" meter	\$204.47	\$210.61
(f) 3" meter	\$439.51	\$452.70
(g) 4" meter	\$785.88	\$809.46
(h) 6" meter	\$1,614.69	\$1,663.14
(i) 8" meter	\$3,470.25	\$3,574.36
(j) 10" meter	\$5,202.11	\$5,358.18

Recycled Water

a) The bimonthly standard recycled water meter service charge for all recycled water meters, based on size of meter, shall be as follows:

	Eff. Oct 1, 2021	Eff. Oct 1, 2022
(a) 5/8" meter	\$32.00	\$32.00
(b) 3/4" meter	\$43.51	\$43.51
(c) 1" meter	\$65.91	\$65.91
(d) 1 ½" meter	\$144.31	\$144.31
(e) 2" meter	\$254.00	\$254.00
(f) 3" meter	\$641.00	\$641.00
(g) 4" meter	\$1,269.80	\$1,269.80
(h) 6" meter	\$2,240.00	\$2,240.00
(i) 8" meter	\$3,101.00	\$3,101.00
(j) 10" meter	\$3,734.80	\$3,734.80

(a) Recycled Water usage charge based on the number of cubic feet of water supplied during each billing period shall be as follows:

Cost Per CCF of Metered Water Consumption \$5.16

Note: hundred cubic feet = approximately 748 gallons of water

(2) Exemption for Low Income:

Notwithstanding any other provision of Hayward Municipal Code, Chapter 11, Article 2, the low income meter service charge shall be imposed by this subsection upon any customer that:

- (a) meets the City income guidelines as defined in the All City Department section of the Master Fee Schedule and
- (b) files with the Revenue Division of the Finance Department a discount application and adequate documentary evidence showing that the applicant comes within the provision of subparagraph (a).

The bimonthly low income meter service charge for 5/8", 3/4", and 1" meters, shall be as follows:

	Eff. Oct 1, 2021	Eff. Oct 1, 2022
a. 5/8" meter, low income	\$10.95	\$11.28
b. 3/4" meter, low income	N/A	\$15.74
c. 1" meter, low income	N/A	\$24.66

(3) The water usage charge based on the number of cubic feet of water supplied during each billing period shall be as follows:

Single Family Residential & Multifamily*

Cost Per CCF of Metered Water Consumption:

	Eff. Oct 1, 2021	Eff. Oct 1, 2022
1 – 8 ccf (hundred cubic feet)	\$6.04	\$6.23
9 – 18 ccf	\$7.18	\$7.40
Over 18 ccf	\$8.82	\$9.09

*Based on average usage per dwelling unit

Non-Residential

Cost Per CCF of Metered Water Consumption:

	Eff. Oct 1, 2021	Eff Oct 1, 2022
1 – 110 hundred cubic feet (ccf)	\$6.56	\$6.76
Over 110 ccf	\$7.70	\$7.94

Irrigation

Cost Per CCF of Metered Water Consumption

	Eff. Oct 1, 2021	Eff Oct 1, 2022
1 – 170 hundred cubic feet (ccf)	\$7.76	\$8.00
Over 170 ccf	\$9.88	\$10.18

Hydrant and Fireline Accounts

Cost Per CCF of Metered Water Consumption

	Eff. Oct 1, 2021	Eff Oct 1, 2022
All usage	\$7.31	\$7.53

Note: hundred cubic feet = approximately 748 gallons of water

e. Fire Service Connections Inside City (Reference: Hayward Municipal Code, Chapter 11, Article 2, Section 11-2.39)

The fire service charge per each billing period shall be as follows:

1.	2" and smaller fire service connection	\$25.00
2.	4" fire service connection	\$29.00
3.	6" fire service connection	\$42.00
4.	8" fire service connection	\$42.00
5.	10" fire service connection	\$50.00

f. Fire Service Connections Outside City (Reference: Hayward Municipal Code, Chapter 11, Article 2, Section 11-2.41)

The fire service charge per each billing period shall include a 15% surcharge and be as follows:

1.	2" and smaller fire service connection	\$28.75
2.	4" fire service connection	\$33.35
3.	6" fire service connection	\$48.30
4.	8" fire service connection	\$48.30
5.	10" fire service connection	\$57.50

g. Fire Flow Test. A charge of \$326 shall be applied for each fire flow test.

h. A 50% surcharge on water usage and a domestic sewer service charge shall be applied in the event that a fire service connection is used for any purpose other than those specifically identified in the Hayward Municipal Code, Chapter 11, Article 2, Section 11-2.20, that is, for extinguishing fires or authorized testing of the fire protection system(s).

i. Other Water System Fees and Charges

Account Establishment Fee	\$70.00
After-Hours Meter Activation Fee	\$72.00
Meter Lock Fee	\$92.00
Meter Removal Fee	\$90.00
Meter Test Fee (up to 1-inch meter)	\$223.00
Meter Test Fee (1 1/2-inch to 2-inch meter)	\$295.00
Meter Test Fee (3-inch meter and larger)	\$367.00
Noticing Fee	\$6.00
Service Restoration/Unlock Fee	\$50.00

j. Special Billings

1. Special Requests for Water Billing

(a) Base Rate Services	\$26.00
(b) Each Additional Meter	\$9.00

k. Development Plan Review

Residential	\$67.00
Commercial	\$112.00
Industrial	\$179.00

(d) Each Additional Meter	\$9.00
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k. Development Plan Review

Residential	\$33.00
Commercial	\$56.00
Industrial	\$89.00

Land Use Category Description	Minimum Parcel Size (Acre)	Runoff Factor	Service Charge/Runoff Acre/Year
Commercial/Industrial	0.25	0.80	\$338.32
Parking Lots	0.25	0.80	\$285.60
Utilities	0.25	0.80	\$285.60
Institutional/Apartments	0.25	0.60	\$285.60
Condominium	#	0.60	\$285.60
Single Family up to 4 -Plex	0.25	0.40	\$285.60
Single Family Ranches	0.25	0.40	\$285.60
Vacant Land (Utilized)	10	0.01	\$285.60
Vacant Land (Non-utilized)	17	0.00	\$285.60
Owned by Government	0.25	0.40*	\$285.60
Parcels w/o Valuation			
Utilities on Leased Land			
Cemeteries			
Common Area			

NOTES:

(1) LUF = Land Use Factor coding system utilized by Alameda County Flood Control

(2) Minimum Parcel Size is the minimum size on which charges are calculated

(3) Runoff Factor is the ratio between impervious surface area and total surface area as determined by the Alameda County Flood Control District

Condominium parcel size is determined by dividing the parcel size by the total number of units.

* Or as determined

Rate Formula: Service Charge per year = PARCEL SIZE x RUNOFF FACTOR x SERVICE

CHARGE/RUNOFF ACRE/YEAR

b.	Stormwater Treatment Measure Inspection	\$462.00
c.	Stormwater Facility Inspection	
	Industrial (under State Permit)	\$398.00
	Industrial (not under State Permit)	\$398.00
	Restaurant	\$257.00
	Commercial	\$216.00

The stormwater facility inspection fee will be waived if the inspection does not result in an adverse finding for the property and the potential for pollutant discharge is nonexistent.

4. LOW INCOME REFUSE SERVICE RATES

A residential subscriber shall receive a discount in the amount of \$8.22 per month for refuse service for a single-unit dwelling based on the following:

- a. The subscriber meets the City income guidelines as defined in the All City Department section of the Master Fee Schedule and
- b. The subscriber files with the Revenue Division of the Department of Finance a discount application and adequate documentary evidence showing that the subscriber comes within the provision of subparagraph (a).

5. SOLID WASTE PLAN REVIEW FEES

- a. Development Plan Review

Single Family or Remodel	\$	50.00
Tract Development	\$	160.00

Commercial/Industrial

Tenant Improvement w/ Trash Enclosure	\$	120.00
Tenant Improvement w/o Trash Enclosure	\$	80.00

Mixed Use (Commercial & Residential) Actual cost

Glossary of Terms

The following description of fee charges has been prepared for your convenience. If you have any questions regarding fee charges, please feel free to discuss them with a member of the City staff.

Annexation Fees:

Charges for time and material costs involved in processing applications for the annexation of property to the City.

Compliance Services Fees:

Charges imposed to defray the City's labor and materials cost of assuring compliance with specific City ordinances such as weed abatement.

Inspection Fees:

Charges related to the physical inspection of facilities, buildings, sites, equipment, etc.

Licenses and Permit Fees:

Charges imposed to defray the cost incurred in processing applications for licenses and permits which authorize the holder to engage in a specific function or activity, and include the costs of assuring compliance with related conditions and regulations.

Penalty Fees and Fines:

Charges imposed for non-compliance with specific City requirements.

Plan Check Fees:

Charges for time and materials costs for the detailed inspection of plans submitted to the City for review.

Rental Fees:

Charges for use of City facilities and services.

Service Fees:

Charges for time and materials costs incurred by the City in the course of providing those services for which fees or charges are not otherwise specifically set forth.

Special Services Fees:

Charges for time and materials costs incurred by the City in the course of providing extraordinary services.



Appendix E – Review of Past Accomplishments

City of Hayward Housing Element (2023-2031)

prepared by

City of Hayward

Planning Division, Department of Development Services
777 B Street
Hayward, California 94541

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August 2022

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1 Review of Past Accomplishments

To develop appropriate programs to address the housing issues identified in the 2023-2031 Housing Element (6th Cycle), the City of Hayward has reviewed the housing programs adopted in the 2015-2022 Housing Element (5th Cycle) and evaluated the effectiveness of these programs in delivering housing services and assistance. Table E-1 summarizes the City's progress toward the previous Regional Housing Needs Allocation (RHNA) and Table E-2 provides a detailed program level assessment of housing accomplishments over the 5th Cycle planning period. Programs that are routine staff functions with no specific actions and no direct City involvement are not continued as housing programs in the 6th Cycle Housing Element.

1.1 Effectiveness in Addressing Special Needs

The City was successful in facilitating the development of housing for special needs groups during the 5th Cycle Housing Element. Under Program H-6 — Affordable Housing Development (Program H-8 in the 5th cycle Housing Element) the City partnered with housing developers to identify affordable housing opportunities with emphasis on promoting housing choices that serve the needs of special needs populations including seniors, homeless, female-headed households, large families, low-income households, and/or persons with disabilities. Additionally, the City participates in the EveryOne Home Continuum of Care which provides funding, feedback, data, and insights into homelessness and the affordable housing landscape in Hayward. The Alameda County 2018 EveryOne Home Strategic Plan seeks to address the housing-related needs of persons with serious mental illness, those living with HIV/AIDS, and individuals experiencing homelessness. Additionally, EveryOne Home released the 2020 Centering Racial Equity in Homeless System Design report. According to the report, Black and Indigenous people are homeless at a rate four times higher than Alameda County's general population, and more than double the rate among people in poverty. The report findings transformed the homeless response system design in Alameda County. The report includes program and system process recommendations, which describe the optimal structures, staffing ratios, and practices that will contribute to a more equitable homeless housing crisis response.

According to the City of Hayward's 2020 to 2021 Consolidated Annual Performance and Evaluation Report, the City has used Community Development Block Grant (CDBG) funds to assist individuals with special needs. Under Goal 3A: Provide Supportive Services for Special Needs, 1,375 individuals with special needs have been assisted through supportive services including recreational education, and health programs. The City far exceeded its program year targets by 250 percent. This is because of the increase in funding and corresponding service provision for emergency CDBG CARES Act (CDBG-CV) activities, which were created in Program Year 2019 but remained open and providing services throughout much of Program Year 2020. Conversely, the City was far from meeting its target for the goal of improving facility and infrastructure access and capacity, as COVID-19 restrictions continued to create construction delays.

1.2 Quantified Objectives

Table E-1 summarizes the City's progress toward meeting the previous 5th Cycle Housing Element RHNA, as well as objectives to rehabilitate and conserve/preserve existing housing stock. The City of

Appendix E – Review of Past Accomplishments

Hayward did not reach its 5th cycle RHNA goals in the Extremely Low, Very Low-, Low-, and Moderate-Income categories.

Table E-1 Quantified Housing Objective And Achieved Accomplishments

	New Construction		Rehabilitation		Preservation (At-Risk Units)	
	RHNA (2015-2022)	Actual	Objectives	Actual	Objectives ¹	Actual
Extremely Low-Income	339	48	50	0	0	0
Very Low-Income	339	120	50	0	0	0
Low-Income	480	174	100	67	0	0
Moderate-Income	608	128	-	0	0	0
Above Moderate-Income	0	2,824	0	0	0	0
Total	1,766	3,294	200	67	0	0

¹There were no units identified in the 5th Cycle Housing Element that were at high risk of conversion to market rate units.

1.3 Review of Past Accomplishments

Table E-2 provides a detailed program-level assessment of housing accomplishments during the 5th Cycle Housing Element planning period.

Table E-2 Review of Past Accomplishments

Program	Program Objectives	Progress and Continued Appropriateness
Program 1 — Housing Rehabilitation Loan Program (HRLP)	<p>The objective of this program is to preserve affordable single-family homes.</p> <p>The City provided below market-rate rehabilitation loans to qualified lower-income homeowners to make repairs (costing more than \$5,000) to correct major health and safety deficiencies and make needed accessibility modifications.</p>	<p>The City no longer issues new loans under this program, but many existing loans are still in effect.</p> <p>Continued Appropriateness: Program 1 will be carried into the 6th Cycle Housing Element. The City will continue monitoring the loans and program income from loan payoffs will be used to fund additional CDBG-eligible activities.</p>
Program 2 — Minor Home Repair Grant (MHRP)	<p>The objective of this program is to assist lower-income elderly and/or disabled homeowners to make minor home repairs to address health and safety issues, correct code violations, and address systems failures.</p> <p>The City shall continue to provide rehabilitation grants up to \$10,000 to qualified lower-income elderly and/or disabled homeowners to make minor home repairs to address health and safety problems, correct code deficiencies, and improve the outward appearance of homes. Priority will be given to work that corrects health and safety issues and to accessibility modifications for people who have disabilities. The City shall disseminate information to homeowners</p>	<p>During the reporting period, the City continued its partnerships with nonprofit housing rehabilitation agency Rebuilding Together Oakland/East Bay (\$150,000) and Habitat for Humanity East Bay/Silicon Valley to provide property rehabilitation assistance to targeted Hayward homeowners. In total, 52 homes were rehabilitated through 2020. Due to City staffing turnover and delays with environmental review, Habitat for Humanity only completed four projects in 2020. Rebuilding Together's minor home repair grant program provides for safety assessments and modifications to single-family and mobile homeowners.</p> <p>Continued Appropriateness: Based on the progress of this program, Program 2 will be carried into the 6th Cycle Housing Element.</p>

Program	Program Objectives	Progress and Continued Appropriateness
	<p>who participate in the Program regarding rehabilitation standards, preventative maintenance, and energy conservation measures.</p>	
<p>Program 3 — Residential Rental Inspection Program</p>	<p>The objective of this program is to safeguard the stock of safe, sanitary rental units within the City and protect local residents through systematic inspection of rental housing throughout the City.</p> <p>The City shall continue to systematically inspect rental units throughout the city through the Residential Rental Inspection Program to safeguard the stock of safe, sanitary rental units within the city and protect persons entering or residing in rental units. The City shall focus attention on rental housing in higher density areas with the goal of inspecting these units every three to four years. The City shall inspect properties outside the focus area less frequently, unless they are the subject of a complaint. All rental units shall be subject to inspection. To fund the program, the City shall continue to charge an annual, per-unit fee in addition to fees charged for every unit in which a violation is found. The City shall assess penalties for lack of timely correction of violations. The City shall disseminate information to residents about the mandatory rental inspections, as well as up-to-date information on the City’s building, mechanical, plumbing, electrical, and housing codes.</p>	<p>During the 2015-2020 reporting period, the City inspected the following number of active properties and units:</p> <ul style="list-style-type: none"> ▪ 2015: 217 single-family homes and 1,492 apartments and 224 multifamily rental properties ▪ 2016: 102 single-family homes and 954 apartments in 132 multifamily rental properties ▪ 2017: 235 new rental cases for 714 units ▪ 2018: 171 rental cases for 657 units ▪ 2019: 65 new rental cases for 78 units ▪ 2020: 65 new rental cases for 78 units ▪ 2021: 109 new cases <p>Continued Appropriateness: Based on the progress of this program, as well as the requirements of AB 838 (2021), Program 3 will be carried into the 6th Cycle Housing Element.</p>
<p>Program 4 — Preservation of At-Risk Housing</p>	<p>The objective of this program is to avoid the loss of assisted housing units and the resulting displacement of low-income residents.</p> <p>The City shall continue to monitor all units considered at risk of conversion to market rate and assist property owners in maintaining the affordability of these units. The City shall support and assist property owners in applying for State and Federal funding to preserve at-risk housing, and as funding permits, shall provide financial assistance to nonprofit housing developers in the acquisition and rehabilitation of at-risk housing projects. The City shall ensure that property owners comply with State noticing requirements to notify tenants one year ahead of their intent to terminate subsidy contract or affordability covenants. As necessary, the City shall also provide technical assistance</p>	<p>Since 2015, the City has facilitated the acquisition, recapitalization and/or rehabilitation of 300 affordable units and the conversion of 130 market-rate naturally occurring affordable units to rent restricted affordable units.</p> <p>The City continues to monitor all units considered at risk of conversion to market rate and assist property owners in maintaining affordability of these units. The City supports and assists property owners in applying for state and federal funding to preserve at-risk housing, and as funding permits, shall provide financial assistance to nonprofit housing developers in the acquisition and rehabilitation of at-risk housing projects.</p> <p>Continued Appropriateness: Based on the continued importance of this program, Program 4 will be carried into the 6th Cycle Housing Element.</p>

Appendix E – Review of Past Accomplishments

Program	Program Objectives	Progress and Continued Appropriateness
	<p>to tenants to access other affordable housing resources.</p>	
<p>Program 5 — Foreclosure Prevention and Counseling</p>	<p>The objective of this program is to preserve homeownership and promote neighborhood stability.</p> <p>The City shall continue to support foreclosure prevention by partnering with non-profit organizations that provide foreclosure prevention services. The City shall continue to provide information about foreclosure prevention resources in the housing programs section of the City’s website, including information about the programs available for refinancing at-risk loans, and contact information for legal services agencies and HUD-approved counseling organizations in the area. The City shall mail foreclosure prevention materials to local residents who receive notices of default and notices of trustee sale, and shall organize foreclosure-prevention seminars for Hayward residents at risk of losing their homes.</p>	<p>The City has partnered with non-profit Housing and Economic Rights Advocates (HERA) to provide mortgage delinquency and default resolution negotiation and legal advocacy services through the City’s Foreclosure Prevention Program (the “Program”). The Program provides services to low-income City of Hayward homeowners who are struggling to make their mortgage payments and at risk of losing their home due to financial impacts related to COVID-19. Marketing has started for the Program and the first two, free educational workshops on Foreclosure Prevention have been scheduled for end of February and early March 2022. Additionally, homeowners who meet certain Program criteria may also be eligible for financial assistance through the Program in the form of loans up to \$15,000. The Program is funded by CARES Act Community Development Grant (CDBG-CV) funds and American Rescue Plan Act of 2021 (ARPA) funds which were approved by City Council in 2020 and 2021 respectively. Additionally, the City partnered with A1 Community Housing to provide free foreclosure prevention workshops as well as free one-on-one counseling for households at risk of foreclosure. The program was funded through the City’s annual CDBG entitlement grant and served 72 Hayward households.</p> <p>Continued Appropriateness: Based on the progress of this program, Program 5 will be carried into the 6th Cycle Housing Element.</p>
<p>Program 6 — Mortgage Credit Certificate Program</p>	<p>The objective of this program is to assist tenants to become homeowners to reach a 60 percent ownership occupancy rate, within the parameters of federal and state housing laws.</p> <p>The City shall continue to participate in the Mortgage Credit Certificate (MCC) program, administered by Alameda County, to assist eligible buyers qualify for a mortgage loan. The City shall assist the County in promoting the program to eligible buyers through the City website and written materials.</p>	<p>Since 2015, a total of 20 Hayward homebuyers obtained an MCC allocation:</p> <ul style="list-style-type: none"> ▪ 2014: Four Hayward homebuyers obtained an MCC allocation and nine homeowners had their allocations reissued ▪ 2015: Four Hayward homebuyers obtained an MCC allocation and one homeowner had his allocation reissued ▪ 2016: No data ▪ 2017: Two Hayward homebuyers obtained an MCC allocation and two homeowners had their allocation reissued ▪ 2018: Three Hayward homebuyers obtained an MCC allocation ▪ 2019: Seven Hayward homebuyers obtained an MCC allocation <p>The California Debt Limit Allocation Committee (CDLAC) did not provide MCC funds to counties statewide in 2020 or 2021. The City continues to engage with the County for any future applications for CDLAC for MMC funds.</p>

Program	Program Objectives	Progress and Continued Appropriateness
		<p>Continued Appropriateness: Due to lack of funding, Program 6 will not be carried into the 6th Cycle Housing Element. If CDLAC offers MCC funds again, the City will work with the County to reapply for the program.</p>
<p>Program 7 — Tenant-Based Rental Assistance for Emancipated Youth</p>	<p>The objective of this program is to promote housing, along with supportive services, for household with special needs, including seniors, persons with disabilities, single-parents, and the homeless.</p> <p>The City shall continue to provide financial support to Project Independence, a program implemented by ABODE Services to provide a continuum of supportive services, including tenant-based rental assistance, to emancipated youth in Alameda County (youth from 18 to 24 who have aged out of the foster care system).</p>	<p>Since 2015, 183 Hayward at-risk youth were housed through this program (this number may include duplicates for potential youth participating in the program for multiple years).</p> <p>In 2020, over \$216,123 were provided to Project Independence, a program implemented by a non-profit organization that provides tenant-based rental assistance to emancipated youth. Previous years reported funds from \$125,000 to \$218,000.</p> <p>In 2021, the City continued to utilize HOME funding for tenant-based rental assistance to emancipated youth through Abode Services’ Project Independence. Last year, 18 transition age youth were provided a housing subsidy. As some program participants have minor children, a total of 24 individuals were housed.</p> <p>Continued Appropriateness: Based on the progress of this program, Program 7 will be carried into the 6th Cycle Housing Element. This program has been incorporated into Program H-19: Housing for Special needs Populations.</p>
<p>Program 8 — Affordable Housing Development</p>	<p>The objective of this program is to assist in the provision of housing that meet the needs of all socioeconomic segments of the community.</p> <p>The City shall work with developers to facilitate affordable housing development. Specifically, the City shall review available funding programs annually and shall provide technical support in the application for State, Federal, and other public affordable funding sources, and, as funding permits, shall provide gap financing for affordable housing. Gap financing shall focus on rental housing units affordable to lower-income households and households with special needs (e.g., seniors, Extremely Low-Income households, and persons with disabilities, including developmental disabilities), especially projects that promote the City’s goals relating to transit oriented development and jobs/housing balance.</p>	<p>The City continues to partner with housing developers to identify affordable housing development opportunities with emphasis on promoting housing choices that serve the needs of special needs populations, including seniors, homeless, female-headed households, large families, low-income, and/or persons with disabilities. In addition, the City continues to support developers with their applications for state and other local development incentives and funding programs that provide financial assistance to develop affordable housing for special needs populations. The City promotes Senate Bill (SB) 330 and SB 35 as a development incentive to affordable housing developers and anticipates processing eligible affordable housing developments to ensure that Hayward has a diverse housing stock serving all socioeconomic segments of the community.</p> <p>Furthermore, in 2020, the City approved a workplan to incentivize housing production in Hayward and address the state’s housing shortage and high housing costs. The objective of the workplan is to incentivize the production of both market rate and affordable housing, implement measures to meet the RHNA goals, establish “pro-housing” policies to ensure Hayward remains competitive for state housing funds and improve housing affordability for Hayward residents. Topics to incentivize housing production include policies related to zoning and</p>

Program	Program Objectives	Progress and Continued Appropriateness
		<p>housing approvals, accessory dwelling units, impact fees and fee transparency, funding sources, public land disposition, and streamlining the approval process. Below is a summary of annual progress:</p> <ul style="list-style-type: none"> ▪ 2015: Lease of a new 22-unit transit-oriented affordable development senior housing development located at B & Grand Streets ▪ 2016: Construction of a new 60-unit transit-oriented affordable development for seniors located on A Street (at Main) started construction during the reporting period. Also, the construction of the 151-unit Alta Mira affordable complex which includes eight and 64 affordable homes for families and seniors, respectively, was completed. ▪ 2017: The City participated in discussions with Alameda County regarding the development of implementation policies for Alameda County A1 Bond funds to fund Development of Affordable Housing. The County approved its guidelines in November 2017 and Hayward received direction from City Council in December 2018 to issue a Notice of Funding Availability to fund affordable housing projects. ▪ 2018: Three projects were awarded funds totaling \$28.6 million to create 259 units of affordable housing. Two of the projects were provided matching funds to apply for Alameda County A1 Bond funds and were awarded almost \$10 million from the County. As a result of the NOFA, two market rate projects (Matsya Villas entitled in 2017 and Mission Paradise entitled in 2018), were converted to 100 percent affordable projects. These projects will provide housing to households earning between 20 percent of the Area Median Income and 80 percent of the Area Median Income serving seniors, families, individuals, veterans, and people experiencing homelessness. A fourth project was not awarded funds but secured funding and started construction to develop 140 units of affordable housing. ▪ 2019: The City granted its first approval of eligibility for a streamlined approval process through SB 35 for Terraces at Mission which would provide 110 affordable housing units for low-income seniors. ▪ 2020: The City approved a second SB 35 application at 2595 Depot Road that included an unlimited density bonus pursuant to Assembly Bill (AB) 1763 because it was located within one-half mile of a high frequency transit stop. Allied/Abode Services is currently constructing a 125 micro unit development. Half of the units will be set aside for extremely low-income

Program	Program Objectives	Progress and Continued Appropriateness
		<p>households and the remaining units will be set aside for very low- and low-income households.</p> <ul style="list-style-type: none"> ▪ 2021: The City allocated \$4.9 million to affordable housing projects to help close the financing gaps on three affordable housing projects which will provide approximately 190 units of affordable housing which includes two projects reference above plus an additional 96 unit affordable housing development located on Parcel Group 8. Lastly, the City plans issuing a Notice of Funding Availability (NOFA) to establish an affordable housing development pipeline. Eligible projects would be awarded as funding becomes available. Through the NOFA, the City is able to prioritize the City's housing goals and target at-risk and underserved populations. Additionally, the City entered into a Development Disposition Agreement for the development of 176 units of Affordable Housing located on Parcel Group 3. <p>Continued Appropriateness: Based on the progress of this program, Program 8 will be carried into the 6th Cycle Housing Element.</p> <p>Due to legislative updates, this program has been expanded to comply with the most recent state law.</p>
<p>Program 9 — Density Bonus</p>	<p>The objective of this program is to promote the use of density bonuses and other incentives to facilitate the development of new housing for extremely low, very low, and low-income households.</p> <p>The City shall develop a brochure describing the Density Bonus Ordinance and distribute to potential developers in order to promote affordable housing development.</p>	<p>The City has a good track record of approving Density bonus applications throughout the 5th Cycle Housing Element:</p> <ul style="list-style-type: none"> ▪ 2017: The City approved Maple and Main mixed-use development which consisted of 235 multi-family rental units and approximately 49,000 square foot commercial development. The project included a 23 percent density bonus. In exchange for the density bonus, the development will include 48 units deed restricted for very low-income households ▪ 2019: Processed three applications for density bonuses. The Meta Housing development includes a total of 140 multi-family rental units. The project will be 100 percent affordable for Low-Income households and included a 15 percent density bonus (19 units). The Pine Vista development project includes a total of 40 for-sale condominium units. Of the 40 condo units, 15 percent or 20 percent were deed restricted for moderate-income households. The Mission Terraces development includes a total of 110 multi-family rental units that would be available for seniors. The project would be 100 percent affordable to low-income households and included a 20 percent density bonus (10 units). ▪ 2020: Processed three applications for density bonuses. A mixed apartment/condo development composed of 45 residential units at 21659 Mission Blvd included one rental units for very low-income households and three for-sale units

Program	Program Objectives	Progress and Continued Appropriateness
		<p>for moderate income households. A nine-unit rental complex at 24997 O'Neil Avenue included one rental unit for very low-income households. The development at 2595 Depot Road was approved with an unlimited density bonus pursuant to AB 1793 in that the project was 100 percent affordable and located within 0.5 miles of a high-frequency transit stop. That project will include 48 units for extremely low-income households; 55 units for very low-income households and 21 units for low-income households.</p> <ul style="list-style-type: none"> ▪ 2021. Processed two density bonus applications. A 176-unit, multi-family residential development with two Very Low-Income units, 136 Low Income units and 36 Moderate Income units for Parcel Group 3. Concessions included height increase, open space, rear yard setback and deviation from Reach Code requirement. And a 55-unit market rate development which used the Density Bonus application process to seek concessions from open space and minimum setback requirements. ▪ 2022. As of May 2022, application deemed complete for an SB35 application with Density Bonus for Parcel Group 8, a 96-unit, mixed use development for Low- and Moderate-Income households. Project will receive a 56% increase in density with concessions and waivers related to Floor Area Ratio, height, setbacks, and open space. <p>In 2019, Hayward received Senate Bill 2 grant funding to complete an update to the Density Bonus Ordinance to bring it in alignment with state law. The Planning Division is in the process of updating the Density Bonus Ordinance and expects to complete this project in late 2022/early 2023.</p> <p>Continued Appropriateness: Based on the progress of this program, Program 9 will be carried into the 6th Cycle Housing Element.</p> <p>Due to legislative updates to Density Bonus law, this program will be expanded to reflect current State law related to outreach materials.</p>
<p>Program 10 – Provision of Adequate Sites</p>	<p>The objective of this program is to make available an inventory adequate sites that are affordable and available to a mix of income categories.</p> <p>The City shall maintain a residential sites inventory that can accommodate the City's RHNA. The City shall update the inventory annually to monitor the consumption of residential and mixed-use properties and continued ability to fulfill the RHNA. The City shall make the updated inventory of sites available on the City website.</p>	<p>No report listed from 2017-2020. Reports from 2015 and 2016 indicated that City staff were in the process of creating a spreadsheet to monitor housing production on the Housing Element-identified housing or mixed-use sites vis-vis its current RHNA allocation. The City maintains a residential pipeline list that monitors all residential development that is under review, recently entitled, and under construction and reports that information annually to the State Department of Housing and Community Development and the Office of Planning and Research.</p>

Program	Program Objectives	Progress and Continued Appropriateness
<p>Program 11 — Affordable Housing Development on Large Sites</p>	<p>The objective of this program is to allow for a range of residential densities and housing types, prices, ownership, and size, including low-density single-family uses, moderate-density townhomes, and higher-density apartments, transit-oriented developments, etc.</p> <p>The City shall facilitate the development of housing for lower-income households on large sites identified in the Sites Inventory by encouraging land divisions and specific plans resulting in parcels sizes that facilitate multifamily developments that include units affordable to lower income households in light of State, Federal and local financing programs. The City shall provide incentives for the development of affordable housing, including but not limited to:</p> <ul style="list-style-type: none"> ▪ Priority to processing subdivision maps that include affordable housing units; ▪ Expedited review for the subdivision of larger sites into buildable lots where the development application can be found consistent with the General Plan, applicable Specific Plan and master environmental impact report; ▪ Financial assistance (based on availability of Federal, State, local foundations, and private housing funds); and <p>Modification of development requirements, such as reduced parking standards for seniors, assisted care, and special needs housing on a case by-case basis.</p>	<p>Continued Appropriateness: This program will be carried into the 6th Cycle Housing Element and expanded to reflect legislative updates.</p> <p>Affordable housing on large sites is encouraged through early discussions with residential developers who are referred to the City's inventory of vacant and underutilized residential and mixed-use sites that can accommodate the City's RHNA. In 2016, the City of Hayward entered into a Purchase and Sale Agreement with the California Department of Transportation (Caltrans) to manage the disposition and development of former right of way for the now defunct Route 238 Bypass. This land is divided into 10 parcel groups and must be disposed of by 2027.</p> <p>In 2020, the City received an application from Eden Housing to develop Parcel Group 3 with a 100 percent affordable housing development composed of 180 multi-family residential units and a K-5 Charter School on a seven acre portion of a 28.5-acre site. In 2020, the City also received a development application for Parcel Group 5 to subdivide and develop 72 large lot single family homes with 18 Accessory Dwelling Units that would be deed restricted for Very Low Income Households on an approximately 37 acre site. Both projects were approved in 2021. In 2021, the City received an SB 35 and Density Bonus application to construct 96 rental units affordable to low-income households on a 1.56-acre portion of Parcel Group 8, which is an approximately 19.79-acre site. The Parcel Group 8 application is currently under review. No information about progress was reported in previous years.</p> <p>Continued Appropriateness: Based on the progress of this program, Program 11 will be carried into the 6th Cycle Housing Element.</p> <p>This program will be incorporated into Program H-14: Development Incentives.</p>
<p>Policy H-3.10 — No Net Loss Zoning</p>	<p>The objective of this program is to consider the impacts of rezoning and General Plan Amendments of residential sites on the City's ability to meet its share of the regional housing need, location, price, and tenure.</p> <p>The City shall maintain a residential sites inventory that can accommodate the City's RHNA. The City shall update the inventory annually to monitor the consumption of residential and mixed-use properties and continued ability to fulfill the RHNA. The City shall make the</p>	<p>City Planning staff evaluates all development projects that include a rezoning component to determine if there will be a net loss related to rezoning property, and specifically any sites that were identified in the Housing Element. From 2015 to 2019, the City did not adopt any General Plan amendments to the Land Use Element that would have resulted in a reduction in the amount of land that could be developed for residential purposes. In fact, in 2019 and 2020, the City adopted the Downtown Specific Plan (covering 320 acres) and amendments to the Mission Boulevard Specific Plan (covering 469 acres) that increased density significantly within the subject</p>

Appendix E – Review of Past Accomplishments

Program	Program Objectives	Progress and Continued Appropriateness
	<p>updated inventory of sites available on the City website.</p>	<p>areas. This policy will continue to be implemented on an ongoing basis.</p> <p>Continued Appropriateness: The No Net Loss Zoning policy will become a program in the 6th Cycle Housing Element in accordance with State law.</p>
<p>Program 12 — Inclusionary Housing Ordinance</p>	<p>The objective of this program is to meet the needs of all socioeconomic segments of the community.</p> <p>The City shall continue to implement the Inclusionary Housing Ordinance, but shall modify the ordinance, if necessary, based on the findings of the Inclusionary Housing Ordinance Review and Affordable Unit In-lieu Fee/Nexus Study.</p>	<p>Informed by the results of a Residential Nexus and Feasibility Study, in January 2015, the City Council adopted an Affordable Housing Ordinance (AHO). The AHO was updated in 2017 and now applies to all residential development proposals of two units or more and provides more flexibility to the developers with respect to the means of compliance with those requirements. Since adoption of the new ordinance, 11 projects have been entitled that include on-site affordable housing which will include 65 moderate income units, 21 low income units and 10 very low income units. As indicated in the Incentivizing Housing Production Workplan and the City’s Strategic Roadmap, the City expects to begin the process of evaluating and possibly updating its existing AHO with the intent to expand the program to comply with the most recent State laws related to affordable housing development and update provisions to further support the City’s housing goals.</p> <p>Continued Appropriateness: Based on the progress of this program, Program will be carried into the 6th Cycle Housing Element.</p>
<p>Program 13 — Funding for Emergency Shelters and Transitional Housing</p>	<p>The objective of this program is to provide housing choices that serve the needs of special needs populations, including seniors, homeless, female headed households, large families, and persons with disabilities, including developmental disabilities.</p> <p>The City shall use CDBG funds and other funds, as available, to support emergency shelters, and transitional and supportive housing programs for the homeless and those who are at risk of becoming homeless.</p>	<p>Community Services Division funds agencies that provide such services. In January 2019, the City Council approved a Navigation Center to increase shelter beds for homeless Hayward adults (age 18 and older). The Navigation Center opened in November 2019, and in the first year of operations, placed 45 people into permanent housing. The Navigation Center is funded through CDBG, HEAP, Proposition 47, PLHA, and general fund monies. In December 2020, the City Council approved opening a second temporary (6 month) Navigation Center, housed out of a Hayward hotel, to provide isolation shelter and housing navigation services to homeless individuals vulnerable to contracting COVID-19. The Navigation Center Hotel Annex Project is funded out of PLHA and general fund monies. In July 2021, the City Council authorized \$7.5M in American Rescue Plan (ARPA) funds for the following programs: \$3M to extend the Navigation Center Hotel Annex Program, \$2M to expand Hayward Winter Shelter to a nightly and year-round shelter (for 12 months), and \$1M to the Hayward Navigation Center.</p> <p>Continued Appropriateness: Based on the progress of this program, Program will be carried into the 6th Cycle Housing Element.</p> <p>Due to legislative updates, this program will be expanded to comply with current state law. This</p>

Program	Program Objectives	Progress and Continued Appropriateness
<p>Program 14 — Child Care Services and Facilities</p>	<p>The objective of this program is to encourage the development of childcare facilities.</p> <p>The City shall consider amending the Zoning Ordinance to address childcare needs associated with new residential development. Specifically, the City shall consider the following:</p> <ul style="list-style-type: none"> ▪ For residential projects over 100 units, estimate the expected number of children and consult with child care intermediaries, such as the Child Care Coordinating Council of Alameda County on corresponding area supply and need for child care. ▪ Encourage the inclusion of child care space, particularly in affordable housing developments. City staff shall consult with child care intermediaries such as the Child Care Coordinating Council of Alameda County when initiating new proposals for publicly funded projects to develop added incentives for projects that review need for child care. ▪ Support the provision of child care centers in residential neighborhoods and in new residential projects through policies, planning, and coordinated staff support. ▪ To the extent feasible, encourage applicants for publicly financed projects to consider need for child care and pursue supportive corresponding strategies if warranted, by working with child care intermediaries such as the Resource and Referral agencies. <p>Consider offering incentives for child care inclusion in other projects such as: parking reductions and density bonuses and consider creative mechanisms for supporting the financing of new housing linked child care such as development agreements for child care, public funding of the child care component, and/or other strategies.</p>	<p>program will be incorporated into Program H-19: Housing for Special Needs Populations.</p> <hr/> <p>Properties within the Downtown Specific Plan and Mission Boulevard Form Based Code Districts allow ground-floor childcare facilities as a permitted use within new residential or mixed-use development while residential zoning districts require approval of an Administrative Use Permit for childcare facilities. Staff works with individual developers to add childcare facilities within mixed-use developments. In 2019, two large-scale mixed-use developments included childcare facilities on the ground floor. The Meta development is composed of 140 units affordable to low-income households and the True Life development is composed of 189 condominiums and townhomes with 19 units set aside for moderate-income households.</p> <p>Continued Appropriateness: Based on the continued importance of addressing childcare, this program will be carried into the 6th Cycle Housing Element. This program will be incorporated into Program H-19: Housing for Special Needs Populations.</p>

Appendix E – Review of Past Accomplishments

Program	Program Objectives	Progress and Continued Appropriateness
<p>Program 15 — Fair Housing Services</p>	<p>The objective of this program is to support service and programs that eliminate housing discrimination.</p> <p>The City shall continue to contract with ECHO to provide fair housing and tenant/landlord services, including fair housing counseling and education and tenant/landlord counseling and mediation. The City shall also work with Bay East Association of Realtors to ensure that residential real estate agents and brokers adhere to fair housing laws and regulations, and work with tenants, tenant advocates, and rental housing owners and managers to eradicate housing discrimination and to ensure that Hayward's supply of rental housing is decent, safe and sanitary. The City shall promote training for property owners and managers to ensure that they are knowledgeable of the requirements of Federal, State and local real estate, housing discrimination, tenant protection, housing inspection and community preservation laws; and promote training of tenants in the requirements of Federal, State, and local laws so that they are aware of their rights and obligations. Finally, the City shall disseminate information to homeowners about predatory lending practices.</p>	<p>During the reporting period, the City partnered with local non-profit organization Eden Council for Hope and Opportunity (ECHO) (between \$25,000 and \$50,000 annually) to conduct fair housing activities including annual audits, tests, investigation of complaints and fair housing workshops. This organization also provided landlord-tenant mediation services, know-your-rights workshops and other educational services to both tenants and landlords. In FY20-21, ECHO conducted 32 fair housing investigations and 10 fair housing tests, along with 14 public presentations to educate tenants and landlords about their rights and responsibilities related to fair housing.</p> <p>Continued Appropriateness: Based on the progress of this program, Program will be carried into the 6th Cycle Housing Element.</p>
<p>Program 16 — Universal Design Principles</p>	<p>The objective of this program is to provide housing choices that serve the needs of special needs populations, including seniors, homeless, female headed households, large families, and persons with disabilities, including developmental disabilities.</p> <p>The City shall develop an ordinance that promotes the use of Universal Design Principles in new construction and/or rehabilitation of housing.</p>	<p>The City has not drafted an Ordinance that promotes the use of Universal Design Principles in new construction and rehabilitation of housing. However, the City's Building Division follows the 2016 California Building Code Part 2, Volume 1, Chapters 11A, Housing Accessibility, and 11B, Accessibility to Public Buildings, Commercial Buildings and Public Housing when evaluating all proposed developments. These chapters apply to all new multi-family residential development and require that a certain percentage of units within a multi-family residential development be adaptable and accessible. The application of these chapters is a good step in addressing the intent of this program as Chapter 11A and B address disabled access design criteria in the California Building Codes and the requirements for residential and commercial occupancies/uses. These codes model the ADA guidelines. This policy will continue to be implemented on a case-by-case basis.</p> <p>Continued Appropriateness: Based on the progress of this program, Program 16 will be carried into the 6th Cycle Housing Element. This program will be incorporated into Program H-19: Housing for Special Needs Populations.</p>

Program	Program Objectives	Progress and Continued Appropriateness
<p>Program 17 — Small Lot Consolidation</p>	<p>The objective of this program is to allow for a range of residential densities and housing types, prices, ownership, and size, including low-density single-family uses, moderate-density townhomes, and higher-density apartments, and transit-oriented developments.</p> <p>The City shall assist in land consolidation by providing sites information to interested developers and provide gap financing assistance, as available, to nonprofit housing developers. The City will provide information about the lot consolidation procedure on the City website by 2015. The City shall process lot consolidation requests ministerially when the lots are within the same zoning district.</p>	<p>The City Planning Division provides site information to all interested developers and gap financing assistance, as available, to nonprofit housing developers.</p> <p>In 2016, the City entered into a Purchase and Sale Agreement with Caltrans to manage the disposition and development of former right of way for the now defunct Route 238 Bypass. This land is divided into large 10 parcel groups comprised of dozens of aggregated small and large lots to make contiguous parcel groups. One of these parcel groups (Parcel Groups 1 and 10) In 2018, the City approved the Sohay development on an approximately 25-acre site that was composed of 21 separate small parcels that were purchased and consolidated to create a large-scale, mixed use and mixed income development. The project consists of 472 residential units (72 multi-family homes and 400 townhomes) with 48 units available to low- and moderate-income households, and 20,000 square feet of ground floor retail along Mission Boulevard within one-half mile of the South Hayward BART Station. The City Planning Division provides site information to all interested developers and gap financing assistance, as available, to nonprofit housing developers. Lot consolidation is accomplished on a case-by-case basis depending on the development project. Lot consolidation is accomplished on a case-by-case basis depending on the development project.</p> <p>Continued Appropriateness: Based on the progress of this program, Program 17 will be carried into the 6th Cycle Housing Element.</p>
<p>Program 18 — Boomerang Funds</p>	<p>The objective of this program is to assist in the provision of housing that meet the needs of all socioeconomic segments of the community.</p> <p>The City shall consider options for allocating a portion of unrestricted City General Funds received as part of a one-time distribution of liquidated Low-Moderate Income Housing Trust Funds of the former Redevelopment Agency (aka “Boomerang funds”) for the development of affordable housing and shall adopt a resolution regarding the use of these funds.</p>	<p>The City continues to explore different funding mechanisms to finance affordable housing, including the use of Boomerang funds. However, the adoption of those mechanisms has been limited by the full recovery of the local economy. However, the City awarded \$33.5million in local housing funds to incentivize the development of affordable housing. The City utilized Hayward Housing Authority Funds, Inclusionary Housing Funds, HOME funds, and Hayward's allocation of Alameda County's Measure A1 bond funds to support the development of affordable housing. Moving forward, the City plans issuing a Notice of Funding Availability (NOFA) to establish an affordable housing development pipeline. Eligible projects would be awarded as funding becomes available. Through the NOFA, the City is able to prioritize the City's housing goals and target at-risk and underserved populations.</p> <p>Continued Appropriateness: Because this program was designed to be a single action, and has been completed, this program will not be carried over into the 6th Cycle Housing Element.</p>

Appendix E – Review of Past Accomplishments

Program	Program Objectives	Progress and Continued Appropriateness
<p>Program 19 — Exemptions of Transit Priority Projects from Environmental Review</p>	<p>The objective of this program is to mitigate any potential constraints to housing production and affordability.</p> <p>The City shall implement the provisions of SB 375 streamlining the CEQA process for Transit Priority Projects and projects that conform to the Sustainable Communities Strategy and meet specific criteria set forth in SB 375.</p>	<p>Consistent with SB 375 streamlining provisions, the City adopted the Downtown Specific Plan, completed an update to the Mission Boulevard Code and adopted new VMT CEQA thresholds, which help streamline development review of projects located within 0.5 mile of the City's two BART stations. Additional legislation (SB 330 and SB 35) further promote project streamlining in that SB 35 projects, even if accompanied by a Density Bonus application, are exempt from CEQA. To date, four development projects have benefited from these streamlined provisions in the City of Hayward.</p> <p>Continued Appropriateness: Based on the progress of this program, Program 19 will be carried into the 6th Cycle Housing Element.</p> <p>Due to legislative updates, for example AB 1147 – Regional Transportation Plan: Active Transportation Program, this program will be evaluated for compliance with state law.</p>
<p>Program 20 — Housing Choice Vouchers</p>	<p>The objective of this program is to assist in the provision of housing that meet the needs of all socioeconomic segments of the community.</p> <p>The City shall continue to participate in the Housing Choice Voucher Program, administered by Alameda County, with a goal of providing rental assistance to lower-income residents. The City shall work with Alameda County to maintain, or if possible increase, the current number of vouchers for Hayward residents.</p>	<p>The City continues to participate in the Housing Choice Voucher Program, which is administered by the Alameda County Housing Authority. To date, nearly 2,000 households in Hayward have benefited from these vouchers annually.</p> <p>Continued Appropriateness: Based on the progress of this program, Program 20 will be carried into the 6th Cycle Housing Element.</p>
<p>Program 21 — Outreach to Developmentally Disabled</p>	<p>The objective of this program is to provide housing choices that serve the needs of special needs populations persons with disabilities, including developmental disabilities.</p> <p>The City shall work with the East Bay Regional Center to implement an outreach program informing residents of the housing and services available for persons with developmental disabilities. The City shall make information available on the City website.</p>	<p>The City awarded Measure B/BB transportation funds to local non-profits serving seniors and individuals with disabilities. Service partners included: (1) Eden I&R: Same-day transportation through LYFT and UBER; volunteer driver program for those with door-through-door needs; (2) Community Resources for Independent Living: Travel Training; (3) Services Opportunities for Seniors: in home meal delivery for homebound seniors; (4) Alzheimer’s Services of the East Bay (ASEB): Specially trained drivers operate lift-equipped vehicles to provide transportation to its adult day program.</p> <p>Continued Appropriateness: Based on the progress of this program, Program 21 will be carried into the 6th Cycle Housing Element. This program will be incorporated into Program H-20: Community Outreach and education.</p>



Appendix F – Assessment of Fair Housing

Draft Housing Element (2023-2031)

prepared by

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1 Affirmatively Furthering Fair Housing

1.1 Introduction and Overview

California Government Code Section 8899.50 requires local agencies to affirmatively further fair housing (AFFH). Under California law, AFFH means “taking meaningful actions, in addition to combatting discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics.”

Government Code Section 8899.50 stipulates that an assessment of fair housing (AFH) includes the following components:

- A summary of fair housing issues in the jurisdiction and an assessment of the jurisdiction’s fair housing enforcement and fair housing outreach capacity
- An analysis of available federal, state, and local data and knowledge to identify integration and segregation patterns and trends, racially or ethnically concentrated areas of poverty, disparities in access to opportunity, and disproportionate housing needs within the jurisdiction, including displacement risk
- An assessment of the contributing factors for the fair housing issues identified under Government Code Section 65583 (10)(A)(ii)
- An identification of the jurisdiction’s fair housing priorities and goals, giving highest priority to those factors identified in Government Code Section 65583 (10)(A)(iii) that limit or deny fair housing choice or access to opportunity, or negatively impact fair housing or civil rights compliance, and identifying the metrics and milestones for determining what fair housing results will be achieved
- Strategies and actions to implement those priorities and goals, which may include, but are not limited to, enhancing mobility strategies, and encouraging development of new affordable housing in areas of opportunity, as well as place-based strategies to encourage community revitalization, including preservation of existing affordable housing, and protecting existing residents from displacement

1.2 Approach to Analysis

This AFH has been prepared consistent with the California Department of Housing and Community Development (HCD) Affirmatively Furthering Fair Housing Guidance for All Public Entities and for Housing Elements (AFFH Guidance Memo) which provides guidance on the preparation of housing elements and ensure statutory requirements are satisfied, pursuant to Government Code Section 65583(c)(10).

This AFH evaluates fair housing issues on the following topics:

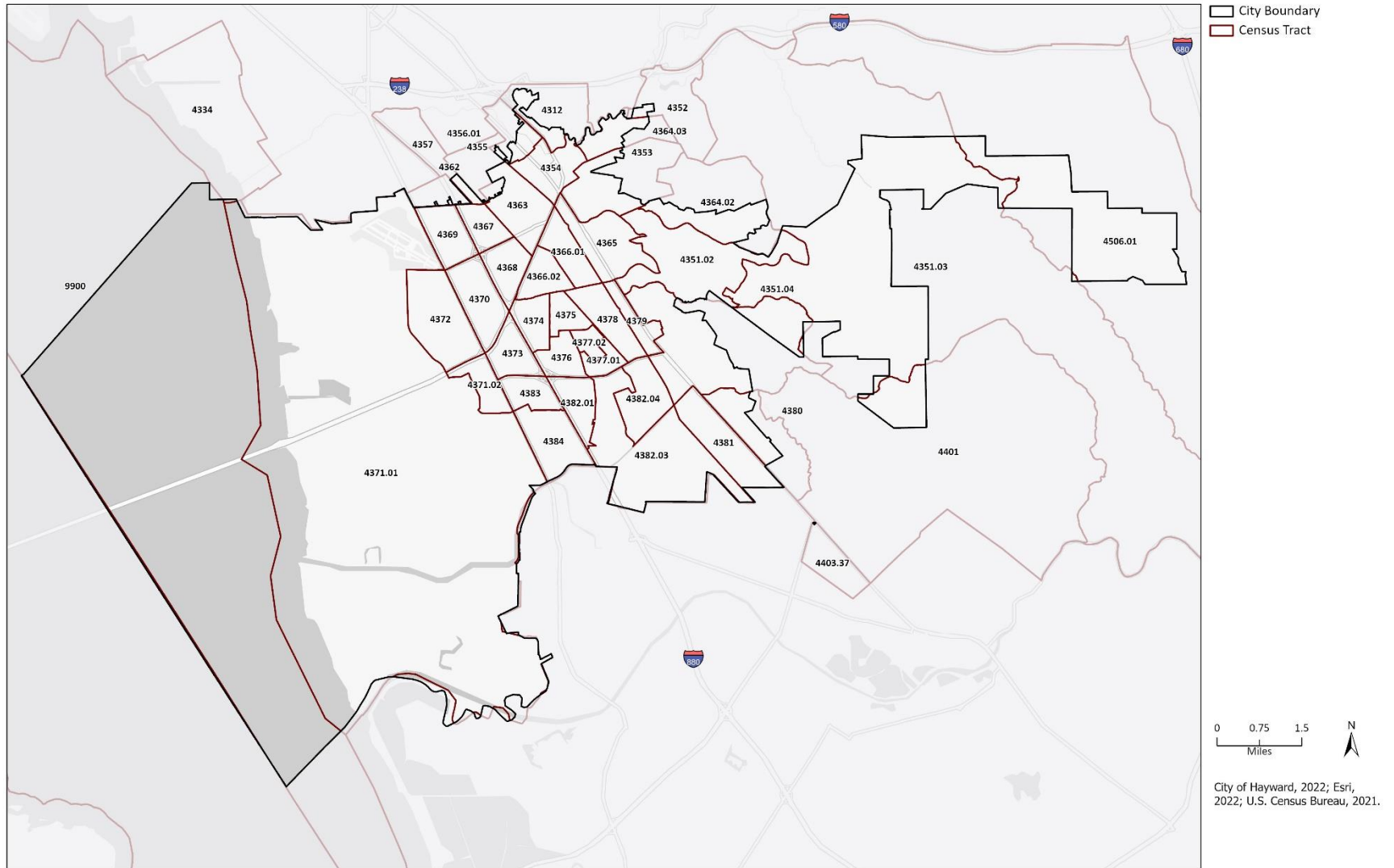
- Fair Housing Enforcement and Outreach Capacity
- Integration and Segregation Patterns and Trends
- Racially and Ethnically Concentrated Areas of Poverty
- Disparities in Access to Opportunity
- Disproportionate Housing Needs

Appendix F – Assessment of Fair Housing

- Other Relevant Factors, including historical disinvestment, lack of infrastructure improvements, and presence of older affordable housing units that may be at risk of conversion to market-rate housing

This AFFH addresses impediments through AFFH-specific goals, and actions based on the contributing factors for each identified fair housing issue. To identify specific areas within Hayward, references to census tracts and neighborhoods will be used throughout the document. An overview of census tracts is provided in Figure F-1.

Figure F-1 Hayward Census Tracts



Source: U.S Census 2022.

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2 Fair Housing Methodology

Government Code Section 65583 (10)(A)(ii) requires cities and counties to analyze areas of segregation, racially or ethnically concentrated areas of poverty, disparities in access to opportunity, and disproportionate housing needs, including displacement risk.

To conduct this analysis, the City utilized data from a variety of sources, including:

- The Housing and Community Development (HCD) AFFH Data Viewer
- Urban Displacement Project (UDP)
- U.S. Housing and Urban Development (HUD)
- CalEnviroScreen
- California Tax Credit Allocation Committee (TCAC)
- The 2020 Alameda County Regional Analysis of Impediments to Fair Housing Choice (AI)
- The Comprehensive House Affordability Strategy (CHAS)
- US Census American Community Survey (ACS)

Additionally, the analysis includes a discussion of historic land use and segregation patterns and input from sources of local knowledge, including advocates for people with special needs, advocacy organizations, housing and social services providers, and Hayward residents. Additional sources include the Hayward Displacement Study completed by HRA Advisors (2021) and City Council staff report and accompanying Resolution No. 21-223 apologizing to Black, Indigenous, Californio, Mexicano, Latino, Latinx and other community members of color on behalf of the City of Hayward for its implicit and explicit role in perpetuating institutional racism.

HCD AFFH Viewer

The AFFH Data Viewer is a tool developed by HCD that features census block group and tract-level data from an expansive collection of sources including ACS, HUD, TCAC, UDP, and CHAS. The Data Viewer tool serves as a resource for local and regional governments and provides the ability to explore spatial data patterns concerning fair housing enforcement, segregation, and integration, racially and ethnically concentrated areas of poverty, and disparities in access to opportunities and housing. The Data Viewer is intended to assist in the creation of policies that alleviate disparities, combat discrimination, and increase access to safe and affordable homes.

Urban Displacement Project

The Urban Displacement Project (UDP) was developed to track neighborhood change and identify areas that are vulnerable to gentrification and displacement in California. Indicators of gentrification and displacement are measured at the census tract level based on data from the 2015 ACS. UDP indicators examine census tracts to identify areas that qualify as disadvantaged neighborhoods. Additionally, census tracts identified as disadvantaged neighborhoods by UDP's criteria are further analyzed to explore changes in the percentage of college educated residents, non-Hispanic white population, median household income, and median gross rents over time to determine levels of gentrification and displacement risk.

CalEnviroScreen

The California Office of Environmental Health Hazard Assessment developed a screening methodology to identify communities disproportionately burdened by multiple sources of pollution. This tool, called the California Communities Environmental Health Screening Tool (CalEnviroScreen), utilizes existing environmental, health, and socioeconomic data to rank census tracts based on 20 distinct indicators. In general, if a community has a high score for that indicator, it is more impacted by pollution burdens and population vulnerabilities compared to other communities. Designated disadvantaged communities are those with CalEnviroScreen percentile scores of 75 or higher, meaning that they scored within the highest 25 percent of census tracts across California. Hayward continues to explore programs and policies to address community pollution, environmental health access to open space and government decision making through creation of an Environmental Justice Element of the General Plan.

California Tax Credit Allocation Committee

To assist fair housing analysis, HCD and TCAC created the California Fair Housing Task Force to provide research, evidence-based policy recommendations, and other strategic recommendations to HCD and other related state agencies and departments to further the state’s fair housing goals.¹ The California Fair Housing Task Force created Opportunity Maps to identify resources levels across the state to accompany new policies aimed at increasing access to high-opportunity areas for families with children.² Opportunity Maps are made from composite scores of three different domains made up from a set of indicators data shown in Table F-1. The Opportunity Maps include filters to identify areas with poverty and racial segregation. To identify these areas, census tracts were first filtered by poverty and then by a measure of racial segregation. The criteria for these filters were:

- Poverty Status: census tracts with at least 30 percent of population that earned an income that was below the federal poverty level
- Racial Segregation: census tracts with a location quotient that is higher than 1.25 for Black, Hispanic, Asian, or all non-white populations in comparison to the county

Table F-1 Domains and List of Indicators for Opportunity Maps

Domain	Indicator
Economic	Poverty, adult education, employment, job proximity, median home value
Environmental	CalEnviroScreen 3.0 pollution indicators and values
Education	Math proficiency, reading proficiency, high school graduation rates, student poverty rates

Source: California Fair Housing Task Force, Methodology for the 2020 TCAC/HCD Opportunity Maps 2020.

2021-2025 5-Year Housing and Community Development Strategic Plan for Hayward (Consolidated Plan)

Hayward’s 2021-2025 Consolidated Plan identifies affordable housing and community development needs through a housing market analysis; articulating priorities, goals, and strategies to address identified needs; and describing the actions that need to be taken to implement strategies for affordable housing. The City of Hayward is required to submit a federally mandated Consolidated Plan every five years and submit an Annual Action Plan in order to receive annual Community

¹Office of The State Treasurer (STO). 2021. <https://www.treasurer.ca.gov/ctcac/opportunity/2020-tcaF-hcd-methodology.pdf>

Development Block Grant (CDBG) and Home Investment Partnership (HOME) funding. Hayward’s Consolidated Plan is comprised of four priority needs: Expand and improve public infrastructure and facilities, preserve, protect, and produce housing stock, improve public services and economic development. The Consolidated Plan is important in conducting this AFFH analysis, as it identifies existing housing disparities, and describes how funding will be utilized to address barriers to such disparities.

AllTransit

AllTransit is an online database that details transit opportunity for communities. The website explores metrics that reveal the social and economic impact of transit, specifically looking at connectivity, access to jobs, and frequency of service. The AllTransit performance score explores metrics that reveal the social and economic impact of transit, such as connectivity, access to jobs, and frequency of service.

2020 Alameda County Regional Analysis of Impediments to Fair Housing Choice

As part of the CDBG program certification process, participating jurisdictions prepare an analysis of impediments to fair housing choice every five years. The 2020 Alameda County Regional Analysis of Impediments to Fair Housing Choice (AI) provides an assessment of the regional laws, ordinances, statutes, and administrative policies, as well as local conditions that affect the location, availability, and accessibility of housing. It also analyzes the conditions in the private market and public sector that may limit the range of housing choices or impede a person’s access to housing and provides solutions and measures to mitigate or remove identified impediments.

Community Engagement and Outreach

The following section details the various methods of community engagement the City used as part of the Housing Element Update. For more information, please see Chapter 1, Introduction, and Appendix A.

Contact Lists

City staff developed email and mailing lists of community & advocacy groups, non-profits, faith-based organizations, school-based organizations, mobile home park associations, homeowners’ associations, and neighborhood groups to provide outreach and regular updates on the project. In addition, the City is maintaining an “interested parties” list for those who have requested regular updates about the Housing Element, Climate Action Plan, Environmental Justice and Safety Element Updates.

Advertising

The City developed flyers in English and Spanish advertising the project. A total of 48,500 flyers were mailed out to homeowners, multi-family housing complexes and individuals living in mobile home parks. In addition, City staff handed out flyers different locations throughout Hayward including BART, the Farmers Market, supermarkets, and laundromats. The City also created a project website with links to upcoming and past event materials and links to articles and videos on the topics of Housing, Climate Change, Environmental Justice among other resources. The videos on housing

included such as the legacy of redlining, the History of Russell City in Hayward and explainers on zoning among other topics (<https://haywardhousingandclimateupdate.com/learn-more/>).

Surveys

The City prepared and distributed an online housing survey from January 10, 2022 to March 10, 2022. The survey questioned housing conditions, access to resources, and experiences with discrimination to all individuals in Hayward. The surveys were translated into Spanish and Mandarin. To encourage participation, the City advertised a drawing for five \$50 Hayward business gift cards for individuals who completed the survey. The full results of this survey are located in Appendix A.

Bilingual Informational Gallery

The City prepared a mobile gallery with posters in English and Spanish on the topics of history of Hayward, the Housing Element, the Climate Action Plan, Environmental Justice and Hazards in order to provide people with the opportunity to learn about the project on their own time. The galleries were placed at the Downtown Hayward Library, City Hall and were used at events at the Farmers Market, BART, the NAACP Offices and Chabot College.

Chabot Interviews

The City contracted with Chabot College to have students from two English classes interview Hayward residents around the issues of housing including housing conditions and concern about eviction or not being able to pay mortgages; experiences with neighbors; experiences with discrimination; perceptions of concentrations of poverty within Hayward; perceptions of homelessness; experiences of environmental pollution; rankings of importance for schools, transit, jobs, retail, libraries and other community assets; and hopes and dreams for the future. The students interviewed over 390 Hayward residents and documented their responses which are included as quotes throughout this Housing Element and summarized in Appendix A.

On April 25, 2022, City staff attended an event at Chabot College where professors and approximately 30 students discussed topics related to housing, gentrification and displacement, pollution and dumping, and other findings from the interviews. Both interviews and some interviewees attended the meeting to listen to student presenters. City staff present at the event was able to provide translation services as needed.

Balancing Act: Housing Sites Simulation

The City ran a Balancing Act simulation providing the community with the opportunity to weigh in on where they would like to see additional development or higher density development in Hayward to accommodate the Regional Housing Need. Links were provided to all of the groups on the email and mailing lists described above, the City's email lists, interested parties and was advertised on social media. Hayward's Balancing Act received 963 page views and 19 submissions from the public. A detailed summary of the simulation is described in Section 1.7.5, *Balancing Act: Housing Sites Simulation*, of the Housing Element.

Housing Element 101 Informational Meetings with Committees, Planning Commission & City Council

In the Fall of 2021, the City held Housing Element 101 informational meetings for the Housing and Homeless Task Force, the Planning Commission and City Council to notify the public and decisionmakers about the Housing Element Update.

Individual Meetings and Focus Groups

Over the past six months, City staff has met with representatives from various advocacy and interest groups including Community Resources for Independent Living, Hayward Promise Neighborhood, Hayward Collective and NAACP to notify and partner with the groups to get the word out about the Housing Element Update. City staff attended NAACP Events on April 30, 2022 and May 21; a Hayward Promise Neighborhood event at Tyrrell Elementary School on May 12; a Community Family Fair in Downtown Hayward on June 17; and a Juneteenth Festival on June 18 to advertise the Housing Element process and take comments about housing concerns and community needs.

Community Meetings

In July, the City will hold a community meeting and work sessions with the Planning Commission and City Council to discuss the Draft Housing Element and prior to submittal to HCD for formal review of the Draft Element.

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3 Analysis of Impediments Findings

The Analysis of Impediments (AI) provides a demographic profile of Alameda County, assesses the extent of housing needs among specific income groups, and evaluates the availability of a range of housing choices for residents. The AI addresses disparities in housing needs, existing patterns of segregation and racially/ethnically concentrated areas of poverty (R/ECAPs) and contributing factors to fair housing impediments.

3.1 Regional Trends

The AI identifies the following impediments to fair housing within Alameda County:

- Non-Hispanic white residents are most of the County’s homeowners despite comprising only one-third of the County’s population
- Residential segregation between white residents and non-white residents has increased in the last decade
- The County’s Black resident population has decreased by nearly 7 percent since 1990. Black residents primarily reside in the cities of Oakland and Berkeley
- Non-white residents are being displaced from areas that have traditionally large non-white populations
- Areas with higher percentages of non-white residents generally had less access to proficient schools, jobs, and cleaner air and water
- Median rental prices rose an average of \$1,000 (unadjusted for inflation) since 2010, an increase of 55 percent in a 9-year period
- The average home sales price increased from approximately \$300,000 to nearly \$900,000 in less than 20 years (unadjusted for inflation)
- The number of unhoused people increased 42 percent in four years
- Non-white households, especially Black and Hispanic households, have the highest rate of disproportionate housing needs, such as incomplete kitchen and/or plumbing facilities, overcrowding (housing more than one person per room), and experience higher rates housing cost burden (spending at least 30 percent of income on housing costs)
- Overall, the rate of mortgage approvals has gone up in the last 7 years, but racial and ethnic disparities in mortgage approval rates remained unchanged. While white applicants have an average mortgage approval rate of 70 percent, Black applicants have an average approval rate of 59 percent and Hispanic applicants have an average approval rate of 62 percent
- Housing Choice Voucher (HCV) holders and those with disabilities often find it difficult to find an appropriate housing unit based on located a unit of appropriate size and/or cost
- Disability, race, and familial status are the most common bases of housing discrimination complaints forwarded to the California Department of Fair Employment and Housing and the Office of Fair Housing and Equal Opportunity

3.2 Local Trends

The Alameda County AI also identified impediments specific to Hayward. Contributing factors identified as impediments to fair housing in Hayward are discussed in detail below and include descriptions of how each impediment is addressed in this Housing Element.

Concentrations of Lower- and Moderate-Income Populations

HUD defines a Lower and Moderate Income (LMI) area as a census tract or block group where over 51 percent of the population earn an income that is considered lower or moderate relative to the area median income. Residents with low and moderate household incomes were concentrated in the northern (Burbank, Jackson Triangle and Mission-Foothill neighborhoods) and central (Harder-Tennyson and Mission-Garin neighborhoods) areas of the city. According to TCAC, Hayward contains one high resource area (tract 45601), six moderate resource areas (tracts 438000, 435103, 435102, 436402, 436401 and 437000), and the remaining census tracts are considered low resource. Areas of high and moderate resource, primarily located throughout the eastern segments of the city. In contrast, low resource areas (with the exception of tract 437000 which is moderate resource) are concentrated throughout the western and central segments of city.

Language Barriers

A language barrier can be an impediment to accessing housing. Those who do not speak English may face discrimination, communication challenges in obtaining housing and accessing services and information. According to the AI, in 2017 approximately 18 percent of the population 5 years and older in Alameda County are considered having limited English proficiency, compared to 24 percent of residents in Hayward.

Lending by Race/Ethnicity

The Fair Housing Act prohibits discrimination when obtaining a mortgage. However, in some communities the lending pool is not representative of the demographics of a community and lending practices can be seen as an impediment to fair housing. This is the case in Hayward where white populations were overrepresented in lending practices while non-white populations were severely underrepresented.

Overcrowded Conditions

Large households are those defined with five or more individuals and can sometimes include multiple families living together to save on housing costs. According to the AI, in Hayward, 12.6 percent of renter households were overcrowded, and 5.4 percent were extremely overcrowded, reflecting the third-highest percent of overcrowding in Alameda County.

Local Land Use Policies

The Fair Housing Act prohibits jurisdictions from making land use decisions or implementing land use policies that exclude or can otherwise be seen as discriminatory. Historically, redlining, racial steering and exclusionary zoning laws have been used as tools to marginalize and segregate communities of color (Section 10.1, Historic Patterns of Segregation) and are a contributing factor of disproportionate housing needs in the region and Hayward.

Community Outreach and Fair Housing

As part of the Housing Element Update, the City implemented a community engagement program, soliciting input from the general public, housing stakeholders, and City decision makers. Results and feedback obtained during the community engagement program have been incorporated into the Housing Element, including this section on affirmatively furthering fair housing practices.

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4 Fair Housing Resources

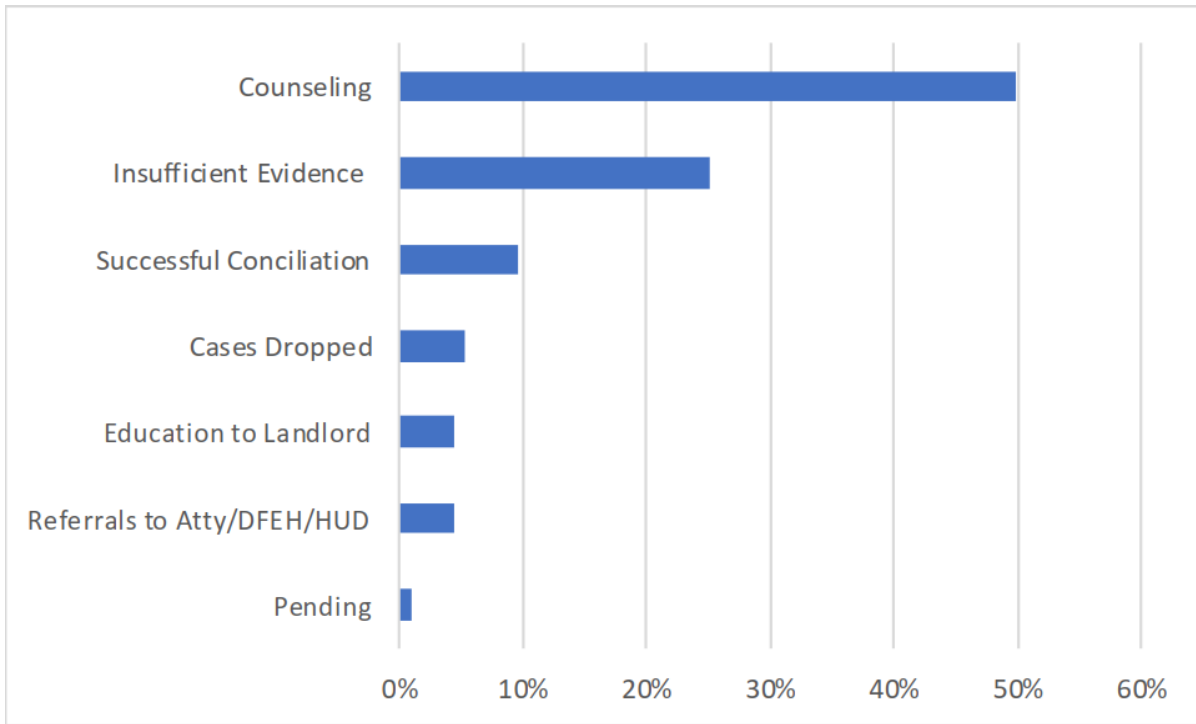
4.1 Ability to Address Complaints

Initiated by the Department of Justice’s Civil Rights Division in 1991, fair housing testing is a technique used to uncover evidence of discrimination in rental housing. Fair housing testing involves one or more individuals who pose as prospective renters for the purpose of determining whether a landlord is complying with local, State, and federal fair housing laws. Enforcement actions may be taken when investigations yield evidence of a pattern or practice of illegal housing discrimination. Testing may be initiated following the filing of a specific housing discrimination complaint or, as is the case when testing for disability discrimination, as part of an overall effort to determine whether the design or architectural features of a specific rental facility comply with state and federal accessibility requirements. In Alameda County, fair housing testing is used to identify unlawful housing discrimination practices based on the real or perceived race, ethnicity, color, religion, gender identity or expression, national origin, disability, familial status, marital status, age, ancestry, sexual orientation, and source of income of prospective renters. The Department of Fair Employment and Housing (DFEH) maintains a record of housing discrimination complaints filed in local jurisdictions. From 2015 to 2019, 256 fair housing complaints in Alameda County were filed with DFEH. Overall, disability-related discrimination comprised the largest proportion of cases (56 percent). The next highest basis for discrimination were race and familial status, comprising nearly 8 percent each.

Figure F-2 shows the outcome of fair housing cases that were resolved in Alameda County between 2015 and 2019. Most cases were resolved with counseling services, conciliation, or landlord education, and 25 percent of cases were found to have insufficient evidence. According to the AI, less than 10 percent of alleged fair housing discrimination cases in Alameda County between 2015-2019 occurred in Hayward. Hayward reported the 4th highest count of alleged fair housing violations when compared to other jurisdictions in the County, as shown on Figure F-3. Table F-2 shows housing discrimination cases per 1,000 residents in each jurisdiction in Alameda County. Emeryville (0.83) had the most cases per population, while Union City (0.12), Newark (0.08), Albany (0.16), Livermore (0.15), and Piedmont (0.00) had the fewest number of cases per population. Though Oakland had approximately 60 percent of the county’s total discrimination cases, Oakland (0.36) was proportionally comparable to Alameda (0.32) Hayward (0.30), San Leandro (0.34), and Dublin (0.35) (Table F-2).

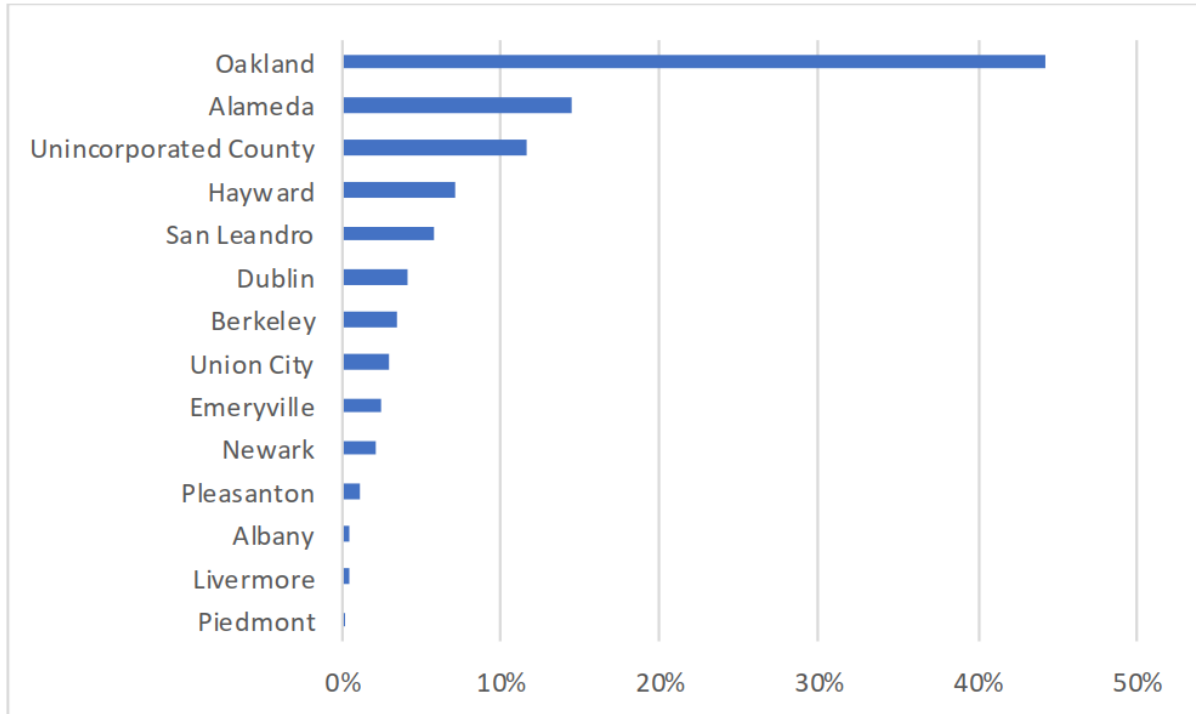
“Yes, I have felt discriminated against. I think that they made it more difficult to find housing than other people. They ask you for a lot more things and they ask for it in very unpleasant ways. It can be very frustrating. It is not blatant discrimination, but it feels that they make it difficult to dissuade you from getting a house.” (Janet, Schafer Rd & Manon Ave, 36-45).

Figure F-2 Outcome of Cases, 2015-2019 (Alameda County)



Source: County of Alameda AI 2021.

Figure F-3 Location of Alleged Discrimination, 2015-2019 (Alameda County)



Source: County of Alameda AI 2021.

Table F-2 Housing Discrimination Cases per 1,000 Residents

Jurisdiction	Population	Number of Discrimination cases	Cases per 1,000 residents
Alameda	78,863	25	0.32
Albany	19,053	3	0.16
Berkley	121,874	61	0.48
Dublin	63,241	22	0.35
Emeryville	11,994	10	0.83
Hayward	162,030	49	0.30
Livermore	79,201	14	0.15
Newark	47,467	4	0.08
Oakland	428,827	156	0.36
Piedmont	11,318	0	0.00
Pleasanton	79,201	16	0.20
San Leandro	87,598	30	0.34
Unincorporated County	235,439	30	0.13
Union City	72,991	9	0.12

Source: HCD AFFH Viewer, 2022. County of Alameda AI 2021.

4.2 Enforcement and Outreach Capacity

Fair housing enforcement and outreach capacity relates to the ability of a local jurisdiction and fair housing entities to disseminate information related to fair housing and provide outreach and education to assure community members are informed of fair housing laws and tenants' rights. In addition, enforcement and outreach capacity includes the ability to address compliance with fair housing laws, such as investigating complaints, obtaining remedies, and engaging in fair housing testing.

Regional Resources

According to HUD records, a total of 564 fair housing violations were filed in with the Office of Fair Housing and Equal Opportunity (FHEO) for Alameda County between 2010 and 2020. Over half (60 percent) of the cases reported to the FHEO were on the basis of disability-status discrimination, violations on the basis of race discrimination comprised 19 percent, 15 percent were filed on the basis of retaliation, another 14 percent were filed on the basis of familial status discrimination, 9 percent on the basis of sex and 3 percent of total cases had a religious discrimination basis. Table F-3 shows organizations in Alameda County conduct fair housing assistance outreach. These organizations collaborate with Hayward and other local governments to address housing and community needs and provide the following services:

- Fair housing testing and complaints
- Fair housing counseling and education
- Tenant/landlord counseling and mediation
- Homeless prevention program
- Rental assistance program
- Rent/deposit grant program

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- Home seeking services
- Shared housing counseling placement
- Homebuyers' education learning program

Table F-3 Fair Housing Organizations Active in Alameda County

Organization	URL	Phone Number
East Bay Community Law Center (EBCLC)	https://ebclc.org/need-services/housing-services/	(510) 548-4040
Centro Legal de la Raza	https://www.centrolegal.org/	(510) 437-1554
Eden Council for Hope and Opportunity (ECHO)	https://www.echofairhousing.org/	(855) 275-3246
Alameda County Housing and Community Development	https://www.acgov.org/cda/hcd/	(510)-670-5333
Project Sentinel	https://www.housing.org/	(408) 720-9888
Bay Area Community Services (BACS)	https://www.bayareacs.org/	(510) 247-8235

Source: County of Alameda AI 2021.

ECHO Housing conducts fair housing audits of rental properties to assess how well rental properties conform to fair housing laws. In rental properties where the evidence of deferential treatment is found, the owners and managers of such properties are encouraged to participate in fair housing workshops intended to provide education and training in ending illegal discrimination in housing. Between 2017 – 2021, a total of 647 rental properties in jurisdictions throughout the San Francisco Bay Area were tested through audits. An overview of the criteria and results of these fair housing audits is summarized below:

- Between 2017 and 2018: a total of 134 properties were tested in 14 jurisdictions. Email responses from 21 tests (16 percent) revealed differential treatment toward the tester with a Black-identified name. In 113 tests (84 percent), no differential treatment was identified.
- Between 2018 and 2019: a total of 129 properties were tested in 13 jurisdictions. In 5 tests (4 percent), only the white tester received a response. In the remaining 124 tests (96 percent), no differential treatment was identified.
- Between 2019 and 2020: a total of 183 properties were tested in 17 jurisdictions. In 18 tests (10 percent), only the white tester received a response. In 165 tests (90 percent) no differential treatment was identified.
- Between 2020 and 2021: a total of 207 properties were tested in 17 jurisdictions. In 17 tests (8 percent), housing was denied because the tester had a Section 8 voucher. In 190 (92 percent) tests, the tester was informed that Section 8 was accepted.

Local Resources

In an effort to reduce housing discrimination, Hayward contracts with the non-profit organization Eden Council for Hope and Opportunity (ECHO) to assist residents with fair housing counseling services, connections to rental assistance and homelessness prevention programs, and to conduct fair housing testing. The City allocates CDBG general administration funds to ECHO Housing's fair housing services. Through ECHO, the City assists residents and landlords by providing mediation, investigation, and referral services. According to ECHO, a total of 124 fair housing complaints related to possible housing discrimination were filed in Hayward between 2016 and 2021. Disability-related discrimination comprised 45 percent of all cases filed, followed by 19 percent that were filed

based on racial discrimination. Additionally, complaints concerning possible discrimination were filed based on familial status (12 percent) and sexual orientation (two percent). An overview of fair housing organizations active in Hayward is provided in Table F-4.

In addition to the fair housing services provided by active organizations in Hayward, Alameda County administers the Housing Choice Voucher (HCV) program for Hayward and other jurisdictions in the county. Funded by HUD, the HCV program provides rental assistance aimed at helping low-income families, persons with disabilities, and the elderly secure affordable housing.

Table F-4 Fair Housing Organizations Active in Hayward

Organization	URL	Phone Number
Eden Council for Hope and Opportunity (ECHO)	https://www.echofairhousing.org/	(855) 275-3246
Habitat for Humanity	https://www.hab.org/	(510) 251-6304
Housing Authority of the County of Alameda (HACA)	https://www.haca.net/	(510) 538-8876

Source: City of Hayward; County of Alameda AI 2021.

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5 Segregation and Integration Patterns and Trends

To inform priorities, policies, and actions, the housing element must include an analysis of integration and segregation, including patterns and trends. Integration generally means a condition in which there is not a high concentration of persons of a particular race, color, religion, sex, familial status, national origin, or having a disability or a particular type of disability in a specific geographic area. Segregation generally means the opposite condition, where concentrations of the characteristics described above are high in a specific geographic area. To adequately assess the patterns of integration and segregation, this section identifies trends at the regional scale (Alameda County) and at the local scale (Hayward). To identify socio-economic and demographic spatial trends across these jurisdictions, this analysis utilizes HCD’s AFFH Data Viewer, which provides an expansive collection of data from sources including the 2015 – 2019 ACS, HCD, HUD, UDP, the Center for Disease Control and Prevention (CDC), and other regional and federal agencies. In its AFFH guidance document published in April 2021, HCD describes the importance of segregation and integration analysis in relation to fair housing:

Residential segregation and exclusion, whether by race, ethnicity, disability, or income, is a result of numerous housing policies, practices, and procedures—both public and private—that have had enduring and pervasive negative impacts. Overt and covert housing discrimination through land use policy, shifting housing markets, and patterns of investment and disinvestment, have restricted meaningful fair housing choice and equitable access to opportunity, particularly for communities of color. Historic patterns of segregation persist in California despite the long-standing federal mandate, established by the Fair Housing Act of 1968 (FHA), that federal agencies and federal grantees affirmatively further the purposes of the FHA. Past and present discriminatory policies and practices, including long-term disinvestment, have resulted in neighborhoods with concentrated poverty and poor housing stock, limited access to opportunity, unsafe environmental conditions, underfunded schools, dilapidated infrastructure, and other disproportionately experienced problems. In addition, governmental policies have subsidized the development of segregated, high-resourced suburbs in metropolitan areas by constructing new highway systems—often through lower income communities of color— to ensure access to job opportunities in urban centers. This physical and policy infrastructure supports patterns of discrimination and high levels of segregation that continue to persist in California and across the country. All of these conditions persist despite the over 50-year-old obligation to prohibit discrimination and affirmatively further fair housing.²

5.1 Race and Ethnicity

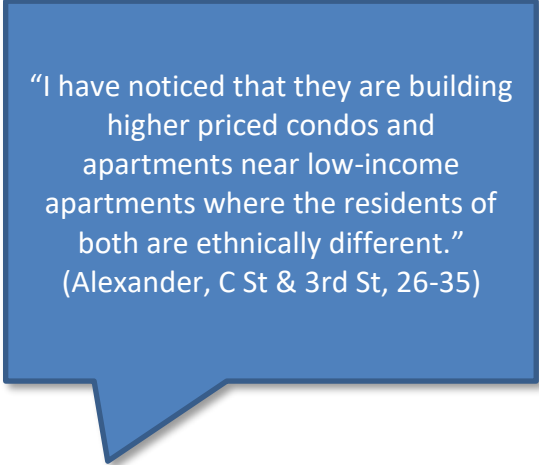
Examining the demographic, ethnic, and racial composition of a region is vital to understanding fair housing concerns including access to economic opportunity and safe and affordable housing. Historic exclusionary governmental policies, biased mortgage lending practices, and other tactics have caused racial and ethnic segregation and spatial inequities. This section provides an overview of racial/ethnic composition and segregation patterns within Alameda County and Hayward.

² California Department of Housing and Community Development. 2021. AFFH Guidance Memo. https://www.hcd.ca.gov/community-development/affh/docs/affh_document_final_4-27-2021.pdf

Regional Trends

Regionally, the western urbanized area of Alameda County contains populations with at least 40 percent non-white residents, as shown on Figure F-4. Comparatively, the relatively less urbanized and less densely populated eastern portion of Alameda County in close proximity to regional wilderness parks and recreation areas contain a higher percentage of white residents. HUD utilizes the racial/ethnic dissimilarity index to measure segregation levels across a defined geographic boundary. The racial/ethnic dissimilarity index ranges from zero to 100, where zero represents perfect integration between racial groups and 100 represents perfect segregation. Racial/ethnic segregation in Alameda County slightly increased between 2010 and 2017. According to the AI, the cities of Berkeley and Oakland had a racial/ethnic dissimilarity score of 53 and 55 in 2017, respectively, signaling moderate to high levels of African American/non-Hispanic white segregation.

In March 2022, ABAG and the University of California (UC), Merced, published a segregation report to compare integration and segregation patterns between jurisdictions within the San Francisco Bay Area. The report found the cities of Alameda and Berkeley had fewer residents of color compared to the San Francisco Bay Area as a whole, whereas the percent of residents of colors was higher in the Hayward, San Leandro, Oakland, and Union City.

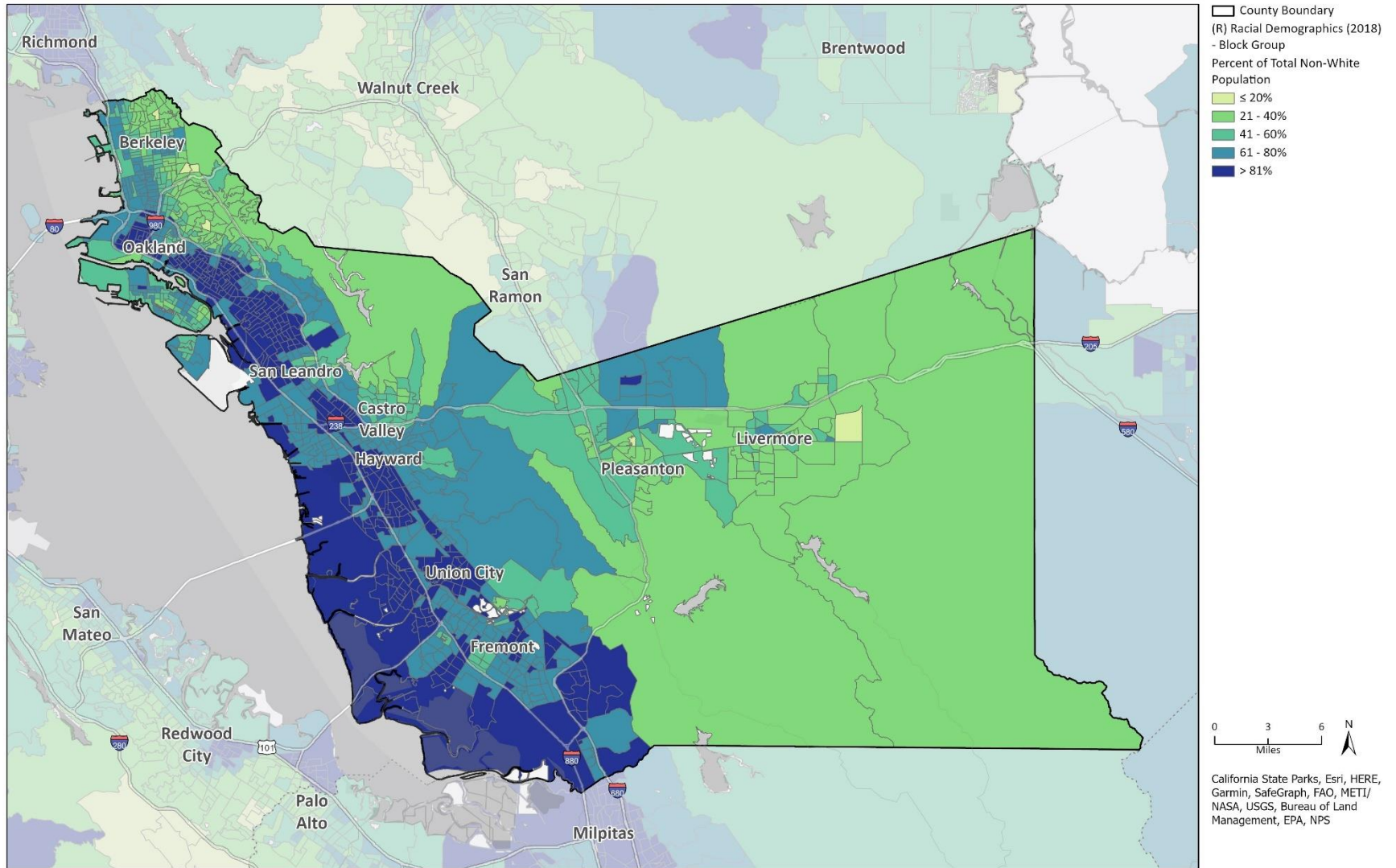


“I have noticed that they are building higher priced condos and apartments near low-income apartments where the residents of both are ethnically different.”
(Alexander, C St & 3rd St, 26-35)

Local Trends

According to 2015-2019 ACS estimates, areas west of Hesperian Boulevard (Mt. Eden and Glen Eden neighborhoods) and south of Industrial Parkway Southwest had a predominant Asian majority, compared to the central region of the city where Hispanic residents are the predominant population. Table F-5 shows the racial composition of the city by TCAC resource area. Most neighborhoods in the central area of Hayward are categorized as low resource, while neighborhoods in the eastern areas of the city are categorized as moderate resource. Approximately 86 percent of Hayward residents lived in areas of low resource or high segregation and poverty and 14 percent residents lived in moderate-resource areas. Figure F-5 shows the predominance of white, Hispanic/Latino, and Asian-American residents in each census tract in the city. Predominately white majority tracts are located in northeastern area of Hayward. Figure F-6 highlights the percent of total non-white population residing in Hayward. Geographically, non-Hispanic white and Asian populations were concentrated in Hayward’s eastern neighborhoods, while the city’s central and western neighborhoods had predominantly Hispanic/Latino and Asian populations, respectively. As referenced in the AI, racial/ethnic dissimilarity scores in Hayward were higher than most jurisdictions in the county, yet lower than the county as a whole. In Hayward, Hispanic/Latino and non-Hispanic white residents had the highest racial/ethnic dissimilarity index score (33)

Figure F-4 Percent of Total Non-White Population (Alameda County)



Source: AFFH Viewer 2022.

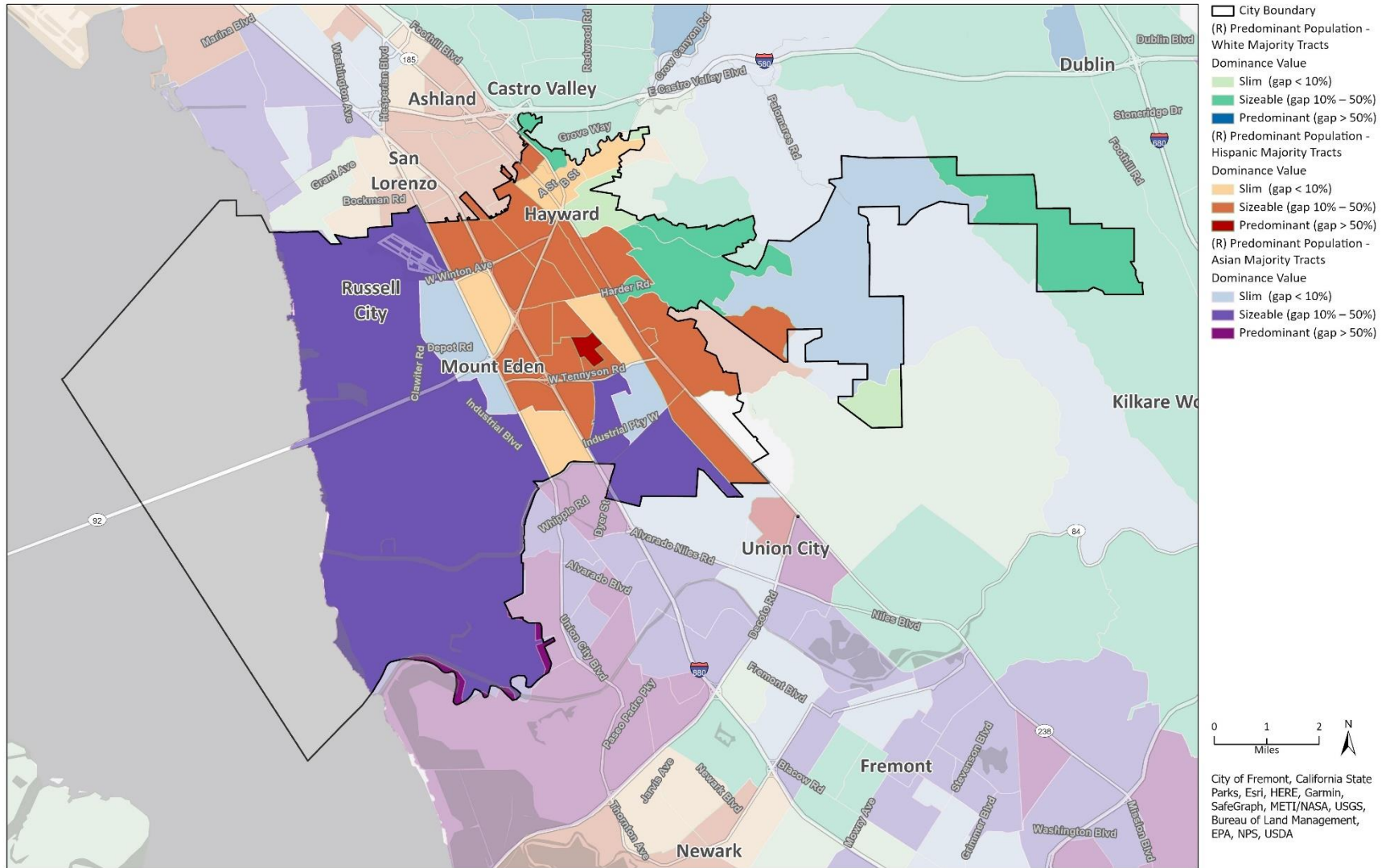
Table F-5 Population Living in Low, Moderate or High Resource Area by Race (Hayward)

Resource Category	American Indian or Alaskan Native	Asian American/API	Black/ African American	Non-Hispanic White	Hispanic/Latino	Other Race or Multiple Race	Total
Low Resource or High Segregation and Poverty Area	500 (90%)	38,825 (85%)	11,720 (82%)	20,373 (79%)	57,628 (90%)	6,036 (82%)	135,082 (86%)
Moderate Resource Area	55 (10%)	6,458 (14%)	2,544 (17%)	5,305 (20%)	6,284 (10%)	1,309 (18%)	21,955 (13%)
High/Highest Resource Area	N/A	2 (<1%)	N/A	2 (<1%)	N/A	N/A	4 (<1%)
Total	555 (<1%)	45,285 (27%)	14,264 (9%)	25,680 (16%)	63,912 (40%)	7,345 (<1%)	157,041 (100%)

Source: California Tax Credit Allocation Committee (TCAC)/California Housing and Community Development (HCD), Opportunity Maps (2020); U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019), Table B03002

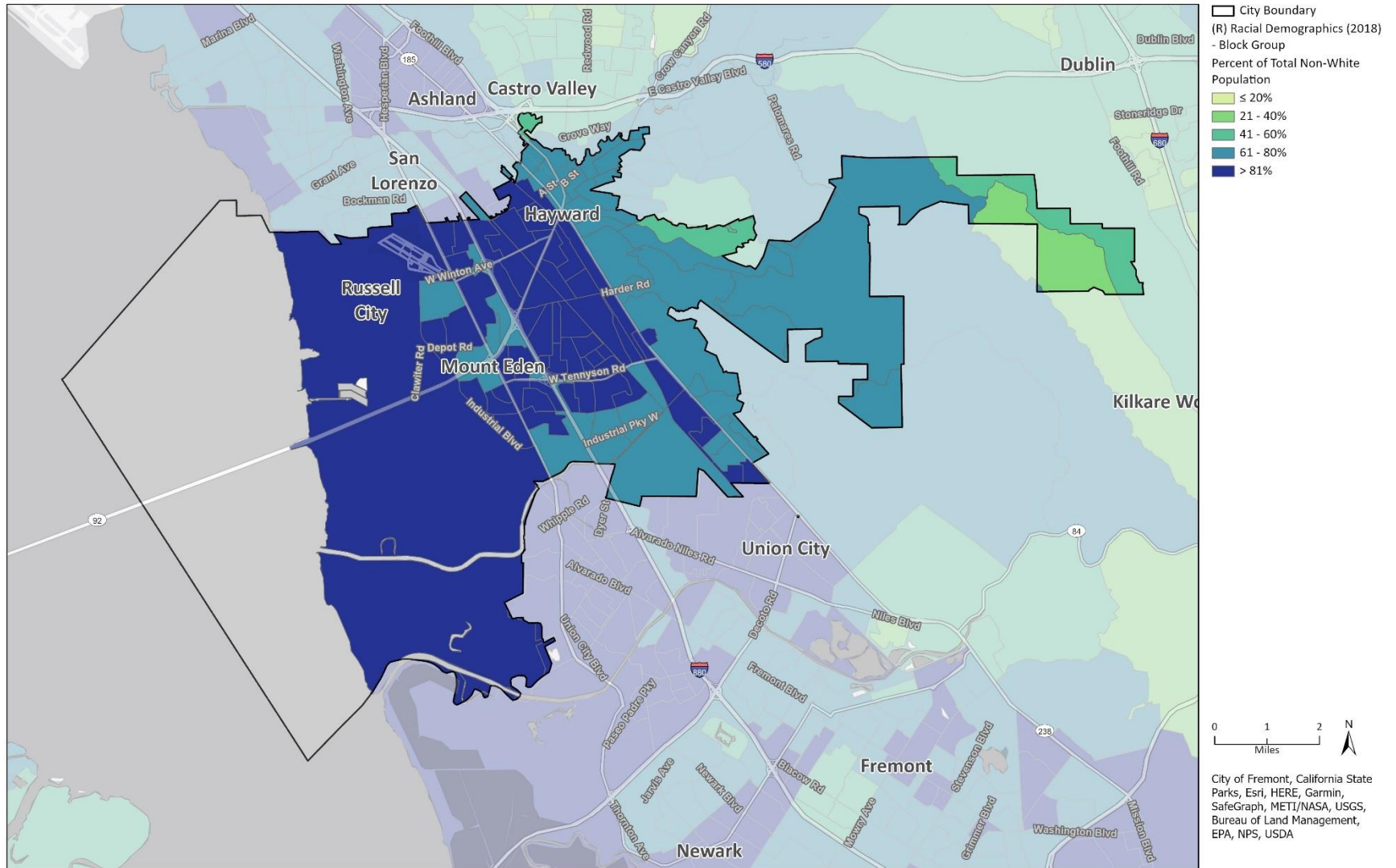
“I don't know if segregation is the word. Hayward is becoming gentrified. So like all the areas that are possibly poor or more low income people are coming in and building around in those neighborhoods. So it's happening like in the middle of a neighborhood where you look what I one side and it's like this beautiful building, and then you look across the street and it's like a decrepit home or like a home that's falling apart. You know, so I don't I don't know. I don't know how to describe it. You won't see poverty in the hills.” (Josue, D St & Valley St, 46-55).

Figure F-5 Predominant Populations (Hayward)



Source: AFFH Viewer 2022.

Figure F-6 Percent of Total Non-White Population (Hayward)



Source: AFFH Viewer 2022.

Segregation can also be measured by the isolation index. The Isolation index Indicates the potential for contact between different racial/ethnic groups and compares the composition neighborhood composition to the jurisdiction’s demographics as a whole. This index ranges between 0 and 1 with higher values indicating that a particular racial/ethnic group is more isolated than other racial/ethnic groups. According to ABAG and UC Merced, Hispanic/Latino residents were the most isolated group in Hayward, meaning that the average Hispanic/Latino resident lives in a neighborhood that is 45 percent Hispanic/Latino. In contrast, other racial groups in Hayward were less isolated and more likely to encounter other racial/ethnic groups in their neighborhoods. Since 2010, non-Hispanic white residents have become less segregated overtime, compared to other racial groups in Hayward. An overview of racial isolation index values by race/ethnicity is provided in Table F-6.

Table F-6 Racial Isolation Index Values for Segregation (Hayward)

Race/Ethnicity	2000	2010	2020
Asian/Pacific Islander	0.243	0.289	0.365
Black/ African American	0.119	0.130	0.103
Hispanic/Latino	0.399	0.461	0.459
Non-Hispanic white	0.338	0.231	0.159

Source: UC Merced and Association of Bay Area Governments 2022.

HUD’s Opportunity Indices were created to inform communities about racial/ethnic segregation and disparities in access to opportunity.³ Table F-7 provides opportunity indicator index scores (ranging from zero to 100) for Hayward for each race/ethnicity. Generally, higher index scores are indicative of greater access to opportunity. A brief overview of each index and its interpretation is provided below:

- **Low Poverty.** The rate of poverty by census tract. The higher the score, the less exposure to poverty in a neighborhood.
- **School Proficiency.** The percentage of fourth-grade students testing proficient in reading and math within three miles of a census block group. The higher the score, the higher the quality of the school system in a neighborhood.
- **Jobs Proximity.** The distance to all job locations from a given block group. The higher the index value, the better the access to employment opportunities for residents in a neighborhood.
- **Labor Market.** The level of intensity of labor market engagement based upon the level of employment, labor force participation, and educational attainment by census tract. The higher the score, the higher the labor force participation and human capital in a neighborhood.
- **Low Transportation Cost.** Estimates of transportation costs of a family of three with an income at 50 percent of the median income for renters by census tract. The higher the value, the lower the cost of transportation in that neighborhood.
- **Transit.** Estimates of transit trips taken by a family of three with an income at 50 percent of the median income for renters by census tract. The higher the value, the more likely residents in that neighborhood use public transit.

³ HUD 2021. <https://www.hud.gov/sites/dfiles/FHEO/documents/AFFH-T-Data-Documentation-AFFHT0006-July-2020.pdf>

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- **Environmental Health.** The potential exposure to harmful toxins by census tract based upon US Environmental Protection Agency estimates. The higher the index value, the less exposure to toxins harmful to human health.

Table F-7 Opportunity Indicators by Race/Ethnicity (Hayward)

Total Population	Low Poverty Index	School Proficiency Index	Labor Market Index	Transit Index	Low Transportation Cost Index	Jobs Proximity Index	Environmental Health Index
White, Non-Hispanic	55.96	15.39	43.63	85.96	80.62	42.30	35.10
Black, Non-Hispanic	49.98	14.54	39.98	87.73	83.33	45.45	33.47
Hispanic	48.78	14.04	34.03	88.74	83.45	37.68	31.10
Asian or Pacific Islander, Non-Hispanic	60.01	15.84	44.91	87.11	80.27	43.49	34.65
Native American, Non-Hispanic	53.42	14.52	36.88	87.86	82.96	45.18	30.77
Population Below Federal Poverty Line							
White, Non-Hispanic	45.98	12.60	36.58	86.92	83.08	43.95	34.87
Black, Non-Hispanic	36.70	11.24	27.43	89.92	85.72	35.29	30.34
Hispanic	38.32	13.25	29.25	90.24	85.80	33.08	31.03
Asian or Pacific Islander, Non-Hispanic	53.85	12.16	41.70	88.46	82.12	37.17	37.06
Native American, Non-Hispanic	25.87	7.73	27.58	89.81	86.95	24.51	33.30

Source: County of Alameda AI 2021.

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In Hayward, the non-Hispanic white and Asian or Pacific Islander populations had the highest environmental health, low poverty, and labor market index scores, compared to Hispanic, non-Hispanic Black and Native American populations residing in the city. Conversely, Black/ African American, and Hispanic/Latino populations had higher transit, low-transportation cost, and jobs proximity index scores.

Further, most opportunity index scores were lower for residents living below the federal poverty line compared to the total population. Residents living under the federal poverty line had higher transit, low transportation costs and jobs proximity index scores and higher environmental health, labor market, school proficiency, and low poverty index scores compared to the overall population. An overview of opportunity indicators for Consortium Cities is provided in Table F-8.

According to the AI, Consortium Cities refers to Entitlement Cities (Alameda, Fremont, Hayward, Livermore, Pleasanton, San Leandro, and Union City) and Urban County communities (Albany, Dublin, Emeryville, Newark, Piedmont, and Unincorporated Alameda County) in Alameda County. The AI defines Consortium Cities and Urban County Communities to compare demographic and socioeconomic patterns across incorporated and unincorporated communities of Alameda County. Compared to other HOME Consortium jurisdictions, Hayward scored slightly higher for low transportation cost, and transit, and scored lower for Jobs proximity, low poverty, school proficiency, labor market and environmental health index indicators. Across racial groups, opportunity indicator trends in Hayward were generally lower when compared to HOME consortium cities. Across Home Consortium Cities, residents earning an income below the poverty level scored slightly lower for environmental health, labor market, school proficiency, low poverty opportunity scores, compared to the total population. Further discussion of race/ethnic composition in Hayward is provided in Appendix B, *Housing Needs Assessment*.

Table F-8 Opportunity Indicators by Race/Ethnicity (HOME Consortium Cities)

Total Population	Low Poverty Index	School Proficiency Index	Labor Market Index	Transit Index	Low Transportation Cost Index	Jobs Proximity Index	Environmental Health Index
White, Non-Hispanic	74.10	63.31	69.18	84.18	78.19	44.75	43.41
Black, Non-Hispanic	58.99	40.26	50.63	86.80	83.10	48.23	32.95
Hispanic	60.13	39.58	50.39	86.92	81.95	42.57	33.93
Asian or Pacific Islander, Non-Hispanic	73.39	60.03	68.09	85.67	79.17	43.95	38.37
Native American, Non-Hispanic	64.76	50.18	56.54	85.94	81.39	45.45	37.11
Population Below Federal Poverty Line							
White, Non-Hispanic	65.76	55.16	62.13	86.65	80.71	43.00	38.06
Black, Non-Hispanic	48.63	35.79	46.06	89.08	85.77	45.80	29.24
Hispanic	47.30	32.12	43.07	88.78	84.39	40.84	32.46
Asian or Pacific Islander, Non-Hispanic	63.27	51.04	61.69	87.98	83.51	46.55	31.52
Native American, Non-Hispanic	41.65	34.75	39.50	88.59	84.96	40.19	29.07

Note: HOME Consortium cities include: the City of Alameda, Fremont, Hayward, Livermore, Pleasanton, San Leandro, Union City and the Urban County communities of Albany, Dublin, Emeryville, Newark, Piedmont, and Unincorporated Alameda County

Source: County of Alameda AI, 2021.

5.2 Persons with Disabilities

For persons with disabilities, fair housing choice and access to opportunity includes access to housing in the most integrated setting appropriate to an individual’s special needs and disability-related services as required under federal civil rights law. For example, persons with disabilities who are unable to use stairs or need a zero-step shower may not have actual housing choice without the presence of housing units with these accessibility features.⁴

High spatial segregation of persons with disabilities may indicate fair housing issues related to not only physical needs, but also economic disparities. According to the 2020 Annual Report on People with Disabilities in America, more than 25 percent of persons with disabilities (including physical, intellectual, and developmental; sensory; and other disability categories) live below the Census Bureau-designated poverty line, which is 14.5 percentage points higher than people without a disability.⁵ Persons with disabilities may be more reliant than persons without disabilities on fixed incomes or access to public transit.

Regional Trends

According to 2015-2019 ACS estimates, approximately 151,362 Alameda County residents had one or more disabilities. Table F-9 shows employment status by disability status estimates for Alameda County. Approximately 3 percent of the total employed population in the county has one or more disability, reflecting no change from 2014, while the percent of total unemployed increased slightly during this time. Additional discussion regarding persons with disabilities in Alameda County is included in Appendix B, *Housing Needs Assessment*.

Table F-9 Employment Status by Disability Status (Alameda County)

Disability Status	Employed 2010-2014 (Percent of Total Employed)	Unemployed 2010-2014 (Percent of Total Unemployed)	Employed 2015-2019 (Percent of Total Employed)	Unemployed 2015-2019 (Percent of Total Unemployed)
No Disability	692,695 (97%)	69,499 (93%)	787,286 (97%)	35,569 (91%)
With a Disability	23,385 (3%)	5,570 (7%)	27,804 (3%)	3,665 (9%)
Total	716,080 (100%)	75,069 (100%)	815,090 (100%)	39,234 (100%)

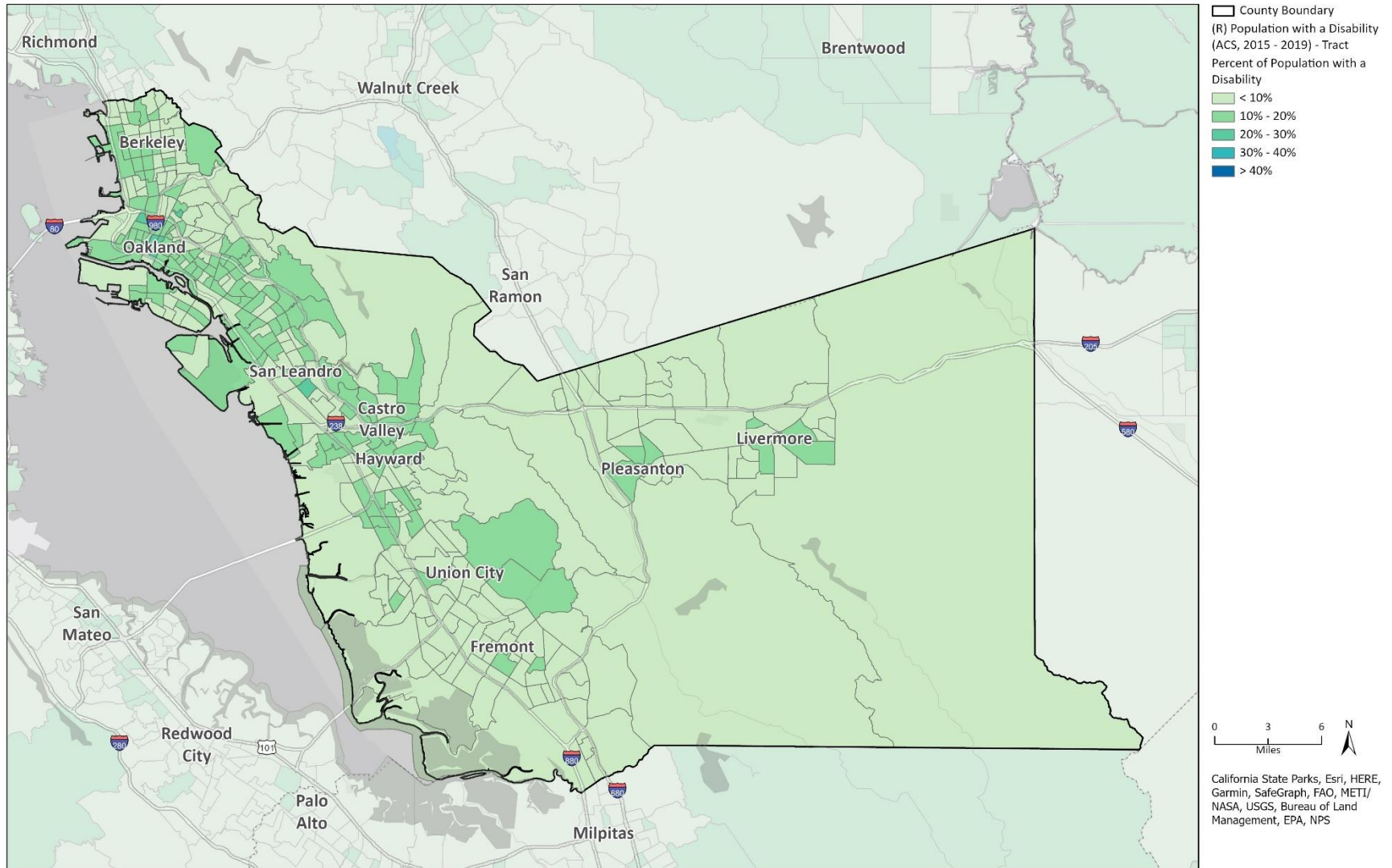
Source: U.S. Bureau of the Census, American Community Survey (ACS), Table C18120 Employment Status by Disability Status, 2010-2014, 2015-2019 Estimates.

Figure F-7 shows the spatial distribution of residents living with one or more disabilities across the County. Communities located throughout the northwestern region of the county were estimated to have a larger share of residents with disabilities compared to communities located in the south and eastern regions of the county. Further discussion regarding the population with one or more disabilities is included in *Appendix B, Housing Needs Assessment*.

⁴ HCD 2021. https://www.hcd.ca.gov/community-development/affh/docs/affh_document_final_4-27-2021.pdf

⁵ The Rehabilitation Research and Training Center on Disability Statistics and Demographics 2020. <https://disabilitycompendium.org/annualreport>

Figure F-7 Percent of Population with a Disability (Alameda County)



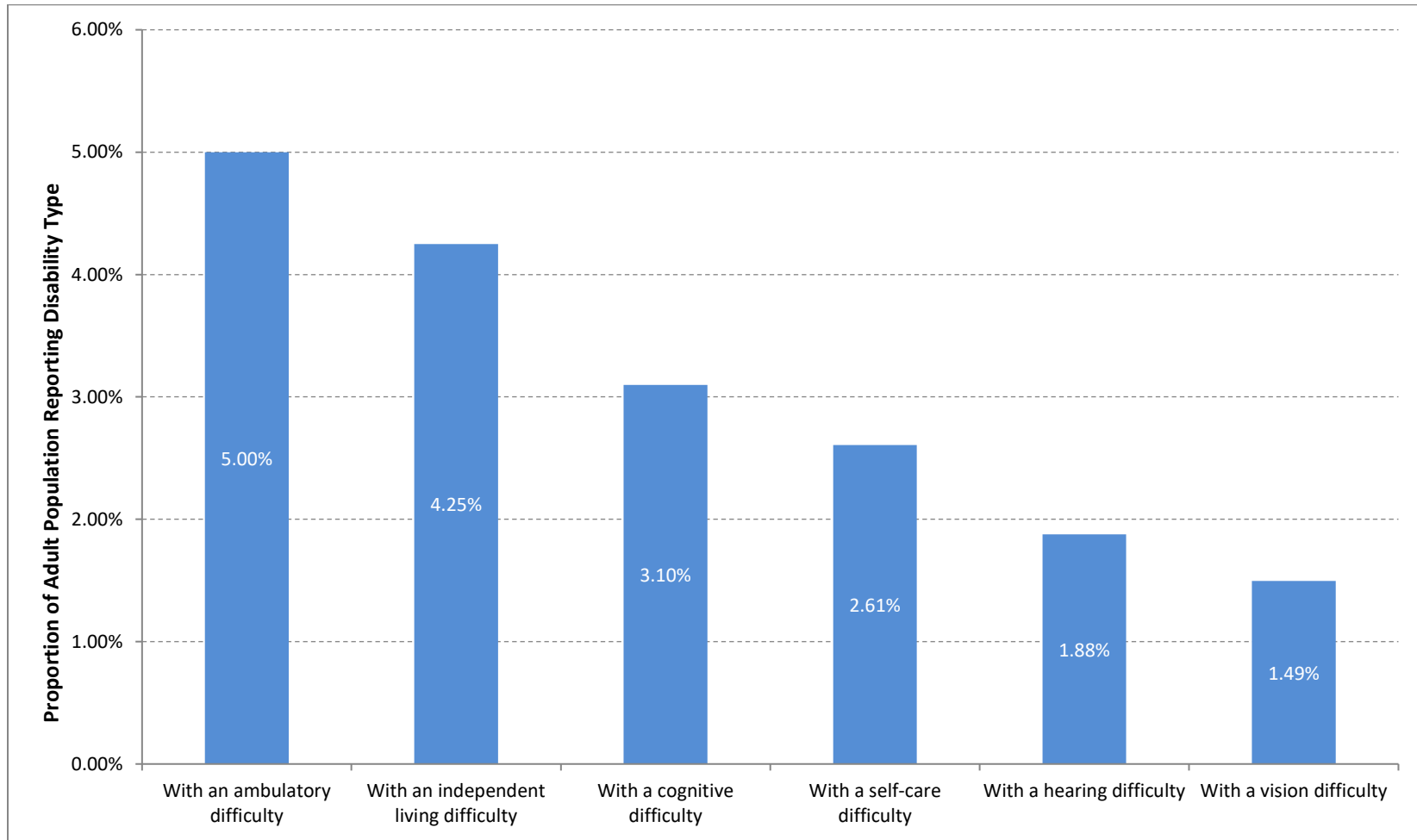
Source: AFFH Viewer 2021.

Local Trends

As referenced in Appendix B, *Housing Needs Assessment*, 14,022 residents (approximately nine percent) of Hayward’s population live with one or more disability. Figure F-8, ambulatory difficulty (defined as having serious difficulty walking or climbing stairs) was the most common disability reported by Hayward residents.

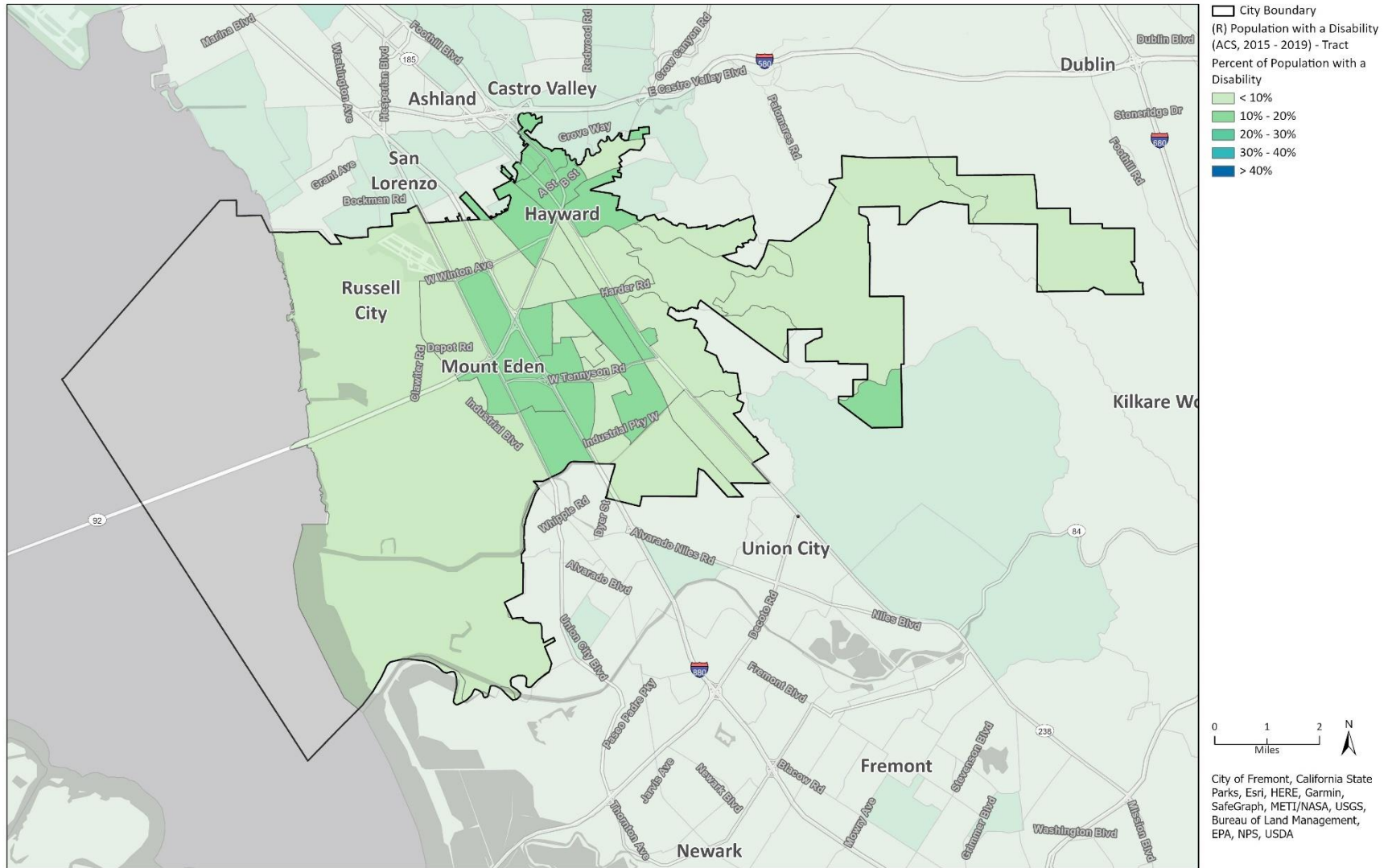
Figure F-9 shows the percentage of the population living with one or more disabilities in the city by census tract, using 2015-2019 ACS data. Generally, areas in the northern part of the city (Downtown, Burbank and North Hayward neighborhoods) and in the southern part of the city (Harder-Tennyson, Tennyson-Alquire and Glen Eden neighborhoods) had between 10 to 20 percent of residents reported living with one or more disability. Census tracts 4354.00 and 4382.04 were predominately Hispanic/Latino and Asian neighborhoods and had the largest percentage of residents with one or more disabilities (13 percent). Additionally, 15 percent of the population in census tract 4354.00 had an income that was below the poverty level, according to the ACS 2015-2019 estimates.

Figure F-8 Disability Type (Hayward)



Source: U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019), Table B18102, Table B18103, Table B18104, Table B18105, Table B18106, Table B18107.

Figure F-9 Percentage of Population with One or More Disabilities (Hayward)



Source: AFFH Viewer 2021.

5.3 Familial Status

According to the Fair Housing Act, familial status refers to the presence of children under the age of 18 in a household with a legal guardian or designee of such guardian.⁶ HUD provides examples of familial discrimination as (a) refusing to rent to families with children; (b) evicting families once a child joins the family through, e.g., birth, adoption, custody; (c) requiring families with children to live on specific floors or in specific buildings or areas; (d) imposing overly restrictive rules about children’s use of the common areas (e.g., pools, hallways, open spaces); and (e) advertising that prohibits children.⁷ Single-parent households are protected by Government Code Section 65583(a)(7). Because of their relatively lower incomes and higher living expenses, single-parent households can have limited options for affordable, decent, and safe housing. As a result, single parents among the groups most at risk of experiencing poverty.

In addition to barriers to fair housing for single-parent households, large families (defined as families with 5 or more persons) can also experience housing discrimination as property owners impose occupancy limitations that can preclude large families with children. HUD data shows that familial status discrimination ranks third in discrimination of protected classes, behind discrimination due to disability and race.⁸

Regional Trends

As referenced in Appendix B, *Housing Needs Assessment*, Alameda County had a total household count of approximately 577,177 in 2019. According to 2015-2019 ACS estimates, households with children present comprised 30 percent (174,344) of the total households in Alameda County. Tenure by household type and presence of children is shown in Table F-10. Married couple families with children comprise the largest share of owner- and renter-occupied households with children. According to 2015-2019 ACS estimates, single-parent, female-headed households comprised eight percent of renter-occupied households, but only two percent of owner-occupied households.

Table F-10 Tenure by Household Type and Presence of Children (Alameda County)

Household Type	Owner-Occupied	Percent of Total Owner-Occupied	Renter-Occupied	Percent of Total Renter-Occupied
Married couple family, with Children Present	82,499	25.7%	52,436	19.5%
Single-Parent, Male householder, no spouse present	4,143	1.3%	6,503	2.4%
Single Parent, Female householder, no spouse present	6,871	2.2%	21,892	8.1%
Total Households with Children Present	93,513	30.2%	80,831	30.1%
Total Households	308,891	100%	268,286	100%

Source: U.S. Bureau of the Census, American Community Survey (ACS), Table B25115 Tenure By Household Type (Including Living Alone) and Age of Householder, 2015-2019 Estimates.

According to 2015-2019 ACS estimates, jurisdictions located in the western regions of the county, such as the cities of Berkeley, Oakland, San Leandro, and Hayward, had relatively higher proportions of children who reside in female-headed, single-parent households. In contrast, the southern and

⁶ 42 U.S. Code sections 3601, *et seq.*, the Fair Housing Act.

⁷ U.S. Department of Housing and Urban Development.

https://www.hud.gov/program_offices/fair_housing_equal_opp/discrimination_against_families_children#_Who_Is_Protected?

⁸ U.S. Department of Housing and Urban Development. “Annual Report on Fair Housing FY 2017.”

eastern regions of the county, including the cities of Union City, Fremont, Pleasanton, and Dublin, had less than 20 percent of children residing in this type of household.

As shown in Figure F-10, the percentage of single female headed households with children is generally consistent through the urban areas of Alameda County (20 – 40 percent) with higher percentages occurring in Oakland (60- 80 percent). Figure F-11 shows the percentage of children under the age of 18 who reside in married-couple households. Spatially, the eastern portion of the county contains a greater proportion of children that reside in households with married couples. Additionally, jurisdictions located in the western region of the county including Oakland, San Leandro, and Hayward, had a relatively lower proportion of children that are residing in married-couple household. Areas with a larger percentage of non-white population generally overlap with areas exhibiting lower rates of children residing with married-couple households.

Local Trends

As shown in Figure F-12, census tracts located in the central region of Hayward contain a larger percentage of children residing in single-parent, female-headed households. Comparatively, most areas located in the western and eastern regions of Hayward exhibit less than 20 percent of children residing in single-parent, female-headed households. The highest share of children in single-parent, female-headed households was recorded in the Southgate neighborhood (census tract 4373.00), located in the central region of the city. According to 2015-2019 ACS estimates, 40 percent of children in this area were living in single-parent, female-headed households. As referenced in Section 5.1, *Race and Ethnicity*, census tract 4373.00 has a sizable Hispanic/Latino population.

Figure F-13 highlights the percent of children residing within married-couple households within Hayward. A larger share of children residing in married-couple households are present within neighborhoods located toward the western segment of Hayward, compared to neighborhoods located within and surrounding downtown Hayward. Additional analysis regarding household characteristics for Hayward is included in *Appendix B, Housing Needs Assessment*.

Figure F-10 Female Headed Households With Children, No Spouse/Partner (Alameda County)

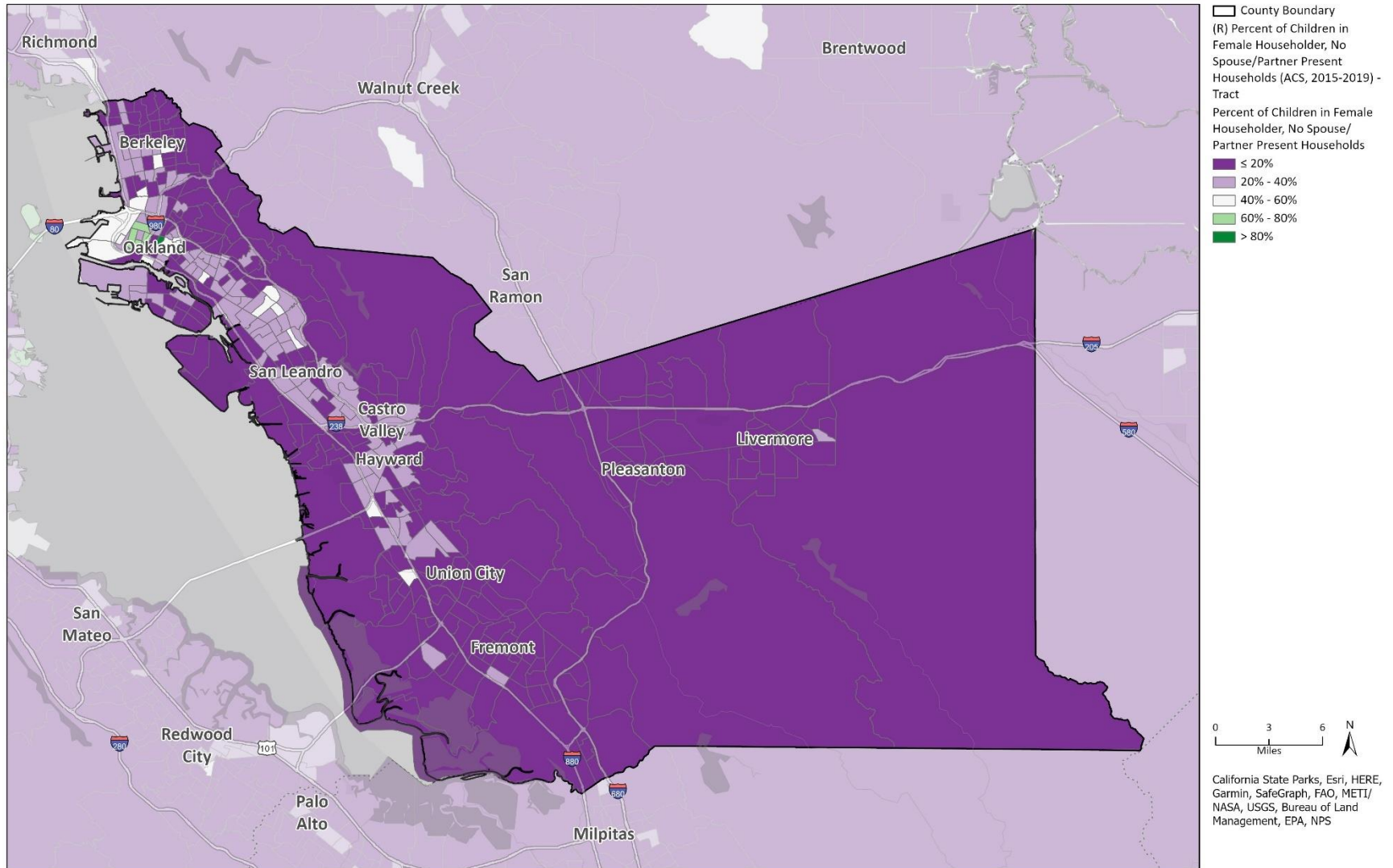
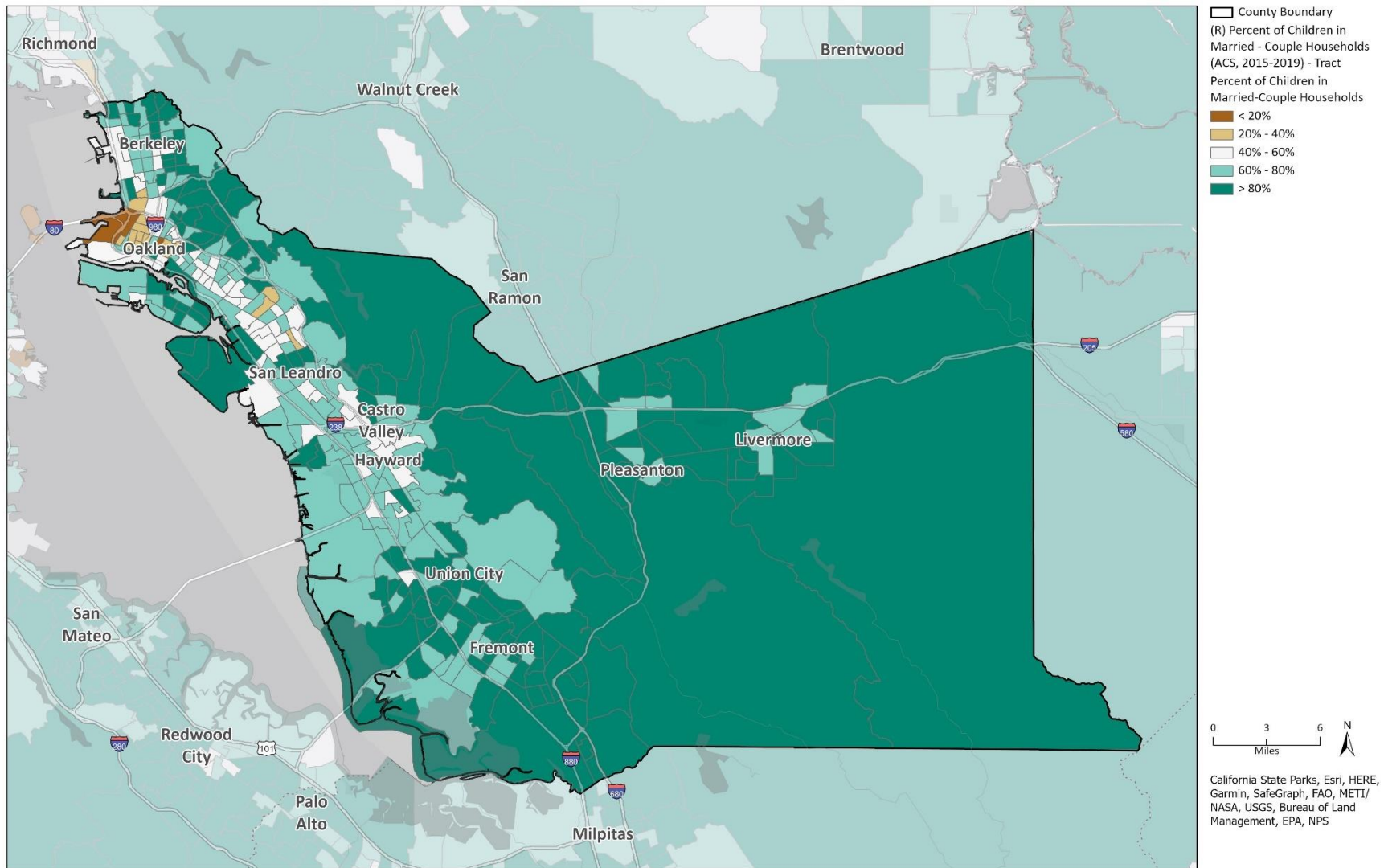
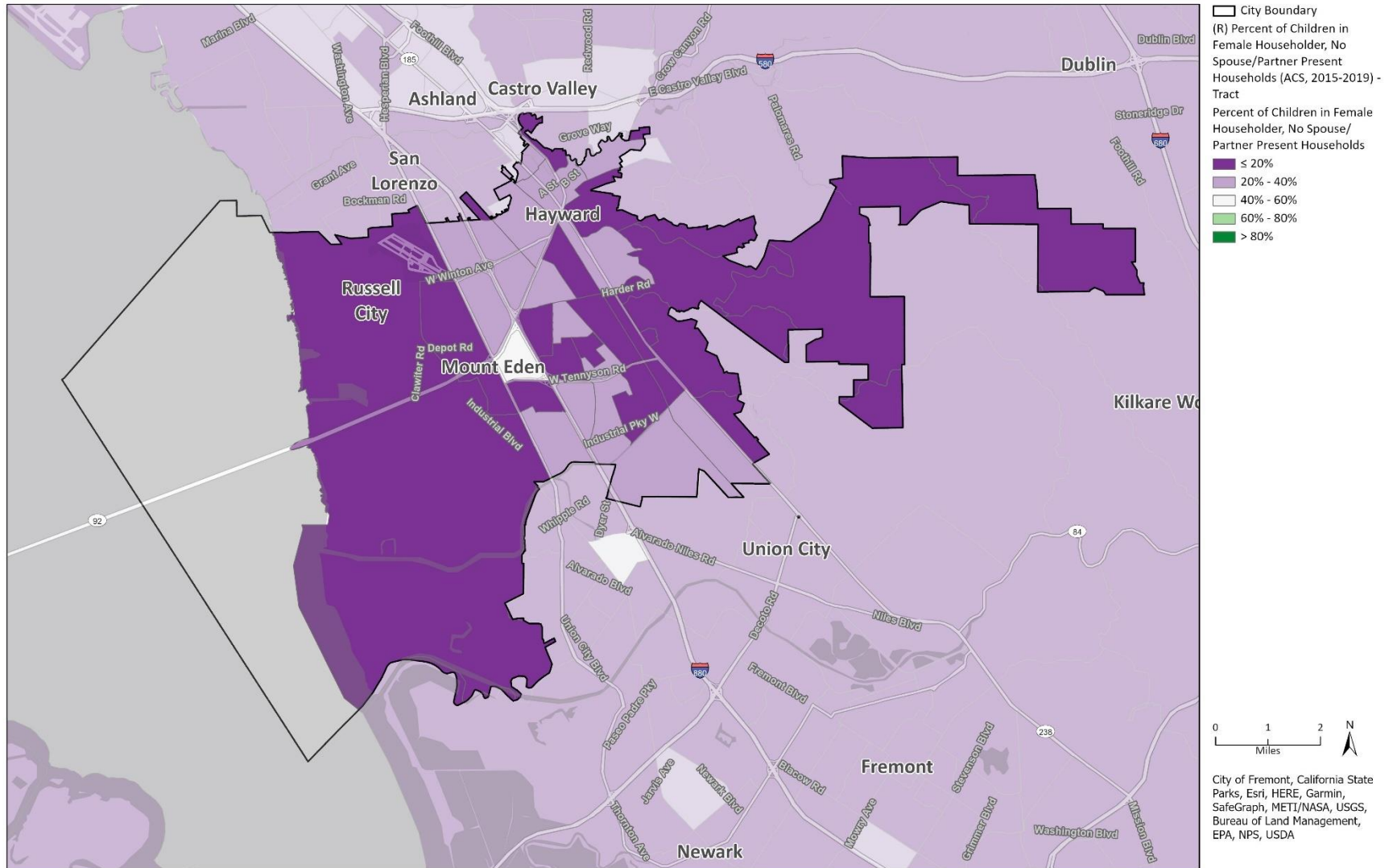


Figure F-11 Children in Married-Couple Households (Alameda County)



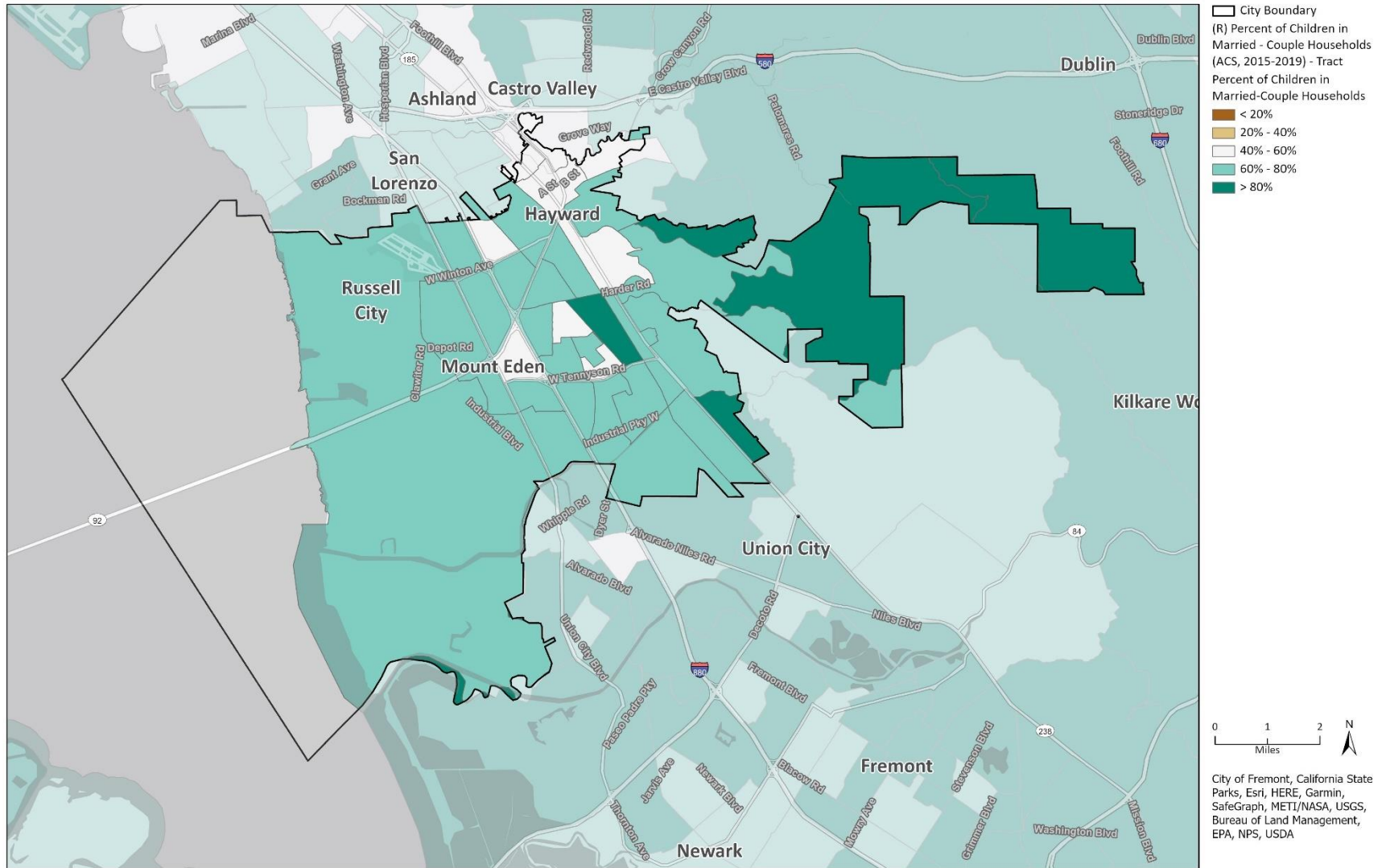
Source: AFFH Viewer 2021.

Figure F-12 Female Headed Households With Children, No Spouse/Partner Present (Hayward)



Source: AFFH Viewer 2021.

Figure F-13 Children in Married-Couple Households (Hayward)



Source: AFFH Viewer 2022.

5.4 Household Income

Identifying low or moderate income (LMI) geographies and individuals is important to overcome patterns of segregation. HUD defines a LMI area as a census tract or block group where over 51 percent of the population is LMI (based on HUD income definition of up to 80 percent of the area median income or AMI). Household income is directly connected to the ability to afford housing. Higher-income households are more likely to own rather than rent housing. As household income decreases, households tend to pay a disproportionate amount of their income for housing, and they are more likely to occupy unsound and overcrowded housing.

Regional Trends

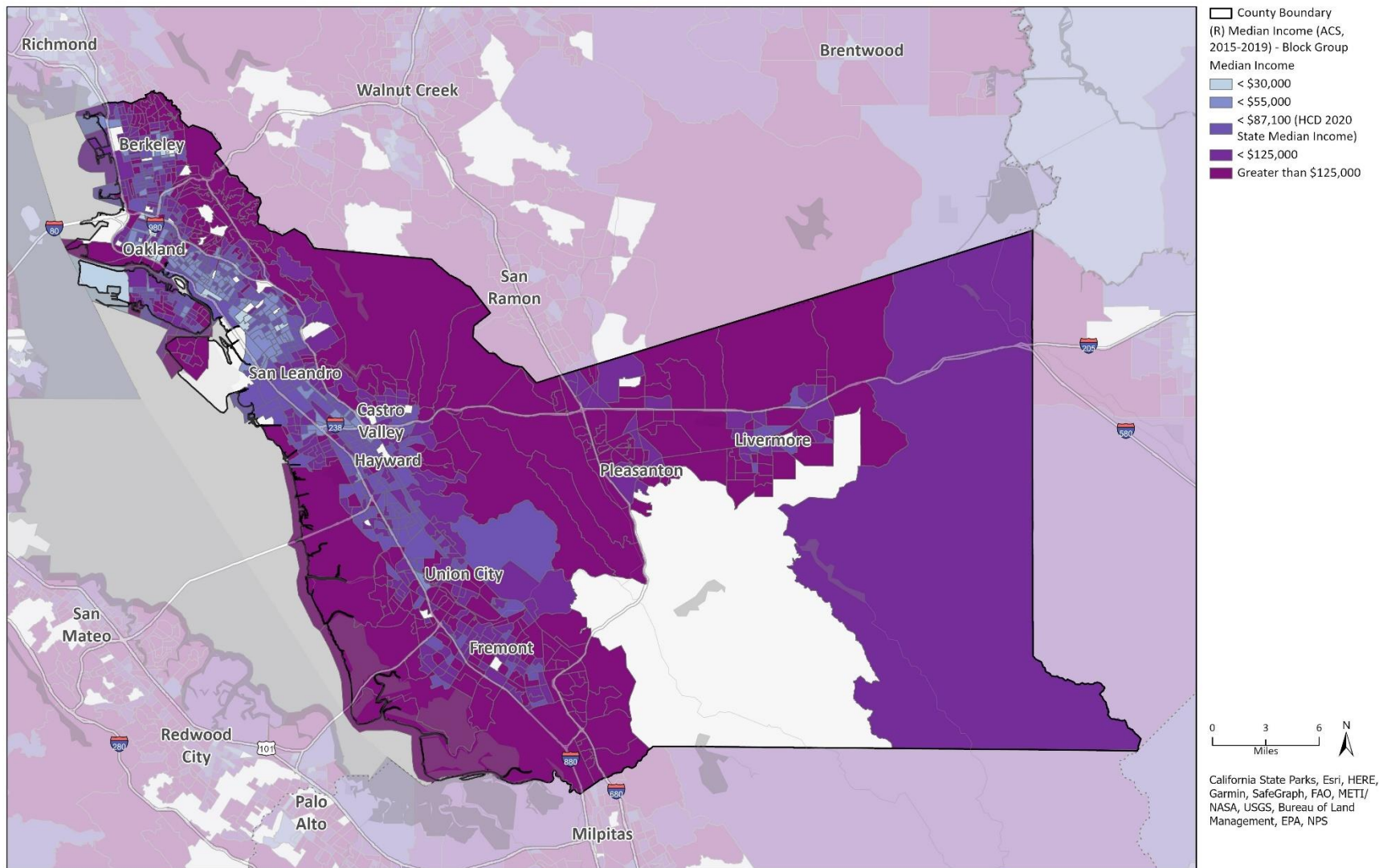
Household median income is lower in communities located in the northwest region of Alameda County. According to 2015-2019 ACS estimates, Alameda County had a median household income of \$99,406. Figure F-14 provides median household income data by block group for Alameda County. Areas highlighted in blue reflect regions of Alameda County where the median income is below the state median income of \$87,100. Furthermore, block groups exhibiting the lowest median incomes are highly concentrated within the City of Oakland and scattered throughout segments of Berkeley, San Leandro, Hayward, and the unincorporated community of San Lorenzo. Figure F-15 highlights census tracts within the cities of Hayward, San Leandro, Oakland, and Berkeley that contain highest LMI populations in Alameda County. Spatially, LMI populations are located in communities that have a relatively greater percentage of children living in single-parent, female-headed households.

Local Trends

As discussed in Appendix B, *Housing Needs Assessment*, Hayward had an estimated median household income of \$86,744 in 2019. As shown on Figure F-16, median household income varies across Hayward. Geographically, census block groups with the lowest median income levels were concentrated in the city center, compared to block groups in the eastern and western areas of the city which had the highest median income levels in Hayward. Neighborhoods with the lowest median income located throughout the city center had a sizeable Hispanic/Latino population. In comparison, areas with higher median income levels had sizable Asian-American and non-Hispanic white populations.

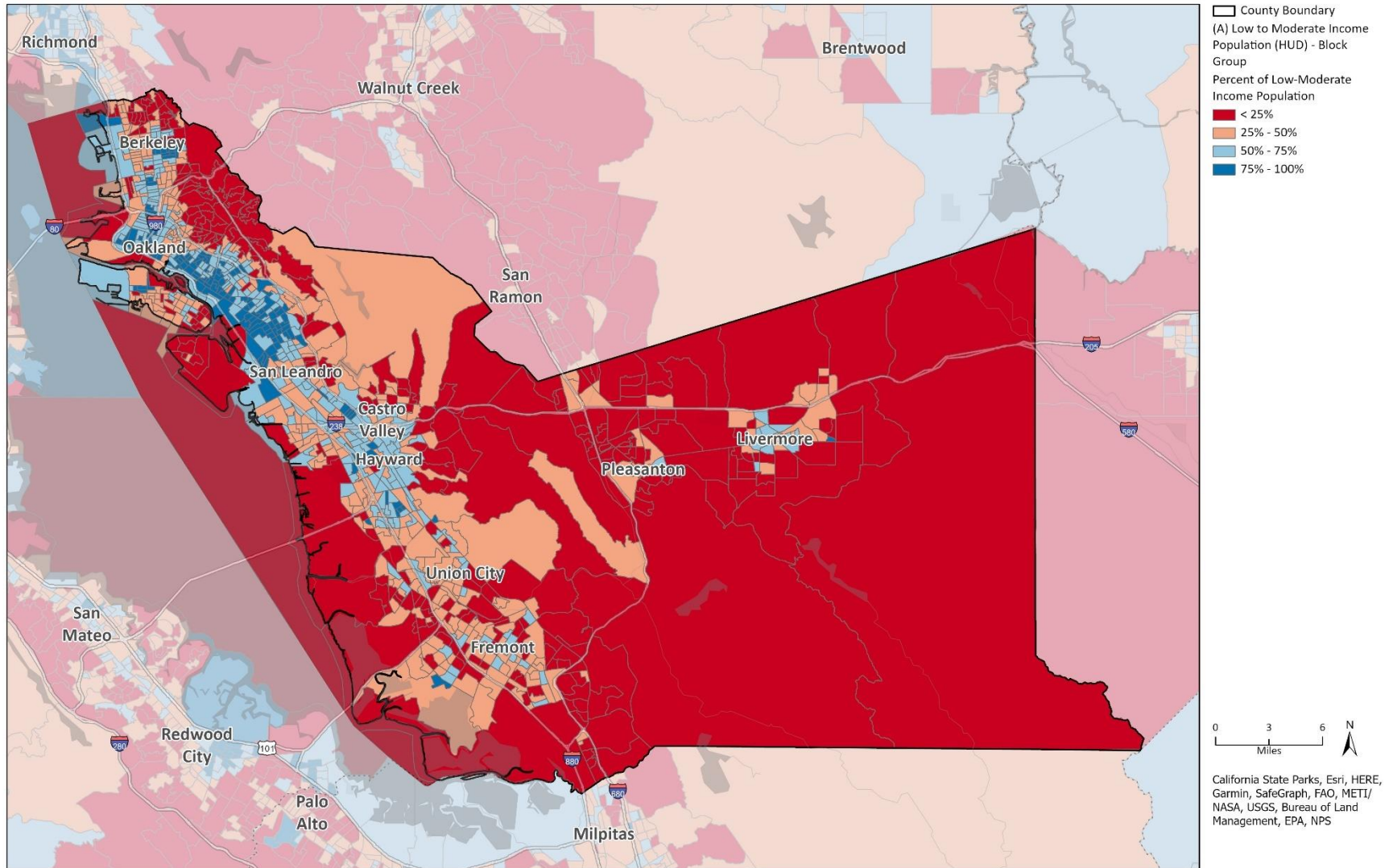
Figure F-17 shows large concentrations of LMI populations located in census tracts throughout the north central region of Hayward along Mission Boulevard. Generally, between 50-75 percent of the population residing in these areas are considered LMI. Approximately 80 percent of residents living in census tract 4377.02, located in the Hader-Tennyson neighborhood, are LMI. Furthermore, as referenced in Section 5.1, *Race and Ethnicity*, this census tract has a predominant Hispanic/Latino population. Neighborhoods that had the lowest share of LMI residents overlapped with areas the with sizable Asian-American and non-Hispanic white populations.

Figure F-14 Median Household Income (Alameda County)



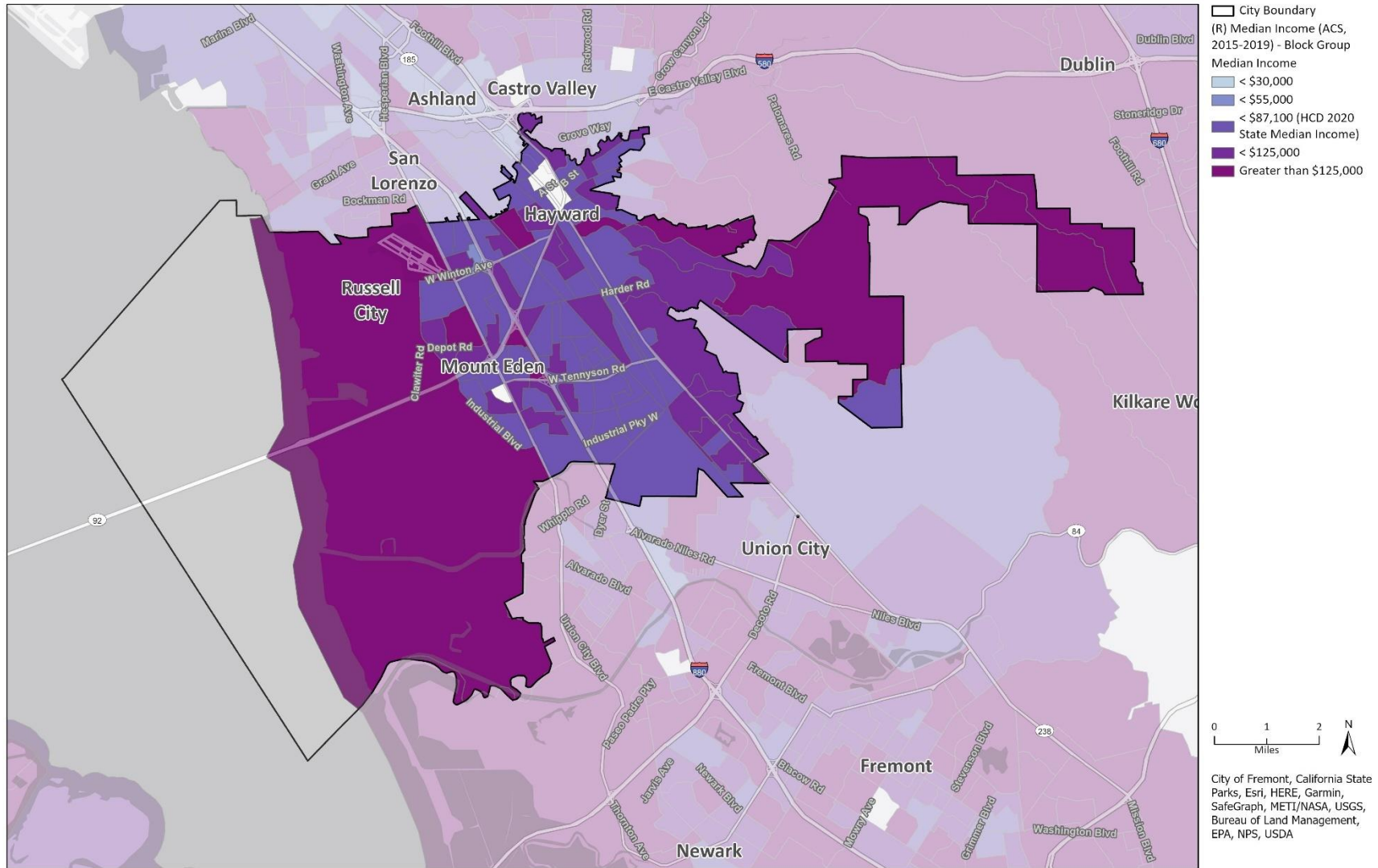
Source: AFFH Viewer 2022.

Figure F-15 Low and Moderate Income Population (Alameda County)



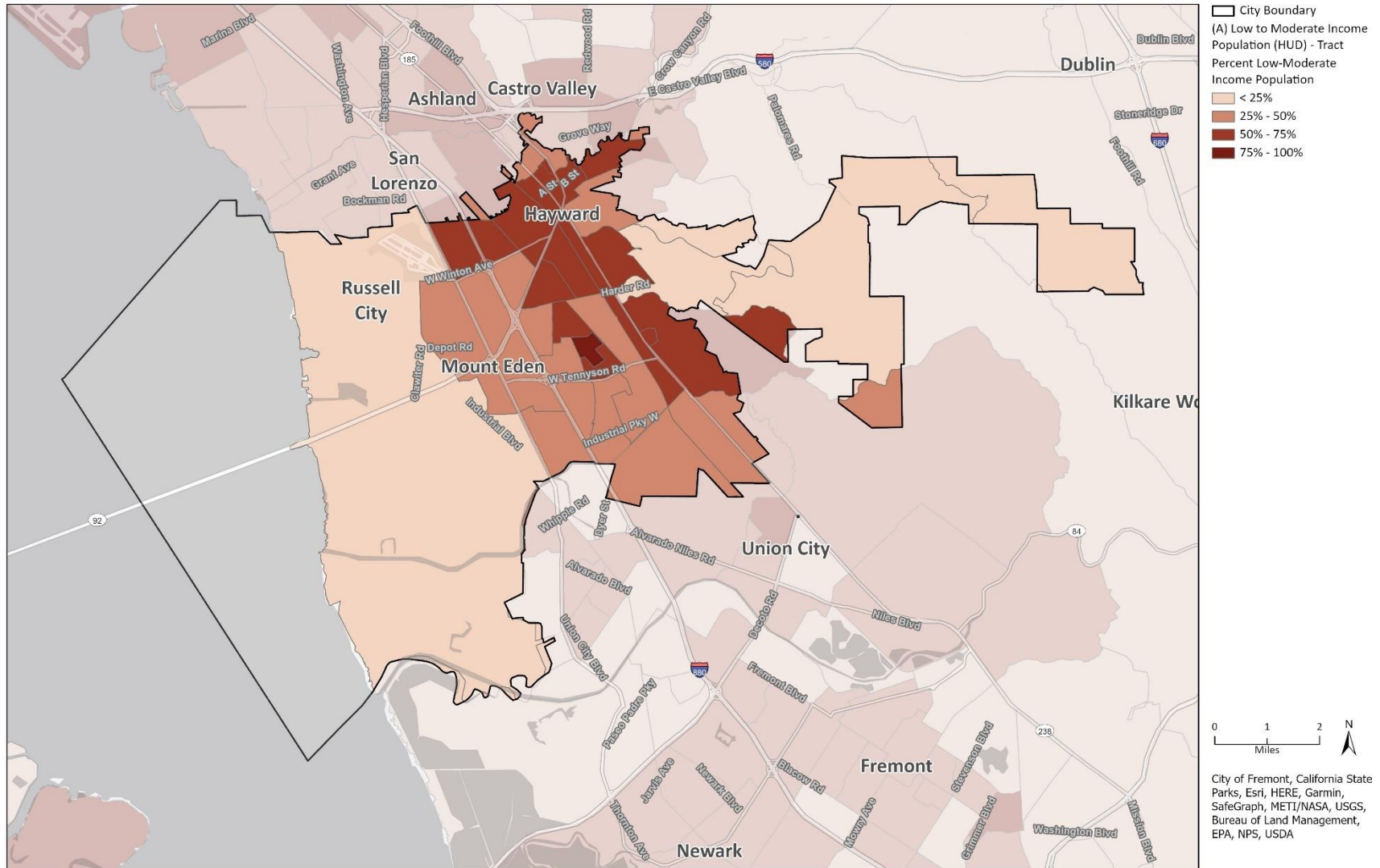
Source: AFFH Viewer 2022.

Figure F-16 Median Household Income (Hayward)



Source: AFFH Viewer 2022.

Figure F-17 Low to Moderate Income Population (Hayward)



Source: AFFH Viewer 2022.

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6 Racially and Ethnically Concentrated Areas of Poverty

To assist communities in identifying racially and ethnically concentrated areas of poverty (R/ECAP), HUD developed a definition that relies on a racial and ethnic concentration threshold and a poverty test. For an area to be identified as having a racial and ethnic concentration, it must have a non-white population of 50 percent or more, within metropolitan or micropolitan areas. In locations outside these areas, where the non-white populations are likely to be much smaller than 50 percent, the threshold is set at 20 percent. The poverty test defines areas of “extreme poverty” as those where 40 percent or more of the population lives at or below the federal poverty line, or areas where the poverty rate is three times the average poverty rate in the metropolitan area, whichever is less. An area that meets either the racial or ethnic concentration and also meets the poverty test would be considered a R/ECAP.

6.1 Poverty and Segregation

Regional Trends

As shown in Figure F-18 R/ECAP area in Alameda County primarily occur in Oakland. R/ECAPs throughout the southern and central areas of Oakland had a higher degree of neighborhood segregation compared to R/ECAPs in northern Oakland. According to 2019 UDP estimates, R/ECAP areas in southern Oakland had a Black-Latino neighborhood concentration, compared to R/ECAPs in the central area which had a Black-Asian-Latino neighborhood concentration, and the northern area of the city, which had a four-group neighborhood concentration of Black-Asian-Latino-white populations. No other R/ECAP areas are identified throughout Alameda County.

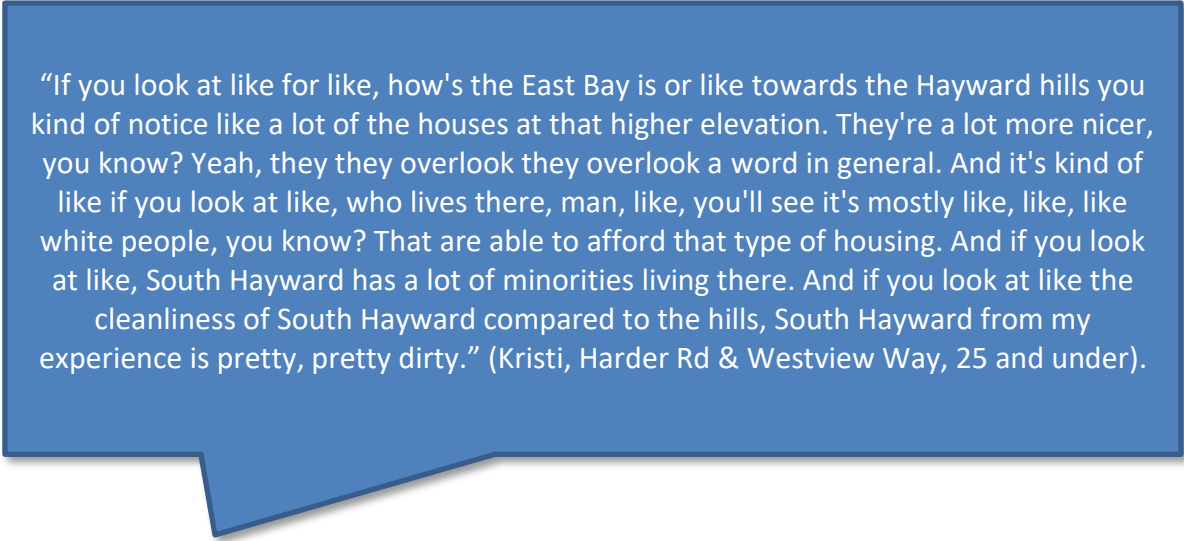
Local Trends

While there are no R/ECAPs as defined by HUD in Hayward, there are segments of the city with higher levels of poverty. Figure F-19 shows the percentage of the population with an earned income below the poverty level. According to 2015-2019 ACS estimates, several neighborhoods located in the central region of Hayward had a greater share of residents earning an income below the poverty level compared to the rest of the city. Approximately 20 percent of the population residing in the Mission-Foothill neighborhood (census tract

“I would...I don't want to say that this section that I know of is living in higher poverty but I think that this section around Mount Eden, the houses there could use some work on mainly because it looks really old and worn down, like the houses there. It doesn't have to do with the people living in poverty there, it's just my view on the outside of the house and how it looks. There are other places in Hayward where it's like...the Hayward Hills, it's all nice, it's all beautiful, it's all clean. But then the areas around Mount Eden, it seems old to me. So, I would say that they're living in more poverty than the people in the Hayward Hills.” (Lilibeth, Harder Rd & Whitman St, 25 and under).

Appendix F – Assessment of Fair Housing

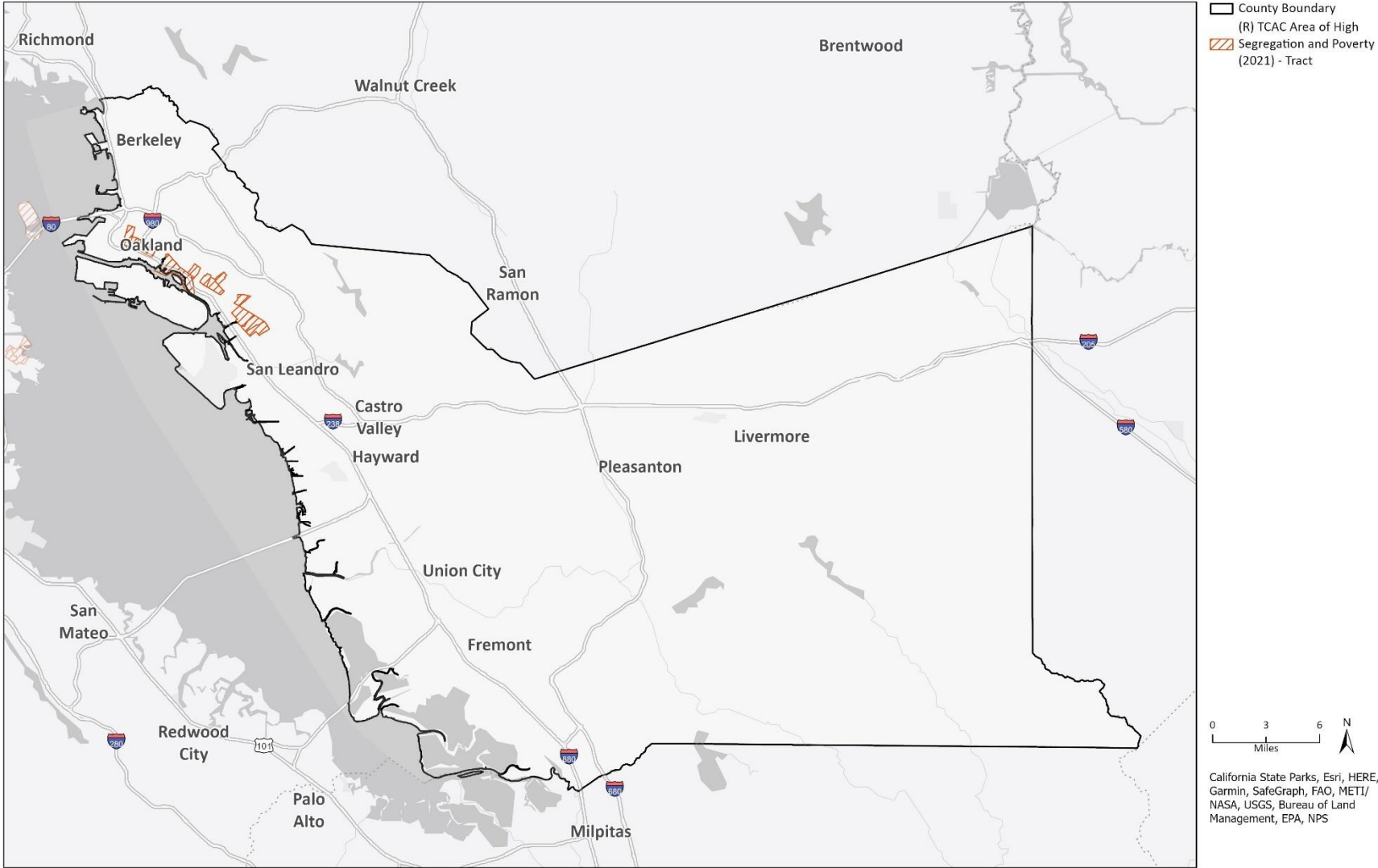
4365.00), earned an income that was below the poverty level. Since 2014, poverty rates have generally decreased within the central region of the city. According to 2010-2014 ACS estimates, approximately 31 percent of the population residing in census tracts 4375.00 and 4377.02, located in the Harder-Tennyson neighborhood, had the highest rates of poverty in Hayward. However, 2015-2019 estimates show that poverty levels in those census tracts had decreased by nearly half. This decrease in poverty levels is primarily due to displacement trends that indicate a 30 percent loss of low-income households and a 72 percent increase in high-income households in Hayward over the last decade.⁹ Generally, neighborhoods with higher rates of poverty also had a sizeable Hispanic/Latino population, as referenced in Section 5.1, *Race and Ethnicity*.



“If you look at like for like, how's the East Bay is or like towards the Hayward hills you kind of notice like a lot of the houses at that higher elevation. They're a lot more nicer, you know? Yeah, they they overlook they overlook a word in general. And it's kind of like if you look at like, who lives there, man, like, you'll see it's mostly like, like, like white people, you know? That are able to afford that type of housing. And if you look at like, South Hayward has a lot of minorities living there. And if you look at like the cleanliness of South Hayward compared to the hills, South Hayward from my experience is pretty, pretty dirty.” (Kristi, Harder Rd & Westview Way, 25 and under).

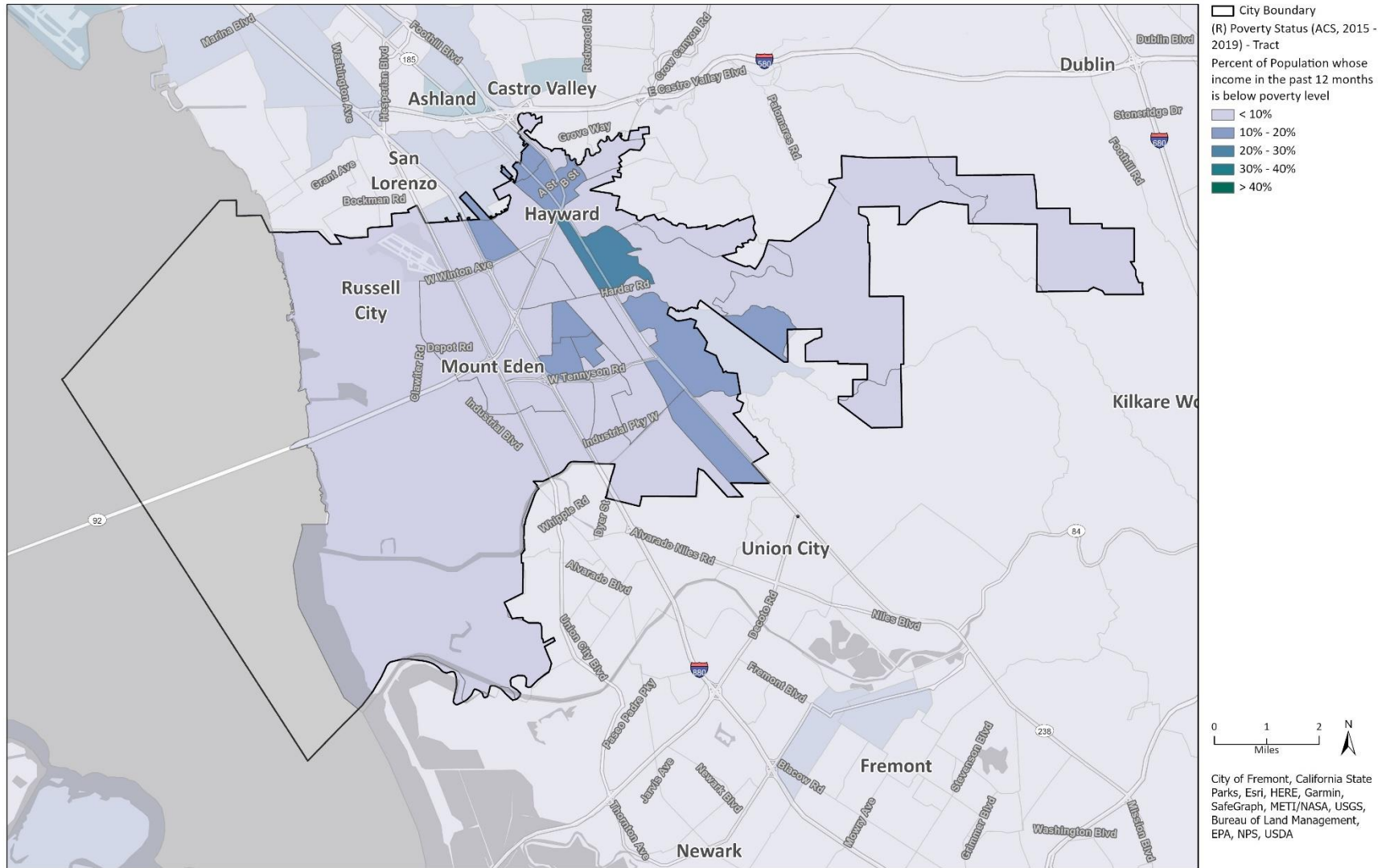
⁹ City of Hayward, 2021 City of Hayward Displacement Study.

Figure F-18 Areas of High Segregation and Poverty (Alameda County)



Source: AFFH Viewer 2022.

Figure F-19 Poverty Status (Hayward)



Source: AFFH Viewer 2022.

Analysis identifying neighborhood segregation is provided in Figure F-20. According to UDP data, two areas (census tract 4377.02 and 4382.01) located in the Harder-Tennyson and Tennyson-Alquire neighborhoods had the highest levels of segregation in the city. UDP estimates show that census tract 4377.02 had a neighborhood concentration of mostly Hispanic/Latino, whereas census tract 4382.01 had an Asian-Latino neighborhood concentration. In comparison, most of the city had a group mix of three or four ethnic/racial groups reflecting higher levels of integration. Neighborhoods with higher rates of segregation also had higher rates of LMI populations, as 79 percent of the residents in census tract 4377.02 and 49 percent of residents in census tract 4382.01 were considered LMI populations.

6.2 Concentrated Areas of Affluence

While racially and ethnically concentrated areas of poverty (R/ECAPs) have long been the focus of fair housing policies, racially concentrated areas of affluence (RCAAs) must also be analyzed to ensure housing is integrated and promote equitable access to opportunity, a key to fair housing choice. HCD defines an RCAA as a census tract in which 80 percent or more of the population is white and has a median income of at least \$125,000.¹⁰

Regional Trends

Figure F-21 highlights the predominantly white census tracts in Alameda County, which are concentrated in the northern and eastern areas of Berkeley, the eastern portion of Oakland, and non-urbanized areas. Areas within Alameda County with median income levels above \$125,000 were concentrated in the northeast, eastern, and southwestern areas of Alameda County. While there are no RCAAs as defined by HCD in Alameda County, a large concentration of high-income areas within the non-urbanized northeast and eastern regions of Alameda County, also had a predominately non-Hispanic white population. Jurisdictions in this region, including the cities of Alameda (\$127,877), Berkeley (\$142,910), Pleasanton (\$177,247) and Livermore (\$145,565) had the highest median incomes in the County, according to 2015-2019 ACS estimate

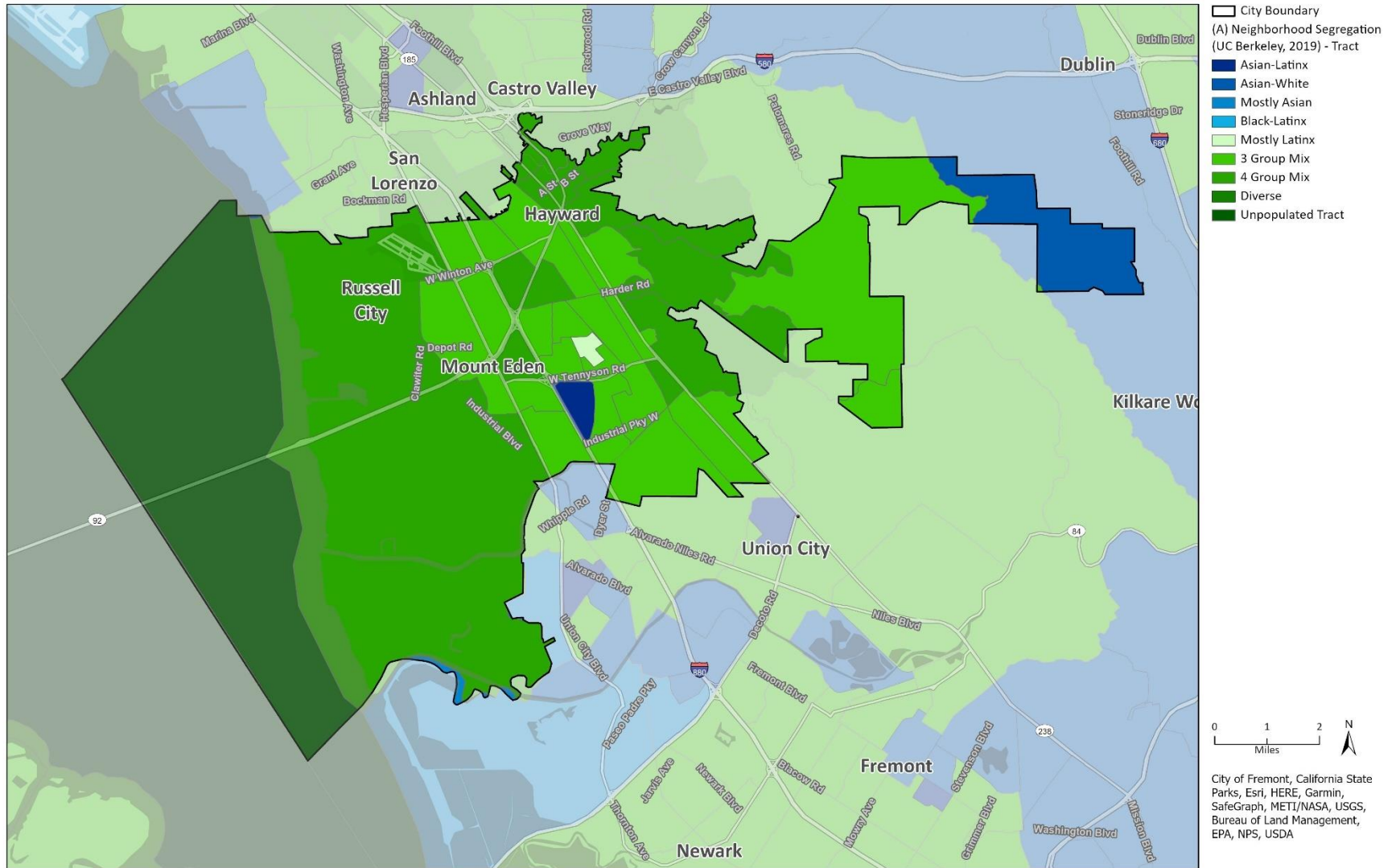
Local Trends

Similar to Alameda County, there are no RCAAs within Hayward, but areas with higher median incomes within the city also have higher proportions of white residents compared to areas with lower median incomes. In Hayward, census tracts that were identified as having a sizeable or predominant white population were located in the eastern area of the city (census tracts 4351.02, 4364.01, and 4364.02). According to ACS 2015-2019 data, most areas in the city with a sizeable or predominant non-Hispanic white population also had higher median incomes.

“I would say the only the only ‘segregation’ I see in Hayward would have to be in the Hayward Hills. It is a huge difference going up there compared to going down, a lot of things like there parks, schools, and houses seem 10 times nicer then the ones coming down the hill.” (Jacqueline, Harder Rd & Jane Ave, 26-35).

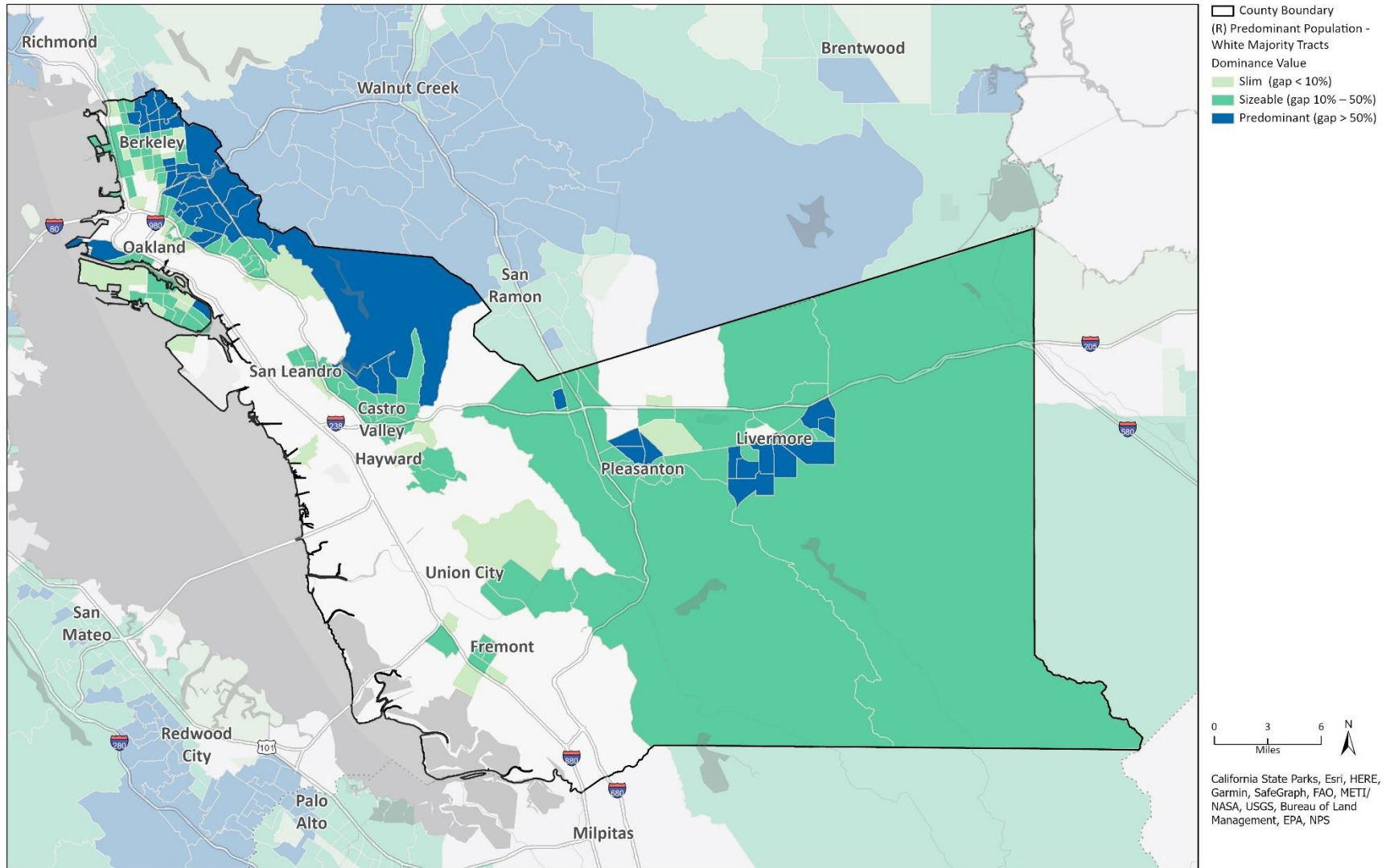
¹⁰ HCD. April 2021. AFFH Guidance for all Public Entities and for Housing Elements. https://www.hcd.ca.gov/community-development/affh/docs/affh_document_final_4-27-2021.pdf

Figure F-20 Neighborhood Segregation



Source: AFFH Viewer, 2022

Figure F-21 Predominant White Population (Alameda County)



Source: AFFH Viewer 2022.

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7 Disparities in Access to Opportunities

This section examines place-based characteristics linked to critical life outcomes to evaluate disparities in access to opportunity. Access to opportunity includes access to education, employment, economic development, safe and decent housing, low rates of violent crime, transportation, recreation, food, and a healthy environment (air, water, safe neighborhood, safety from environmental hazards, social services, and cultural institutions). Additional analysis regarding access to economic opportunity, transportation, and environmental healthy neighborhoods is provided in Hayward’s Environmental Justice Element. The primary objectives of this analysis and resulting policies and programs are twofold: to support mobility and access to high-resource neighborhoods and to improve the quality of life for the residents of low-resource communities.¹¹

7.1 Transit Access and Walkability

Reliable public transit access and active transportation options (walking and biking) are imperative for low-income residents and/or persons with disabilities to connect to employment opportunities. Access to employment via public transit and active transportation can reduce income burden and increase housing mobility, which enables residents to locate housing in more areas.¹² Lack of transportation options can impede fair housing choice and continue to reinforce barriers for low-income residents in accessing opportunities.

Regional Trends

Alameda County generally has widespread access to public transit. Alameda County (AC) Transit, Amtrak, and Bay Area Rapid Transit (BART) all serve Alameda County. AC Transit provides a variety of local bus services as well as the East Bay Bus Rapid Transit (EBBRT) along an approximately 18-mile arterial corridor through the cities of Berkeley, Oakland, and San Leandro. Amtrak rail service has stations in Fremont, Hayward, Oakland, and Berkeley on the Capital Corridor line that extends north and south along I-880. Paratransit services are provided by East Bay Paratransit, a public transit service for residents who are unable to use bus or train due to disability or disabling health conditions. East Bay Paratransit is the primary paratransit service for Alameda County residents.

Transit use is higher in parts of the region where the greatest investment in transit service has been made. Almost all major employment centers in Alameda County are served by some form of public transit. However, having regional access to jobs by means of public transit does not necessarily translate into stable employment. Some residents with unique needs, such as households with children, have unique travel patterns that may prevent them from working far from home due to childcare needs, access to schools, and other considerations.

Alameda County received an average AllTransit performance score of 7.1 which equates to a very high combination of trips per week and number of jobs accessible by transit.¹³

¹¹ California Fair Housing Task Force. 2020. Methodology for the 2020 TCAC/HCD Opportunity Map. June 2020. <https://www.treasurer.ca.gov/ctcac/opportunity/2020-tcaF-hcd-methodology.pdf>

¹² Ong, Paul and Evelyn Blumenberg, 1998. <https://escholarship.org/uc/item/6d897664#author>

¹³ AllTransit.org. 2021. County: Alameda, AllTransit Metrics. <https://alltransit.cnt.org/metrics/?addr=alameda+county>

Local Trends

Hayward is widely accessible by local transit. According to AllTransit, 96.7 percent of workers in Hayward live within one-half mile of transit. The city has an AllTransit Performance Score of 7.4, which is slightly higher than Alameda County.¹⁴

Figure F-22 illustrates transit access within a quarter mile of transit stops for both bus routes and BART. Most of the city is within a quarter-mile access of a transit stop except for a few areas within the Santa Clara, Harder-Tennyson and Tennyson-Alquire neighborhoods. Bus service in Hayward is provided by the AC Transit Local, Transbay, and the All Nighter lines.¹⁵ There are two BART stations within Hayward which provide public transit lines connecting residents to other jurisdictions. The Cal State University East Bay shuttle also provides transportation services to residents of Hayward.

In an effort to increase access to public transit, the Hayward Operated Paratransit (HOP) program and East Bay Paratransit offer transportation services to seniors and persons with disabilities. HOP is Hayward's paratransit program that offers paratransit service to seniors (70+) and persons with disabilities who live in Hayward, the unincorporated areas of San Leandro, Castro Valley, San Lorenzo, Ashland, and Cherryland. HOP is designed to complement and supplement the East Bay Paratransit service when it is unable to provide service or meet the needs of HOP participants. As a City program, HOP extends flexible and unique solutions to meet the specific needs of its riders including offering free AC Transit Easy Passes and subsidized fare programs for riders who demonstrate financial need.

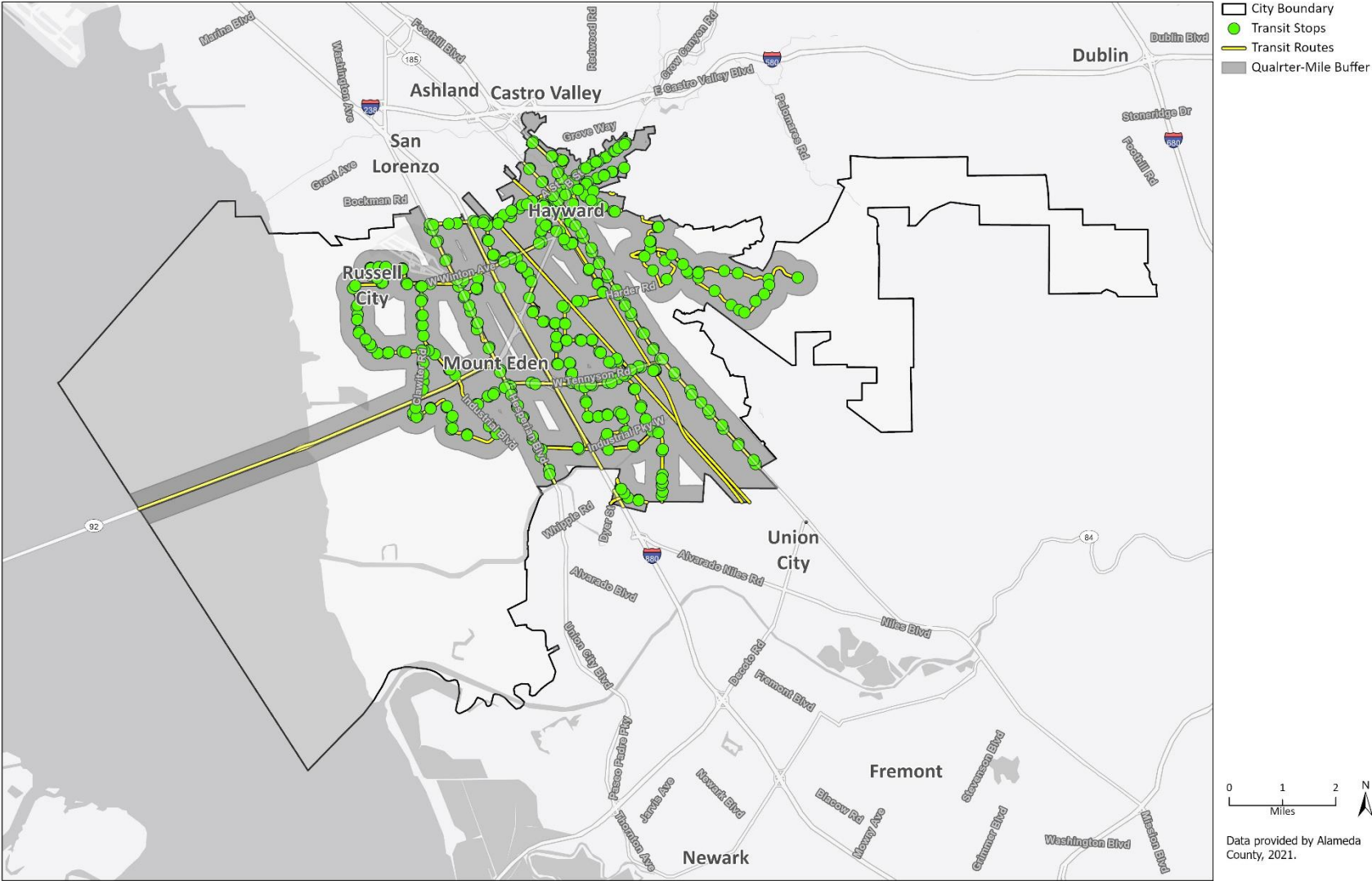
The City has partnered with local senior housing facilities, senior centers, and community-based organizations to implement the Safe Routes for Seniors program (SR4S). Funded by the Alameda County Measure BB ½ Cent Sales Tax, the SR4S initiative will target accessibility and walkability improvements in Downtown Hayward. The targeted intersection identified for improvement include:

- B Street and Montgomery Avenue
- Hazel Avenue/City Center Drive and Foothill Boulevard
- D Street and Watkins Avenue
- A Street and Montgomery Avenue

¹⁴ All Transit.org. 2021. City: Hayward AllTransit Metrics. <https://alltransit.cnt.org/metrics/?addr=hayward>

¹⁵ City of Hayward Transit & Transportation, 2021. <https://www.hayward-ca.gov/residents/streets-transportation>

Figure F-22 Access to Transit within a Quarter Mile (Hayward)



Source: Alameda County 2022.

7.2 Access to Education

Educational attainment is directly linked to housing opportunities. TCAC education domain scores measure educational outcomes using math and reading proficiency (the percentage of 4th graders who met or exceed math proficiency standards), high school graduation rates (the percentage of high school cohorts that graduate on time) and student poverty indicators (the percent of students not receiving free or reduced-priced lunch). The TCAC education domain scores are derived from 2018-2019 Department of Education data. This analysis incorporates demographic and socio-economic measures to spatially evaluate access to educational opportunities at the census tract level.

Regional Trends

An overview of education outcomes across Alameda County is illustrated in Figure F-23. Educational outcomes vary across the County, as jurisdictions in the western portion, including Oakland, San Leandro, and Hayward, generally had less positive education outcomes compared with the cities in the eastern portion such as Dublin, Pleasanton, and parts of western Livermore. According to kidsdata.org, a data compilation program of the Lucile Packard Foundation for Children’s Health, Alameda County had a total public-school enrollment estimate of 227,331 students in 2020.¹⁶ Hispanic/Latino (34 percent) and Asian American (26 percent) comprised the two largest racial/ethnic groups of the total public school enrollment in Alameda County in 2020, whereas non-Hispanic white students (17 percent) and African American (9 percent) comprised a significantly smaller share. Furthermore, high school graduation rates are highest among non-Hispanic whites (91 percent) and Asian American students (95 percent), while African American (80 percent) and Hispanic/Latino (81 percent) had slightly lower graduation rates.

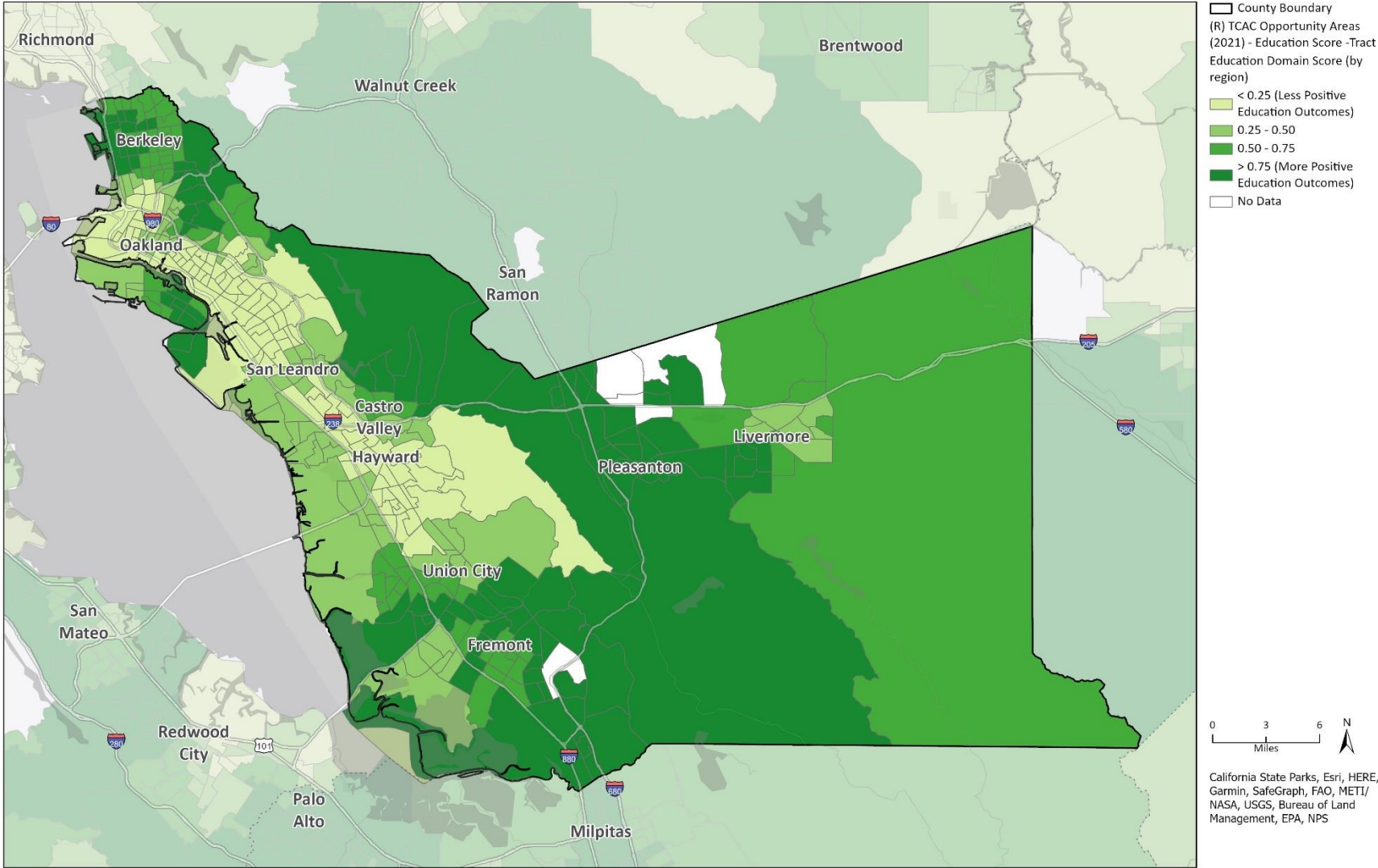
Local Trends

Hayward is served by the Hayward Unified School District (Hayward USD), the New Haven Unified School District (New Haven USD), and San Lorenzo Unified School District (San Lorenzo USD). Hayward USD is the largest school district in Hayward and operates 20 elementary schools, five middle schools, and four high schools within Hayward. New Haven USD schools mainly operate in Union City, but one middle school and one high school serves students living in Hayward.¹⁷ San Lorenzo USD operates one elementary and one high school in Hayward. Figure F-24 provides Hayward’s TCAC scores for education outcomes at the census tract level. Communities located in the northern and central areas of the city including the Cherryland, Mission-foothill, Jackson Triangle, Harder Tennyson, and Tennyson Alquire neighborhoods had less positive education outcomes compared to Mt. Eden, Glen Eden, Southgate, and surrounding neighborhoods located west of the I-880.

¹⁶ Kidsdata.org 2021. <https://www.kidsdata.org/region/127/alameda-county/results#cat=18>

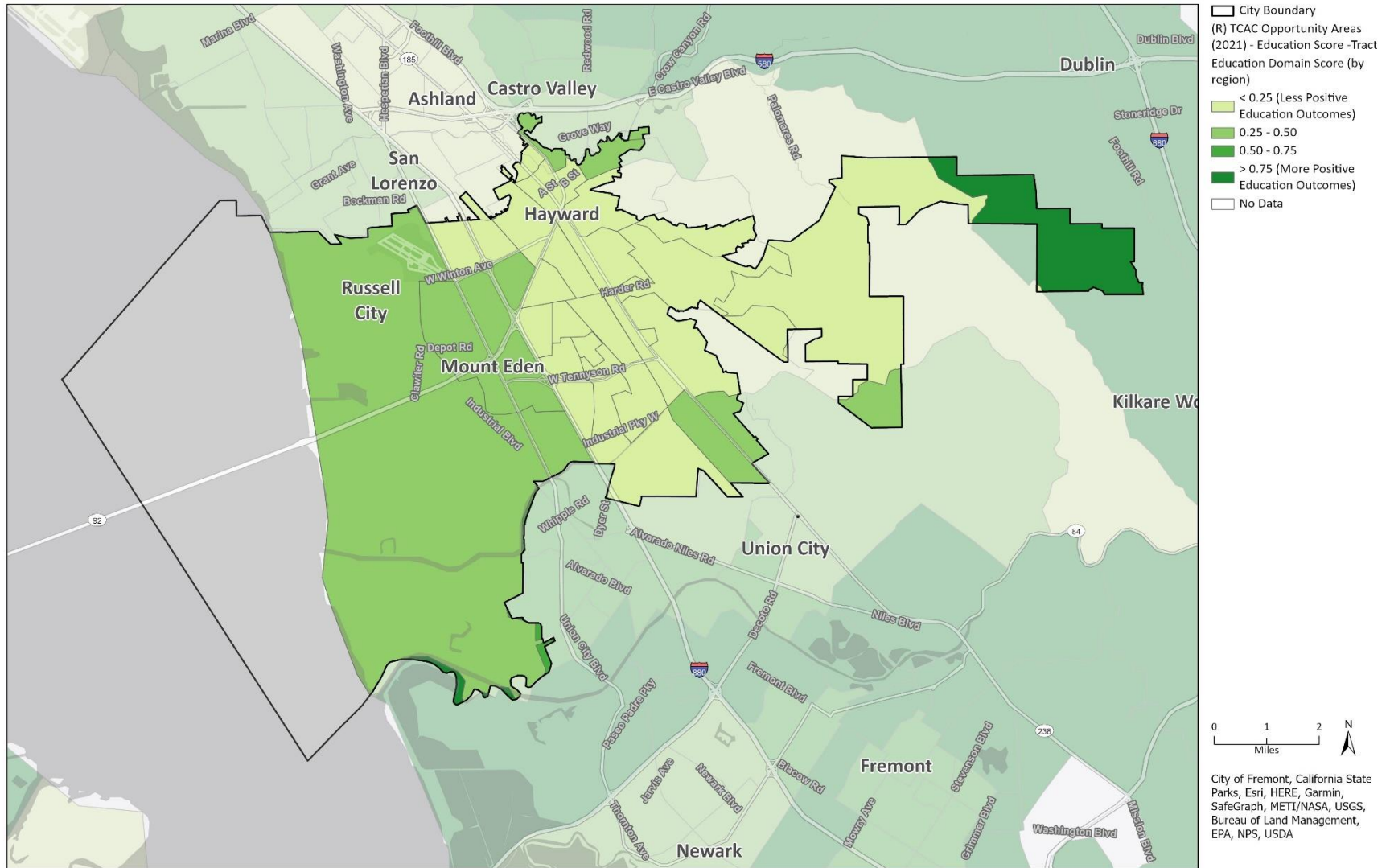
¹⁷ New Haven Unified School District, 2021 <https://www.mynhusd.org>

Figure F-23 TCAC Opportunity Areas – Education (Alameda)



Source: AFFH Viewer 2022.

Figure F-24 TCAC Opportunity Areas – Education (Hayward)



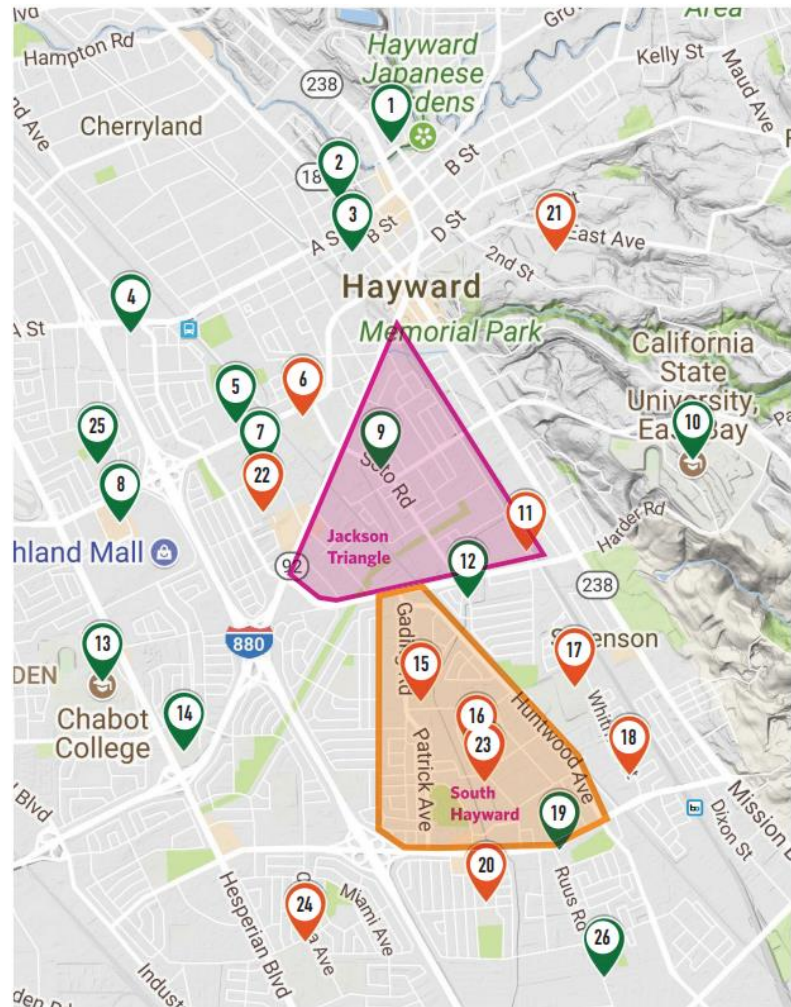
Source: AFFH Viewer 2022.

In 2010, Hayward became one of the first five cities in the nation to receive the five-year, \$25 million Promise Neighborhood grant from the US Department of Education. The Hayward Promise Neighborhood (HPN) is a partnership of local educators, government agencies, businesses, and nonprofits collaborating to support residents within certain neighborhoods within Hayward.

The first HPN covered the Jackson Triangle communities of Hayward and students that attend partner schools within the Hayward Unified School District, to provide comprehensive, high-quality educational and social support to ensure the long-term health, safety and economic well-being of the entire community by strengthening early learning systems, community leadership initiatives, and increasing access to postsecondary education through programs like the Early Learning Network, the Cradle to Career Education Reform Network and Neighborhood Health and Empowerment Network. In 2017, Hayward received a second HPN grant to establish the South Hayward Promise Neighborhood which covers three census tracts in the Harder-Tennyson neighborhood and/or attend HPN partner schools in the area. HPN network partners include 4Cs of Alameda County, Cal State East Bay, Chabot College, Eden Area Regional Occupational Program, City of Hayward and Hayward Unified School District among other community-based organizations and non-profits. Figure F-25 shows the Jackson Triangle and South Hayward HPNs along with local network partners. Hayward USD had a total student enrollment estimate of 22,329 students in 2020. According to kidsdata.org, Hispanic/Latino students (65 percent) comprised the largest racial/ethnic group at Hayward USD in 2020. In comparison, Asian-American (8 percent), African American (8 percent) and non-Hispanic white (5 percent) comprised a smaller share of the total student enrollment at Hayward USD. Approximately 4 percent of the student body was multi-racial.¹⁸ Approximately 84 percent of high school students in Hayward USD graduated in 2020, which is lower than Alameda County (87 percent).

¹⁸ Kidsdata.org 2021. <https://www.kidsdata.org/region/136/hayward/results#ind=&say=&cat=18>

Figure F-25 Hayward Promise Neighborhoods and Network partners



Source: Hayward Promise Neighborhoods Programs Guide.

- | | | | |
|--|---|--|---|
| 











 | <ol style="list-style-type: none"> 1. Community Child Care Council (4Cs) of Alameda County
 22351 City Center Dr #200, Hayward, CA 94541
 cc-alameda.org
 (510) 582-2182 2. Tiburcio Vasquez Health Center, Inc.
 22331 Mission Blvd, Hayward, CA 94541
 tvhc.org
 (510) 471-5907 3. Hayward City Hall
 22331 Mission Blvd, Hayward, CA 94541
 hayward-ca.gov
 (510) 583-4000 4. La Familia Counseling Service
 22366 Fuller Ave, Hayward, CA 94541
 lafamilia.org
 (510) 300-3135 5. Alameda County Public Health Nurses Division
 24085 Amador St, Hayward, CA 94544
 acphd.org
 (510) 208-5930 6. Winton Middle School
 119 W Winton Ave, Hayward, CA 94544
 ww-haywardusd-ca.schoolloop.com
 (510) 723-3140 7. Hayward Unified School District
 24411 Amador St., Hayward, CA 94544
 husd.k12.ca.us
 (510) 784-2600 8. La Familia Counseling Service Administrative Office
 24301 Southland Dr #300, Hayward, CA 94545
 lafamilia.org
 (510) 300-3500 9. HUB HUSD Parent Resource Center
 24823 Soto Rd, Hayward, CA 94544
 hayward-ca.gov
 (510) 583-4000 10. California State University, East Bay
 25800 Carlos Bee Blvd, Hayward, CA 94542
 csueastbay.edu
 (510) 885-3000 11. Harder Elementary School
 495 Wyeth Rd, Hayward, CA 94544
 har-haywardusd-ca.schoolloop.com
 (510) 723-3840 12. La Familia Counseling Service
 26081 Mocine Ave, Hayward, CA 94544
 lafamilia.org
 (510) 881-5921 13. Chabot College
 25555 Hesperian Blvd, Hayward, CA 94545
 chabotcollege.edu
 (510) 723-6600 | 











 | <ol style="list-style-type: none"> 14. Eden Area Regional Occupational Program Center
 26316 Hesperian Blvd, Hayward, CA 94545
 edenrop.org
 (510) 293-2900 15. Glassbrook Elementary School
 975 Schafer Rd, Hayward, CA 94544
 gbk-haywardusd-ca.schoolloop.com
 (510) 723-3835 16. Tyrrell Elementary School
 27000 Tyrrell Ave, Hayward, CA 94544
 tyr-haywardusd-ca.schoolloop.com
 (510) 723-3935 17. Tennyson High School
 27035 Whitman St, Hayward, CA 94544
 ths-haywardusd-ca.schoolloop.com
 (510) 723-3190 18. Cesar Chavez Middle School
 27845 Whitman St, Hayward, CA 94544
 cvz-haywardusd-ca.schoolloop.com
 (510) 723-3110 19. Eden Youth and Family Center
 680 Tennyson Rd, Hayward, CA 94544
 eylf.org
 (510) 887-1146 20. Russ Elementary School
 28027 Dickens Ave, Hayward, CA 94544
 rus-haywardusd-ca.schoolloop.com
 (510) 723-3885 21. Hayward High School
 1633 East Ave, Hayward, CA 94541
 haywardhigh.net
 (510) 723-3170 22. Park Elementary School
 411 Larchmont St, Hayward, CA 94544
 prk-haywardusd-ca.schoolloop.com
 (510) 293-8515 23. HUSD S.I.A.C.
 27211 Tyrrell Ave, Hayward, CA 94544
 husd.us 24. Mt Eden High School
 2300 Panama St, Hayward, CA 94545
 mehs-haywardusd-ca.schoolloop.com
 (510) 723-3180 25. Hein Turner Children's Center
 23640 Reed Way, Hayward, CA 94541
 (510) 723-3880 26. Child Family & Community Services, Inc.
 29150 Russ Rd., Hayward, CA 94544
 (510) 796-9512 |
|--|---|--|---|

7.3 Economic Outcomes

Housing opportunities are directly related to economic outcomes. Access to high-quality employment close to desired and affordable housing results in more housing opportunities and shorter commute times. The analysis for economic opportunities uses TCAC economic indicators, employment participation data from the ACS, Metropolitan Transportation Commission's (MTC) Equity Priority Communities (EPC), and the HUD Jobs Proximity Index.

TCAC economic opportunities are measured by census tract and consider poverty (the percent of the population with an income above 200 percent of the federal poverty line), adult education (the percent of adults with a bachelor's degree or above), employment (the percent of adults between age 20-64 who are employed in the civilian labor force or armed forces), job proximity (the number of jobs filled with less than a bachelor's degree that fall within a determined radius), and median home values (the value of owner-occupied units). A higher economic index score reflects more positive economic outcomes. The MTC EPC identifies concentrations of underserved populations in order to direct funding for housing and transportation equity.¹⁹ The HUD Jobs Proximity Index measures the accessibility to job opportunities at the census block group level.

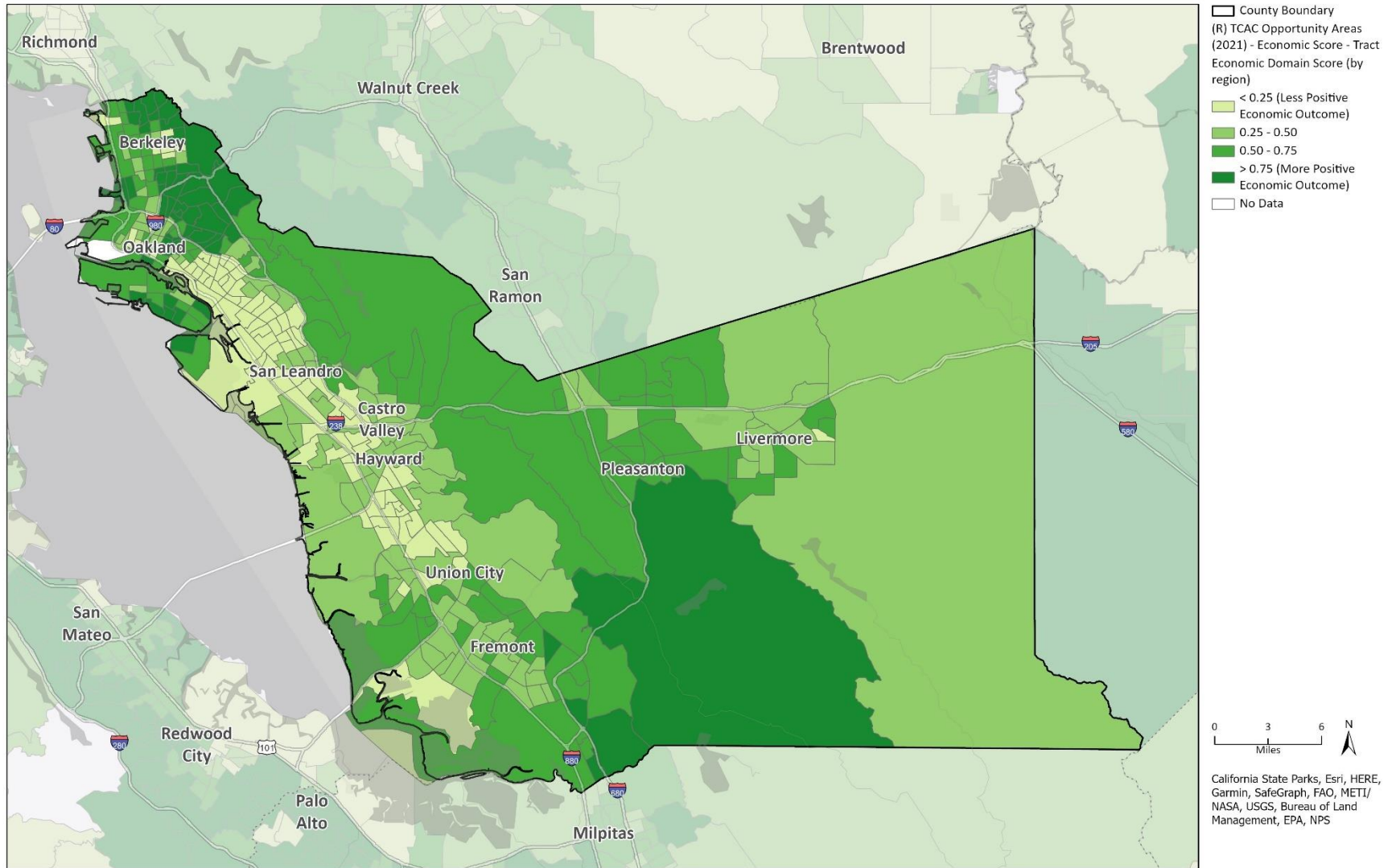
Regional Trends

Figure F-26 shows a variety of economic outcomes across Alameda County. Areas with more positive economic outcome scores were identified in the northern, central, and southern portions of the county near Berkeley, Dublin, Pleasanton, Fremont, and smaller areas around the cities of Alameda and Livermore. Conversely, the cities of Oakland, San Leandro, and Hayward had large concentrations of census tracts reflecting less positive economic outcomes.

According to 2015-2019 ACS estimates, Alameda County had a labor force participation rate of 64 percent of person 16 years and over, which is approximately 2 percent lower than the county's 2014 labor force participation rate. Estimates from the California Employment Development Department show that the average salary in Alameda County in 2021 was \$76,328. An overview of mean salary by occupation is provided in Table F-11.

¹⁹ MTC 2021. <https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities>

Figure F-26 TCAC Opportunity Areas – Economic (Alameda County)



Source: AFFH Viewer 2022.

Table F-11 Mean Salary by Occupation (Alameda County)

Occupation	Average Salary
Management Occupations	\$158,446
Legal Occupations	\$146,544
Computer and Mathematical Occupations	\$124,151
Healthcare Practitioners and Technical Occupations	\$121,183
Architecture and Engineering Occupations	\$109,102
Life, Physical, and Social Science Occupations	\$103,059
Business and Financial Operations Occupations	\$97,088
Construction and Extraction Occupations	\$79,163
Arts, Design, Entertainment, Sports, and Media Occupations	\$77,908
Protective Service Occupations	\$71,366
Educational Instruction and Library Occupations	\$70,691
Community and Social Service Occupations	\$68,136
Installation, Maintenance, and Repair Occupations	\$67,785
Sales and Related Occupations	\$59,555
Office and Administrative Support Occupations	\$55,056
Production Occupations	\$51,926
Transportation and Material Moving Occupations	\$48,835
Building and Grounds Cleaning and Maintenance Occupations	\$48,311
Personal Care and Service Occupations	\$42,532
Farming, Fishing, and Forestry Occupations	\$42,154
Healthcare Support Occupations	\$40,799
Food Preparation and Serving Related Occupations	\$38,872
All Occupations	\$76,328

Source: California Employment Development Department, Occupational Wage data, 2021

Local Trends

According to the 2015-2019 ACS, there were approximately 86,679 residents in the labor force in Hayward, representing a labor force participation rate of 67 percent of persons 16 years and over. As referenced in Appendix B, *Housing Needs Assessment*, approximately one-third of working residents of Hayward are employed in either education, health and social services, or professional services industries. An overview of major employers in Hayward is provided in Table F-12.

Table F-12 Major Employers in Hayward

Name of Employer	Type of Service
Alameda County Sheriff's Department	Law Enforcement/Security
Baxter Bio Pharma	Bio-Medical
California State University East Bay	Education
Chabot Community College	Education
Costco Warehouse	Retail/Grocery
Fremont Bank Operations Center	Finance

Name of Employer	Type of Service
Hayward Unified School District	Education
Illumina	Bio-Medical
Inland Marine Industries, Inc.	Manufacturing
New Century Beverage (Pepsi)	Beverage Production
Maleko Personnel, Inc.	Staffing Services
Plastikon Industries, Inc.	Bio-Medical
Gillig Corporation	Manufacturing
St. Rose Hospital	Hospital & Medical Services
City of Hayward	Government
Kobe Precision	Semiconductors

Note: The City's CAFR did not report the number of employees at each firm in 2020.
Source: City of Hayward, 2020

As shown in Figure F-27, many areas of Hayward were recognized as EPCs. According to MTC, EPCs are areas that have historically faced economic disadvantage and underinvestment.²⁰ To identify EPCs, census tracts were evaluated to determine if they contain concentrations of the following demographic factors²¹:

- People of color
- Low-income households (less than 200 percent of the federal poverty level)
- Limited English proficiency
- Zero-vehicle households
- Seniors aged 75 and over
- Single-parent families
- Severely rent-burdened households

In Hayward, households in EPC designated areas overlapped with communities that were predominately Hispanic/Latino.

HUD'S Job Proximity index utilizes Longitudinal Employer-Household Dynamic estimates to examine the distance from a given neighborhood to all job locations within the San Francisco Bay Area and measures the accessibility to job opportunities at the census block group level. Because the size of employment centers and the supply of labor differ across the region, the distance from any single job location is positively weighted by the size of employment (job opportunities) at that location and inversely weighted by the labor supply (competition) to that location.²²

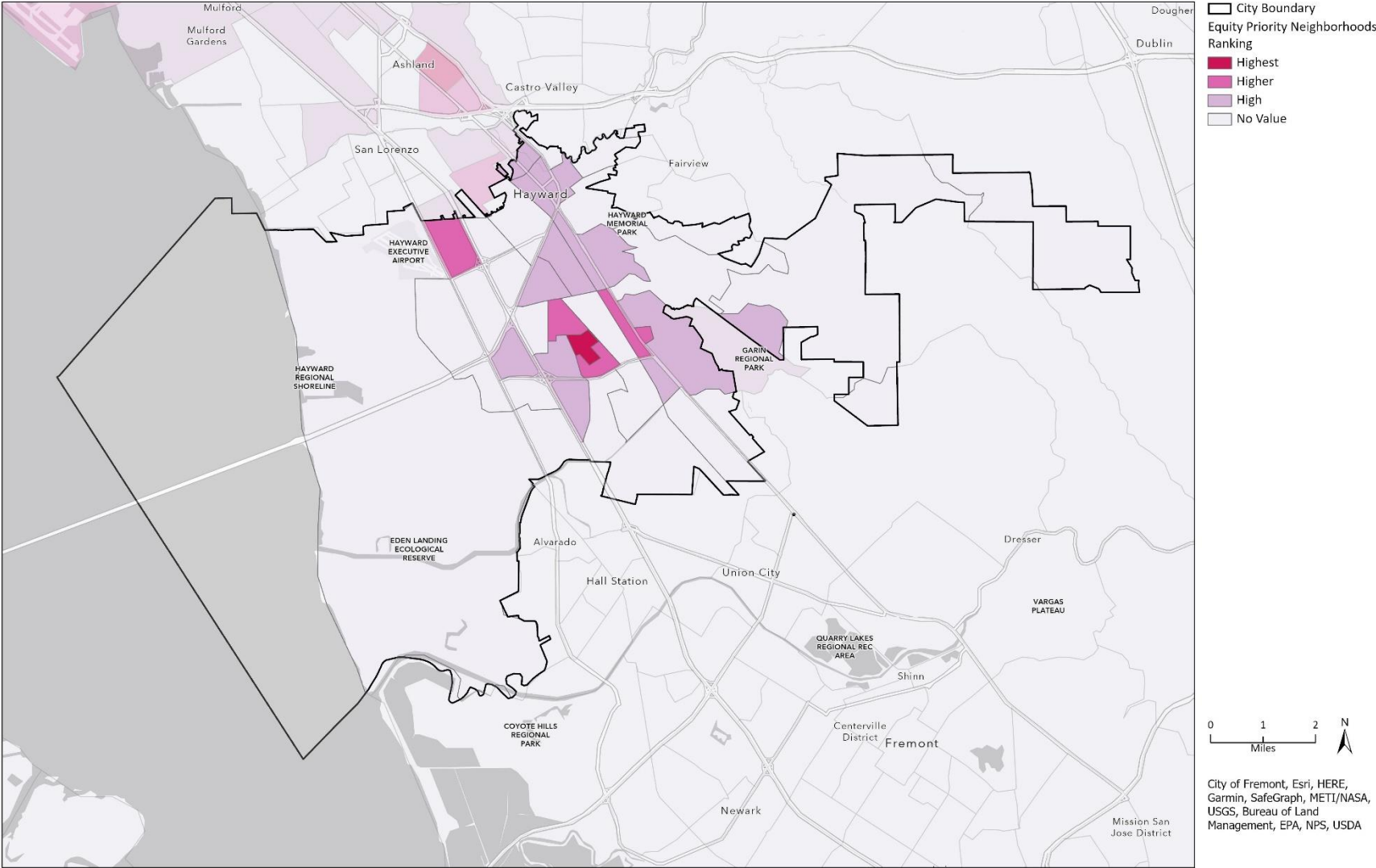
According to TCAC estimates shown in Figure F-28, neighborhoods located in the central and southern region of Hayward, including Jackson Triangle, Harder-Tennyson, and Fairway Park had the lowest economic outcome scores in the city. Comparatively, areas in the west and northern region of Hayward had slightly higher economic outcome scores and neighborhoods in the eastern region of Hayward (Hayward Highland) had the highest economic outcome scores.

²⁰ MTC 2021. <https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities>

²¹ Bay Area Metro 2021. <https://bayareametro.github.io/Spatial-Analysis-Mapping-Projects/Project-Documentation/Equity-Priority-Communities/#methodology>

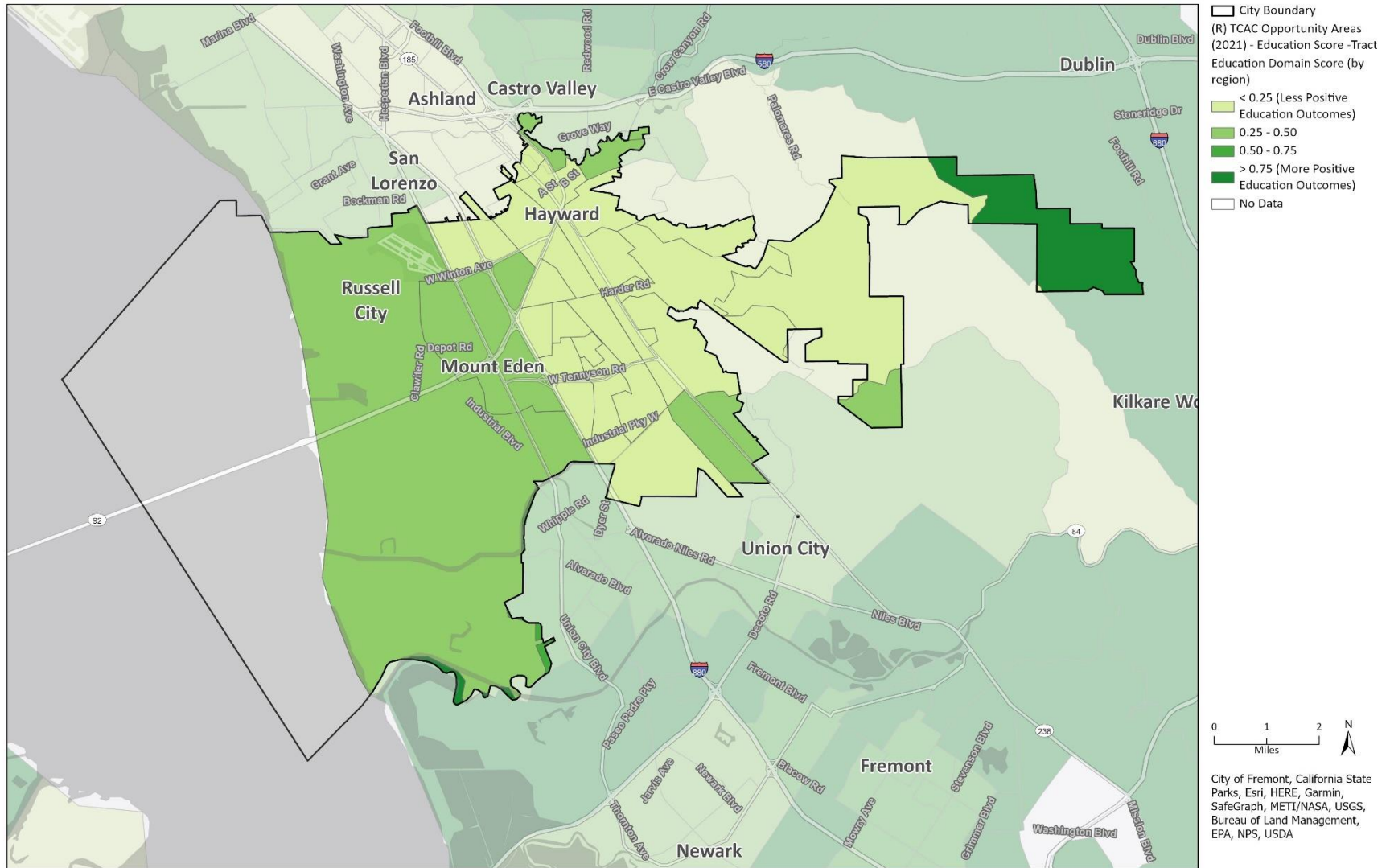
²²HUD. AFFH-T Data Documentation Data Version AFFHT0006 (2020).

Figure F-27 Equity Priority Communities (Hayward)



Source: AFFH Viewer 2022.

Figure F-28 CAC Opportunity Areas – Education (Hayward)



Source: AFFH Viewer 2021

Employment status by disability status estimates is provided in Table F-13. About 3 percent of the total employed, and 7 percent of total unemployed population had a disability, according to 2010-2014 ACS estimates. ACS estimates for 2015-2019 show a 17 percent of total employed since 2010-2014 ACS estimates. Despite this increase, the percent of employed residents with a disability remained at 3 percent, while unemployed residents with a disability increased by 1 percent overall. Comparatively, the percent of employed and unemployed residents with a disability is about the same when compared to the county.

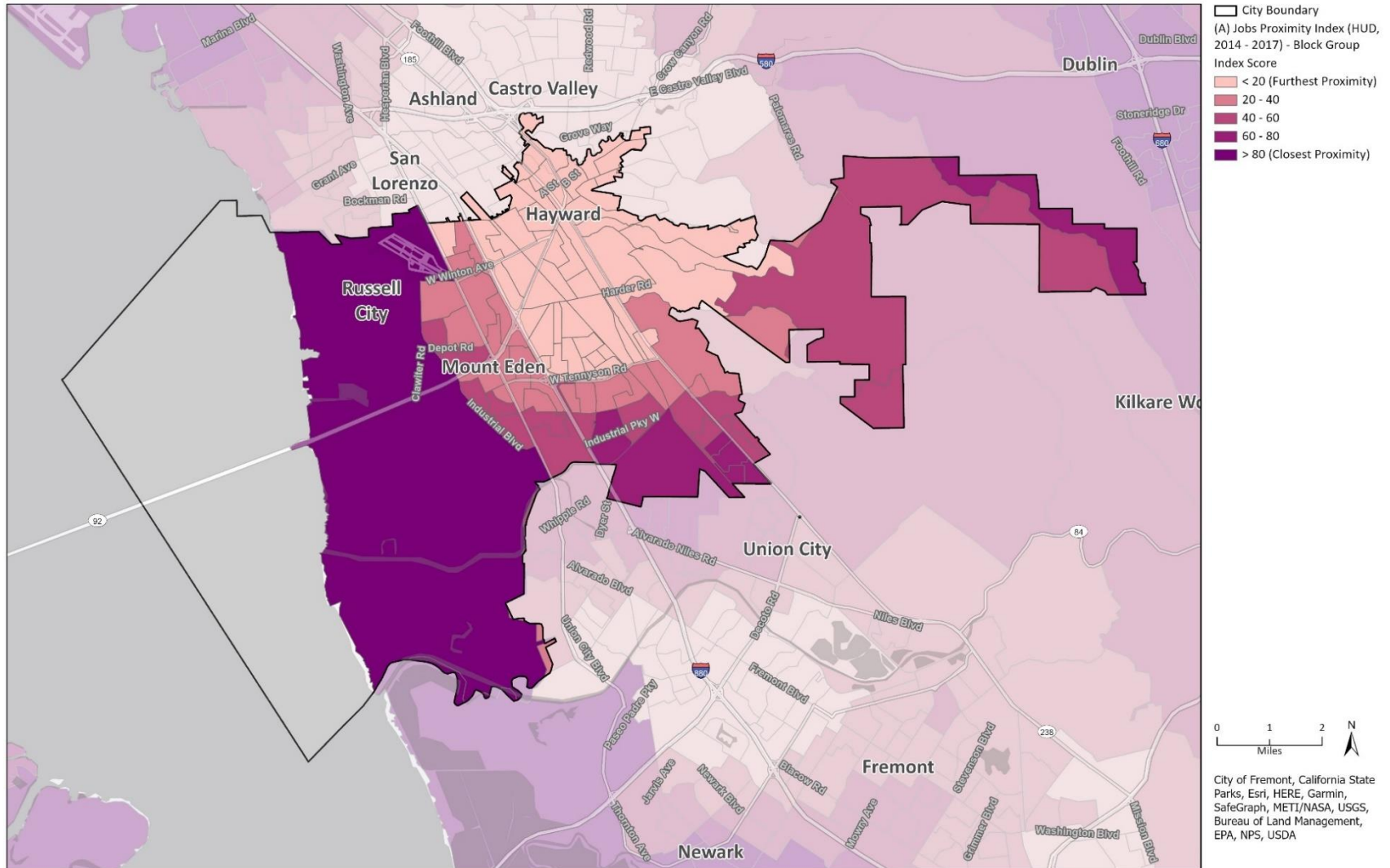
Table F-13 Employment Status by Disability Status (Hayward)

Disability Status	Employed 2010-2014 (Percent of Total Employed)	Unemployed 2010 -2014 (Percent of Total Unemployed)	Employed 2015-2019 (Percent of Total Employed)	Unemployed 2015-2019 (Percent of Total Unemployed)
No Disability	65,320 (97%)	9,157 (93%)	77,153 (97%)	3,286 (92%)
With a Disability	2,333 (3%)	673 (7%)	2,262 (3%)	287 (8%)
Total	67,653 (100%)	9,830 (100%)	79,415 (100%)	3,573 (100%)

Source: U.S. Bureau of the Census, American Community Survey (ACS), Table C18120 Employment Status by Disability Status, 2010-2014, 2015-2019 Estimates.

As shown on Figure F-29, access to employment opportunities differs across Hayward. Neighborhoods with the highest job proximity are generally located in the western region of Hayward. In contrast, neighborhoods located in the north and northeast area of the city, such as the Burbank, North Hayward, Upper B Street, Jackson Triangle, Harder-Tennyson, Whitman-Mocine, Mission-Foothill and Hayward Highland neighborhoods, had the lowest job proximity index score according to HUD estimates. Most neighborhoods in the central region of Hayward with the lowest job proximity were identified as having a sizable Hispanic/Latino population.

Figure F-29 Job Proximity Index (Hayward)



Source: AFFH Viewer 2022.

7.4 Healthy Environment

This analysis addresses disparities in environment health indicators by neighborhood and by population. These indicators are air quality, water quality, safe neighborhood, environmental hazards, social services, and cultural institutions. California Senate Bill 535 (2012), Assembly Bill 1550 (2016) and Senate Bill 1000 (2016) recognizes the importance of environmental justice as a fair housing issue.²³ Likewise, federal HUD regulations define environmental justice as ensuring that the environment and human health are protected fairly for all people regardless of race, color, national origin, or income. Federal regulations require consideration of how federally assisted projects may have disproportionately high and adverse human health or environmental effects on minority and low-income populations.²⁴

The California Office of Environmental Health Hazard Assessment developed CalEnviroScreen, a methodology to identify communities disproportionately burdened by multiple sources of pollution. Residents in Census tracts with high CalEnviroScreen scores (shown as percentages) are more burdened by pollution and are more vulnerable to related effects.

Regional Trends

The CalEnviroScreen map for Alameda County identifies the degree to which communities are considered burdened by pollution. Figure F-30 below shows that, generally, the more urbanized, western portion of the county has less positive environmental outcomes, most notably near the Oakland International Airport northwest of San Leandro and south of Oakland.

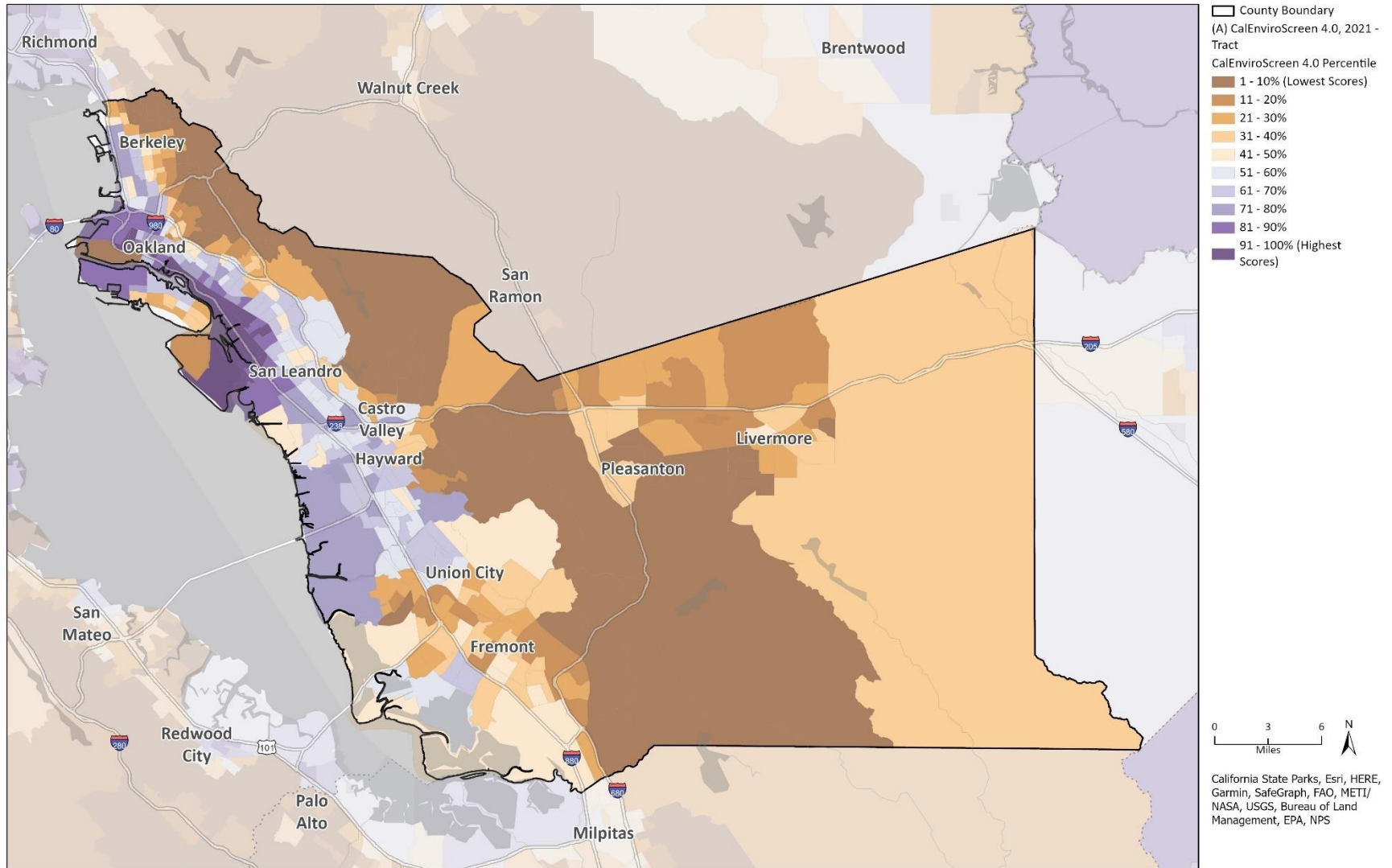
TCAC's environmental scores for Alameda County correspond to the CalEnviroScreen analysis and highlight less positive environmental outcomes among communities located in the western area of the County, while communities throughout the northern and central areas of the county generally had positive environmental outcome scores.

"We live close to the freeway. And the freeway now that people are back to work, it's a lot of pollution are up and down. Yeah, we're near the freeway and I guess. We have double pane windows. But the windows need to be changed now after all these years. So it's just to be, I think when it's backed up traffic and cars are doing we're getting pollution from the cars. So I don't know how to change it other than changing the windows." (John, Industrial Pkwy & Ruus Rd, 56 and older)

²³ State of California Department of Justice, 2022. <https://oag.ca.gov/environment/sb1000>

²⁴ HUD, 2021. <https://www.hudexchange.info/programs/environmental-review/environmental-justice/>

Figure F-30 CalEnviroScreen 4.0 Percentile Scores (Alameda County)



Source: AFFH Viewer 2021.

Local Trends

Figure F-31 shows a variety of pollution levels across the city. Neighborhoods in the eastern and central areas of the city had more positive environmental outcomes (lower CalEnviroScreen scores) compared to neighborhoods in the western area of Hayward. Census tracts with lower environmental outcomes (high CalEnviroScreen scores) were also areas with either a predominant Hispanic/Latino or Asian population. Further analysis regarding environmental outcomes will be provided and discussed in Hayward’s Environmental Justice Element.

TCAC environmental outcome scores also vary across Hayward. As shown in Figure F-32, areas that had lower environmental outcomes (low TCAC scores) were concentrated in the northern and western areas of the city. Conversely, census tracts concentrated in the central and eastern areas of the city had more positive environmental outcome scores, which is consistent with the CalEnviroScreen 4.0 findings. Furthermore, areas with less positive environmental scores in the northern, southern, and western parts of the city were neighborhoods with predominately Hispanic/Latino or Asian residents.

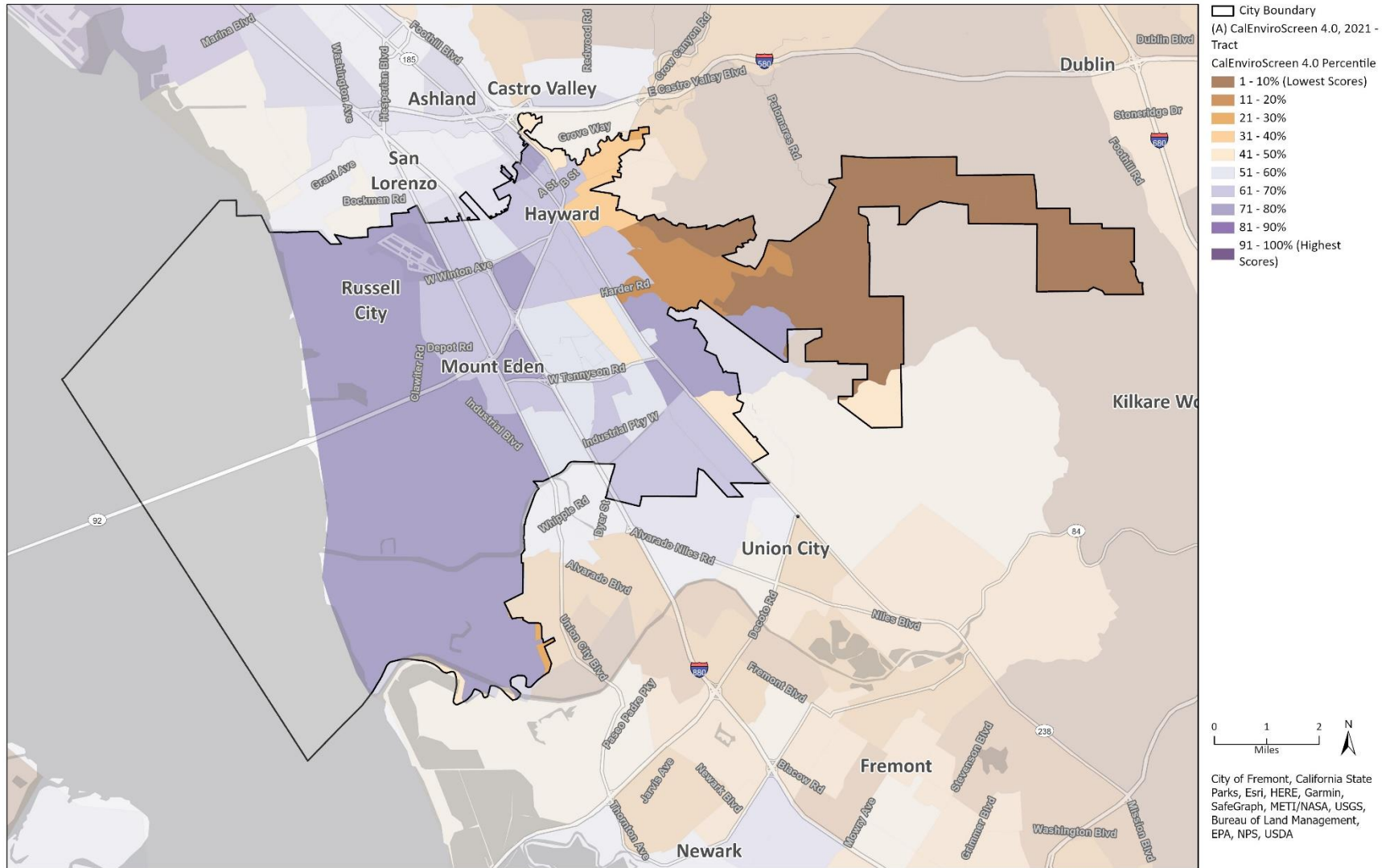
Access to parks, schools and open space can also impact health and the quality of life for residents of a community. As referenced in Hayward’s draft Environmental Justice Element, there is a disparity in the distribution of parks throughout the city, as parks and/or preserved areas tend to be clustered in the far eastern and western segments of Hayward. In contrast, census tracts located throughout the city-center, which were identified as predominately Hispanic/Latino and/or Asian neighborhoods, have significantly less access to parks and open space.

Another key determinant of positive health outcomes and adequate quality of life is access to healthy food. Historically, low-income communities and communities of color face greater barriers in accessing local affordable and nutritious food. According to the USDA, “food deserts” are areas where residents have limited access to a variety of healthy and affordable food. The USDA defines the food desert classification as any low-income census tract with a substantial number or share of residents with low levels of access to retail outlets selling health and affordable foods. For the purposes of the Food Access Research Atlas, low-income and low-access census tracts are defined below:

- **Low-income:** A census tract with a poverty rate of 20 percent or greater, or median family income at or below 80 percent of the statewide or metropolitan area median family income.
- **Low Access:** A census tract with at least 500 people or 33 percent of the tract’s population living more than 1 mile (urban areas) or more than 10 miles (rural areas) from the nearest supermarket or grocery store.

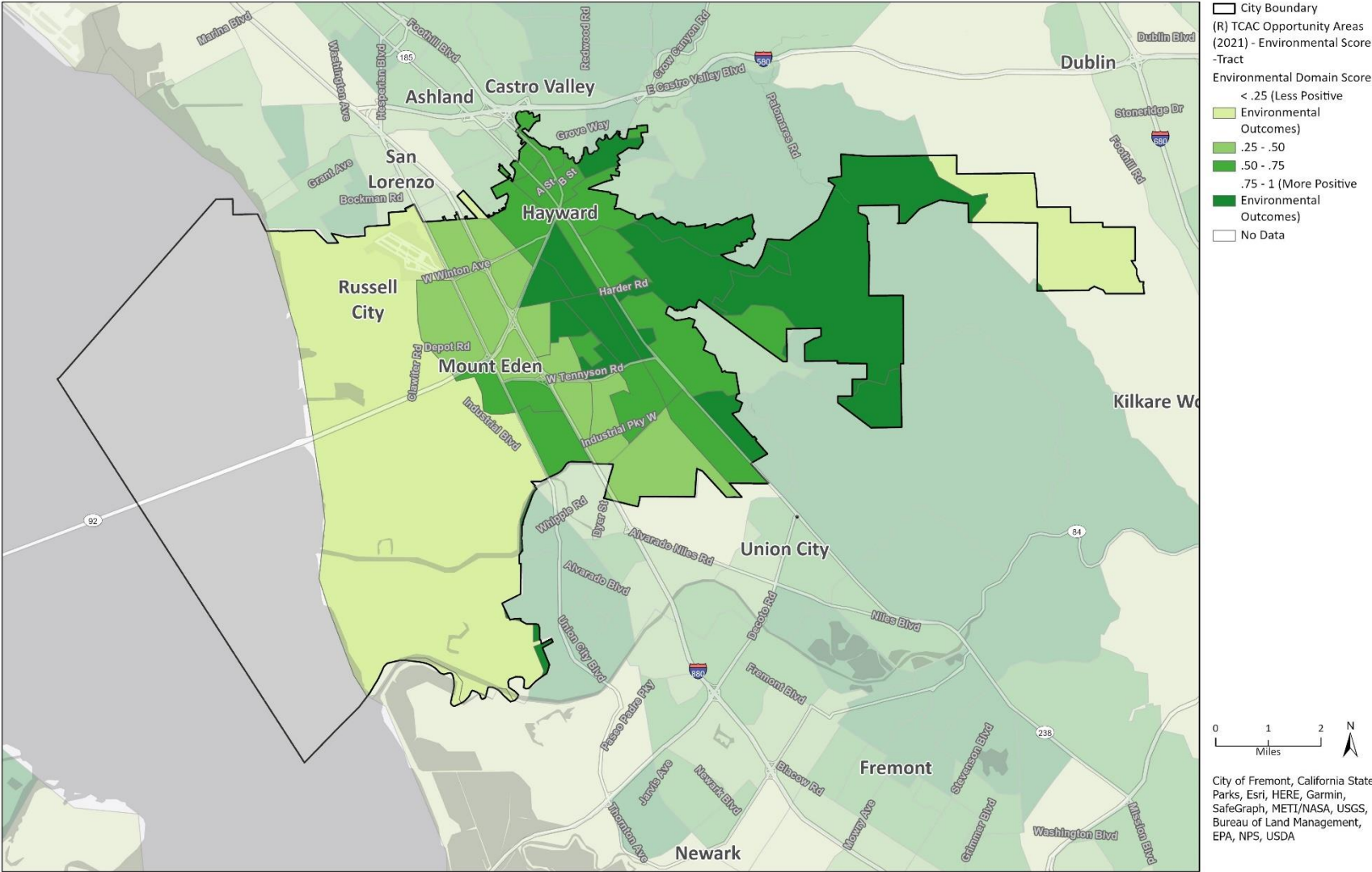
While there are no identified food deserts within the City of Hayward, there are neighborhoods located in the city-center and along the southern boundary of the city that were classified as Low-income and Low-access at an impaired access distance of more than 0.5 mile from the nearest supermarket or grocery store.

Figure F-31 CalEnviroScreen 4.0 Percentile Scores (Hayward)



Source: AFFH Viewer 2021.

Figure F-32 TCAC Opportunity Areas – Environmental (Hayward)



Source: AFFH Viewer 2021.

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8 Disproportionate Housing Needs

Disproportionate housing needs refers to a condition in which there are significant disparities in the proportion of members of a protected class experiencing some type of housing need. To analyze the extent of disproportionate housing needs in Hayward, this section reviews data on types of housing needs: housing cost burden and severe housing cost burden overcrowding, homelessness, and substandard housing conditions.

8.1 Housing Problems

Many federal and state programs use the age of housing as a factor to determine a community's housing rehabilitation needs. Housing age can be an important indicator of housing condition in a community. Like any other tangible asset, housing is subject to gradual physical or technological deterioration over time. If not properly and regularly maintained, housing can deteriorate and discourage reinvestment, depress neighboring property values, and eventually impact the quality of life in a neighborhood. Typically, housing over 30 years old is more likely to have rehabilitation needs that may include new plumbing, roof repairs, foundation work, and other repairs. Some older housing units may have health risks such as lead paint and asbestos. According to HUD, has a housing problem if they have one or more of the following problems: lack of complete kitchen facilities, lack of complete plumbing facilities, overcrowding, and cost burden.²⁵ Housing issues such as mold may elevate health conditions such as asthma. Residents who rent are at greater risk of exposure to deteriorating housing conditions due to the desire to keep their rents from rising or fear of losing their housing.²⁶

Regional Trends

According to 2015-2019 ACS estimates, Alameda County has approximately 7,450 substandard housing units which comprise approximately 3 percent of the total occupied units in the county. A housing unit is considered substandard if it lacks complete plumbing or kitchen facilities. Of the 7,450 substandard units, approximately 34 percent lack complete plumbing facilities and 66 percent lack complete kitchen facilities.

As referenced in Appendix B, *Housing Needs Assessment*, 68 percent of Alameda County's housing stock is over 40 years old. These units are potentially in need of repair and modernization improvements. The northwestern area of Alameda County, specifically San Lorenzo and Albany, has the highest share of housing constructed prior to 1950, according to the Alameda County Health Department. Cases of lead poisoning are an indicator of older housing in poor conditions. A study conducted from 2007-2011 found that the area of the county with the most cases of lead poisoning among children was the western part of Oakland.²⁷

According to the AI, approximately 42 percent of total households in the county experienced housing problems, while another 22 percent of total households experienced severe housing problems. Black/African American and Hispanic/Latino households generally experience housing problems at higher rates compared to non-Hispanic white residents. As identified in the AI,

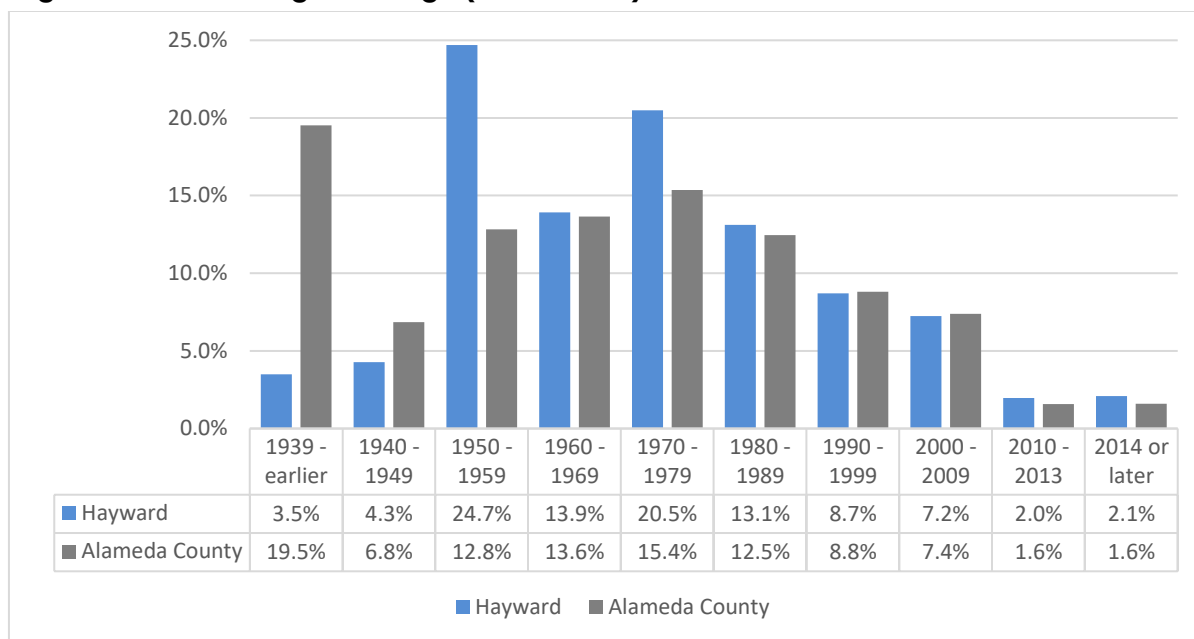
²⁵ HUD 2021. https://www.huduser.gov/portal/datasets/cp/CHAS/bg_chas.html

²⁶ Alameda County Health Department. 2018. <https://www.acgov.org/cda/lead/documents/news/health,housinginoakland.pdf>

²⁷ Alameda County Health Department. 2018. <https://www.acgov.org/cda/lead/documents/news/health,housinginoakland.pdf>

Black/African American and Hispanic/Latino households experienced housing problems at a rate of 55 and 58 percent, respectively. In comparison, 42 percent of Asian-American and 34 percent of non-Hispanic white households experienced housing problems. Housing problems were also reported to be higher among larger households, as approximately 60 percent large households (five or more persons per household) experienced housing problems compared to 37 percent of households comprising of fewer than five persons. An overview of housing stock age is provided in Figure F-33.

Figure F-33 Housing Stock Age (2015 – 2019)



Source: American Community Survey 2015-2019.

According to 2015-2019 ACS estimates, about 68 percent of the total housing stock in Alameda County was constructed before 1980, with most of these houses being built between 1950 and 1990. In comparison, approximately 10 percent of the housing stock was constructed after 2000. The older age of housing stock in Alameda County suggests that a significant share of housing units may require repairs or rehabilitation.

Local Trends

According to CHAS 2014-2018 estimates, approximately 48 percent of total households in Hayward experienced at least one housing problem (units having incomplete kitchen facilities, incomplete plumbing facilities, more than one person per room, and households with a cost burden greater than 30 percent), which is lower when compared to the rate of housing problems in Alameda County. Additionally, renter-occupied households comprised 60 percent of the total number of households with problems, compared to 35 percent of owner-occupied households. Housing problems in Hayward disproportionately affect households of color, as Hispanic/Latino (63 percent), Native American (62 percent), African American (59 percent), and Asian/Pacific Islander (52 percent) experienced the highest rates of housing problems in the city, compared to 38 percent of non-Hispanic white households. As referenced in Appendix B, *Housing Needs Assessment*, 80 percent of all housing units in Hayward were constructed prior to 1990, with the highest share of homes being built between 1950 and 1980. About 4 percent of the city’s current housing stock was constructed

after 2010, which suggests that most housing may require repairs and modernization improvements. Figure F-34 shows the age of the City's housing stock throughout the city. Most of the city's housing stock was built between 1951 and 1980. Older residential structures built before 1950 are predominately located within the Downtown Specific Plan area and along the Mission Boulevard corridor.

"Tennyson and parts of A Street are the ones that are a bit more ugly and lacking resources with potholes and a lot of different issues. It feels like those areas are not taken care of and it is usually a lot more Latinos living in those areas." (Norma, Schafer Rd & Manon Ave, 46-55)

8.2 Housing Cost Burden

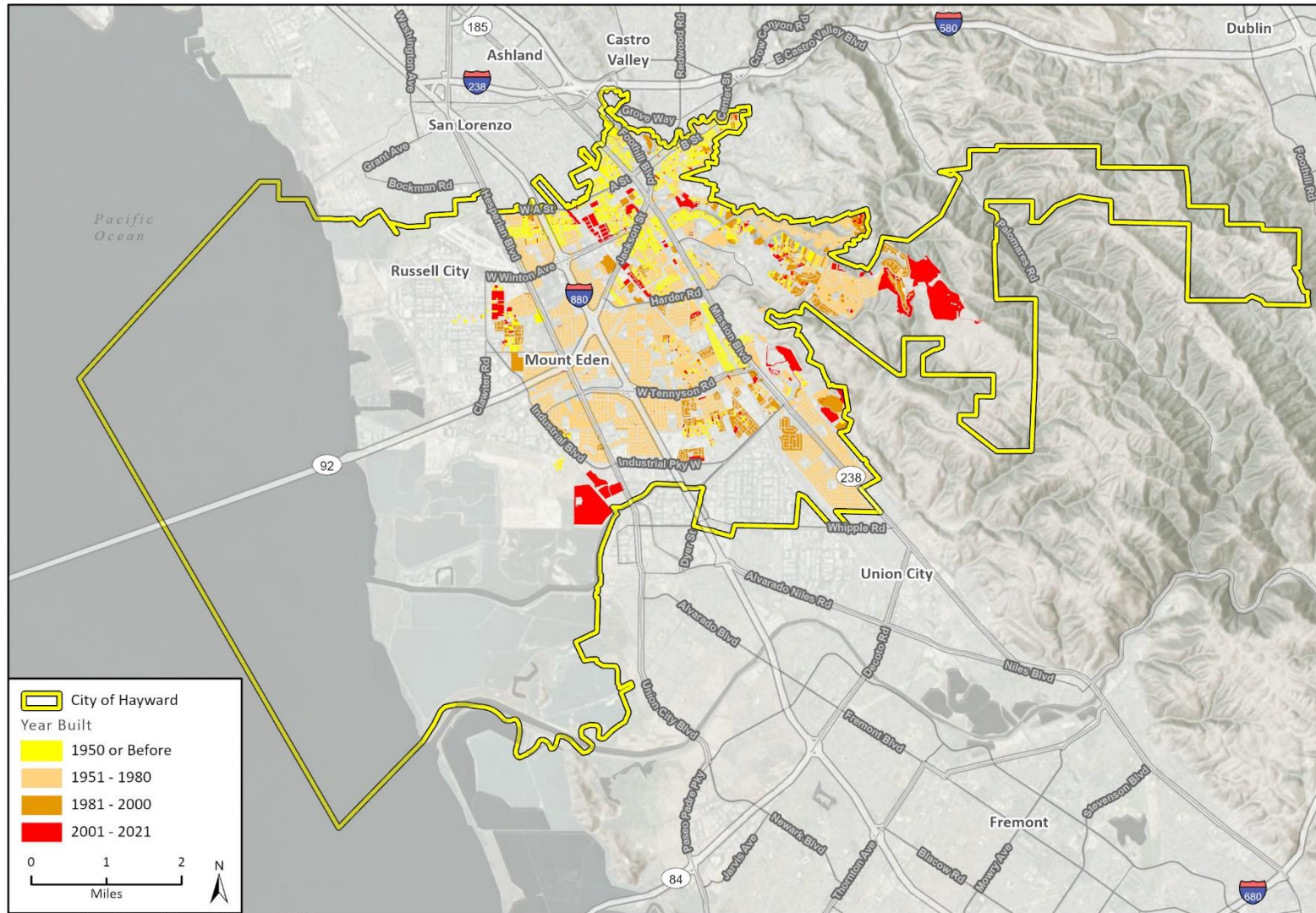
Housing cost burden is defined as the proportion of a household's total gross income spent on housing costs. Households that spend at least 30 percent of their total gross income on housing costs (rent, mortgage, utilities, and other housing-related costs) are considered cost burdened, and households spending over 50 percent on housing costs are considered severely cost burdened. The higher the housing cost burden, the more likely residents are to live in overcrowded and substandard conditions and are less likely to afford to relocate.

Regional Trends

Figure F-35 shows areas of Alameda County where renter households are cost burdened. As shown, overpayment by renters is a widespread issue across most of Alameda County, especially in the western portion of the county closest the I-880 corridor and in the southeastern portion of the county near Pleasanton. According to 2013-2017 CHAS estimates, Alameda County had a total of 569,070 households in Alameda County. Of this total, approximately 22 percent of renter-occupied households experienced housing cost burden compared to 14 percent of owner-occupied households. Jurisdictions located in the western region of Alameda County including San Leandro, Oakland, Berkeley, had higher concentration of renters burdened by housing costs, compared to less populated areas in the eastern region of Alameda County. In the last decade, cost burden has affected vulnerable populations across Alameda County. According to Hayward's Displacement Study, renter cost burden for seniors and families with children has increased by 51 percent and 47 percent, respectively, since 2010.²⁸

²⁸ City of Hayward, 2021. The City of Hayward Displacement Study

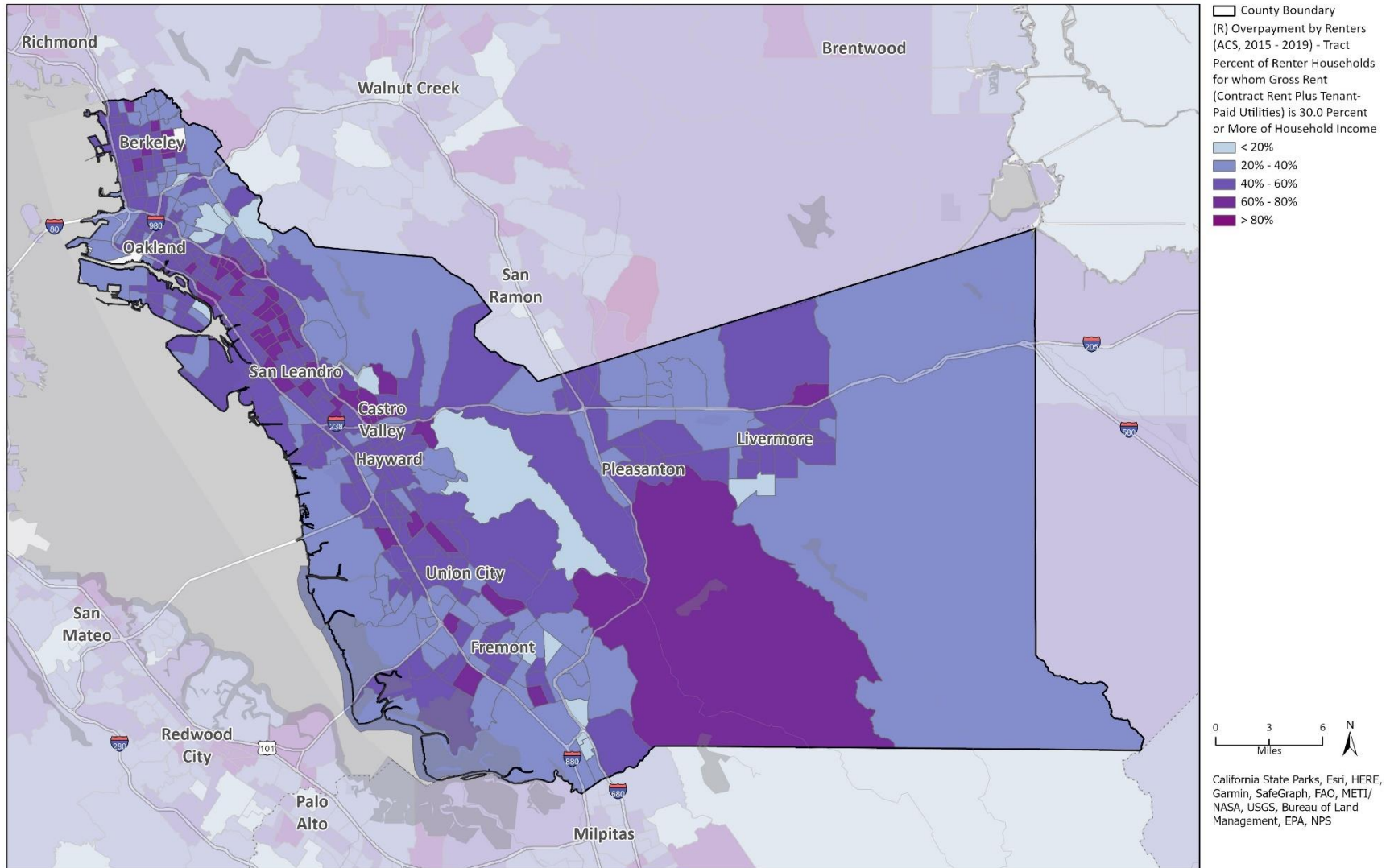
Figure F-34 Chronology of Residential Development in Hayward



Imagery provided by Microsoft Bing and its licensors © 2022.
 Additional data provided by City of Hayward, 2022.

Hayward Maps
 Fig X Structure Age

Figure F-35 Housing Cost Burden By Renters (Alameda County)



Source: AFFH Viewer 2022.

Local Trends

According to 2018 CHAS estimates, approximately 40 percent of total households in Hayward were cost burdened while another 17 percent were severely cost burdened, as shown in Table F-14. Additionally, renter-occupied households were disproportionately cost burdened, especially among extremely low-, very low-, and low-income households. Approximately 80 percent of extremely low-income households (earning less than 30 percent of AMI) and 79 percent of very low-income households (earning between 31 and 50 percent of AMI) experienced at least one housing problem.

Table F-14 Assistance Needs of Lower-Income Households (2014-2018)

Household by Tenure, Income, and Housing Problem	Renters		Owners		Total Households	
	Total	Percent	Total	Percent	Total	Percent
Extremely low-income (0-30% AMI)	4,270		2,025		6,295	
With any housing problem		83.5%		71.9%		79.7%
With cost burden >30%		82.6%		70.4%		78.6%
With cost burden >50%		71.2%		58.0%		67.0%
Very low-income (31-50% AMI)	3,680		2,380		6,060	
With any housing problem		91.3%		60.1%		79.0%
With cost burden >30%		88.7%		57.4%		76.4%
With cost burden >50%		41.3%		38.7%		40.3%
Low-income (51-80% AMI)	4,260		3,170		7,430	
With any housing problem		81.1%		58.0%		71.3%
With cost burden >30%		68.9%		54.7%		62.9%
With cost burden >50%		14.9%		12.3%		13.8%
Moderate & Above Income (>80% AMI)	10,800		17,805		27,980	
With any housing problem		33.7%		22.7%		27.5%
With cost burden >30%		16.6%		16.6%		17.0%
With cost burden >50%		1.1%		1.7%		1.5%

Household by Tenure, Income, and Housing Problem	Renters		Owners		Total Households	
	Total	Percent	Total	Percent	Total	Percent
Total Households	23,015		24,755		47,770	
With any housing problem	14,015		8,775		22,790	
% With housing problem		60.9%		35.4%		47.7%
With cost burden >30%		50.0%		30.2%		39.8%
With cost burden >50%		23.1%		11.3%		16.9%

Note: Housing Problems: There are four housing problems in the CHAS data: 1) housing unit lacks complete kitchen facilities; 2) housing unit lacks complete plumbing facilities; 3) household is overcrowded; and 4) household is cost burdened. A household is said to have a housing problem if they have any 1 or more of these 4 problems.

Cost burden: Monthly housing costs (including utilities) exceeding 30% of monthly income.

Severe cost burden: Monthly housing costs (including utilities) exceeding 50% of monthly income.

Source: U.S. Department of Housing and Urban Development (HUD), Comprehensive Housing Affordability Strategy (CHAS) ACS tabulation, 2014-2018 release

An overview on housing cost burden by race is provided in Table F-15. According to 2013-2017 CHAS estimates, Black/ African American (28 percent), Hispanic/Latino (28 percent) and American Indian or Alaskan Native (25 percent) households were disproportionately burdened by housing costs (spent between 30 and 50 percent of income on housing costs), compared to Asian American/API (21 percent) and non-Hispanic white (17 percent). Additionally, Black/ African American (25 percent) and Hispanic/Latino (20 percent) households also had the highest rates of severe housing cost burden (spent 50 percent or more of income on housing costs) compared to American Indian and Alaskan Native (10 percent), Asian American/API (12 percent) and non-Hispanic white (15 percent).

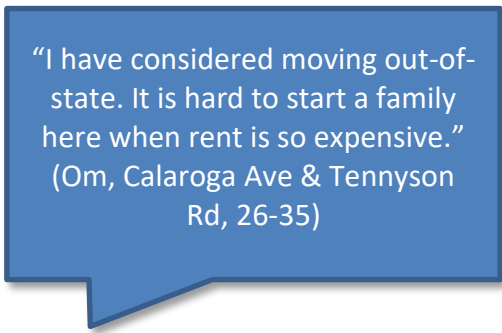
Table F-15 Housing Cost Burden by Race (2013-2017)

Housing Cost Burden	American Indian or Alaskan Native	Asian American/API	Black/ African American	Hispanic/Latino	Other Race or Multiple Race	Non-Hispanic White
0%-30% of Income Used for Housing	145 (75%)	8055 (66%)	2725 (46%)	8080 (52%)	960 (60%)	7860 (67%)
30%-50% of Income Used for Housing	30 (25%)	2570 (21%)	1630 (28%)	4275 (28%)	315 (20%)	2015 (17%)
50%+ of Income Used for Housing	19 (10%)	1410 (12%)	1480 (25%)	3095 (20%)	315 (20%)	1730 (15%)
Cost Burden Not computed	N/A	119 (<1%)	60 (<1%)	64 (<1%)	20 (<1%)	75 (<1%)
Total	194	12154	5895	15514	1610	11680

Source: U.S. Department of Housing and Urban Development (HUD), Comprehensive Housing Affordability Strategy (CHAS) ACS tabulation, 2013-2017 release

Figure F-36 shows the percentage of renters that paid over 30 percent of their income on housing costs across census tracts in Hayward. Generally, neighborhoods located near Downtown Hayward and the city center had the highest rates of cost burden by renters. Between 60 and 80 percent of renters in three areas in Glen Eden, Tennyson-Alquire, and Fairway Park (census tracts 4384.00, 4382.04 and 4381.00) were cost burdened, reflecting the highest rate of cost burdened households

in the city. Approximately 40 percent of senior households in Hayward experienced housing cost burden and 41 percent of large families (defined as families with 5 or more persons) throughout the city experienced housing cost burden, according to 2013-2017 CHAS estimates. Areas that had the highest rates of overpayment by renters (see Figure F-36) were identified as having a predominant Hispanic/Latino population (see Section 5.1, *Race and Ethnicity*).



“I have considered moving out-of-state. It is hard to start a family here when rent is so expensive.”
(Om, Calaroga Ave & Tennyson Rd, 26-35)

8.3 Overcrowding

Overcrowding is defined as a condition in which a housing unit is occupied by more than one person per room (including dining and living rooms but excluding bathrooms and kitchen). Severe overcrowding refers to more than 1.5 persons per room. Overcrowding is reflective of various living situations: a housing unit is inadequately sized to meet a household’s needs; the necessity or desire to have extended family members reside in an existing household; or unrelated individuals or families share a single housing unit.

Large families generally have special housing needs due to lower per-capita household income, and the need for larger units with three or more bedrooms, which can be limited in supply and/or inaccessible due to high housing costs, resulting in families renting smaller units and living in overcrowded conditions. Large lower-income households may not be able to pay more for larger housing and instead accept smaller housing or reside with other individuals or families in the same home. Potential fair housing issues emerge if non-traditional households are discouraged or denied housing due to a perception of overcrowding.

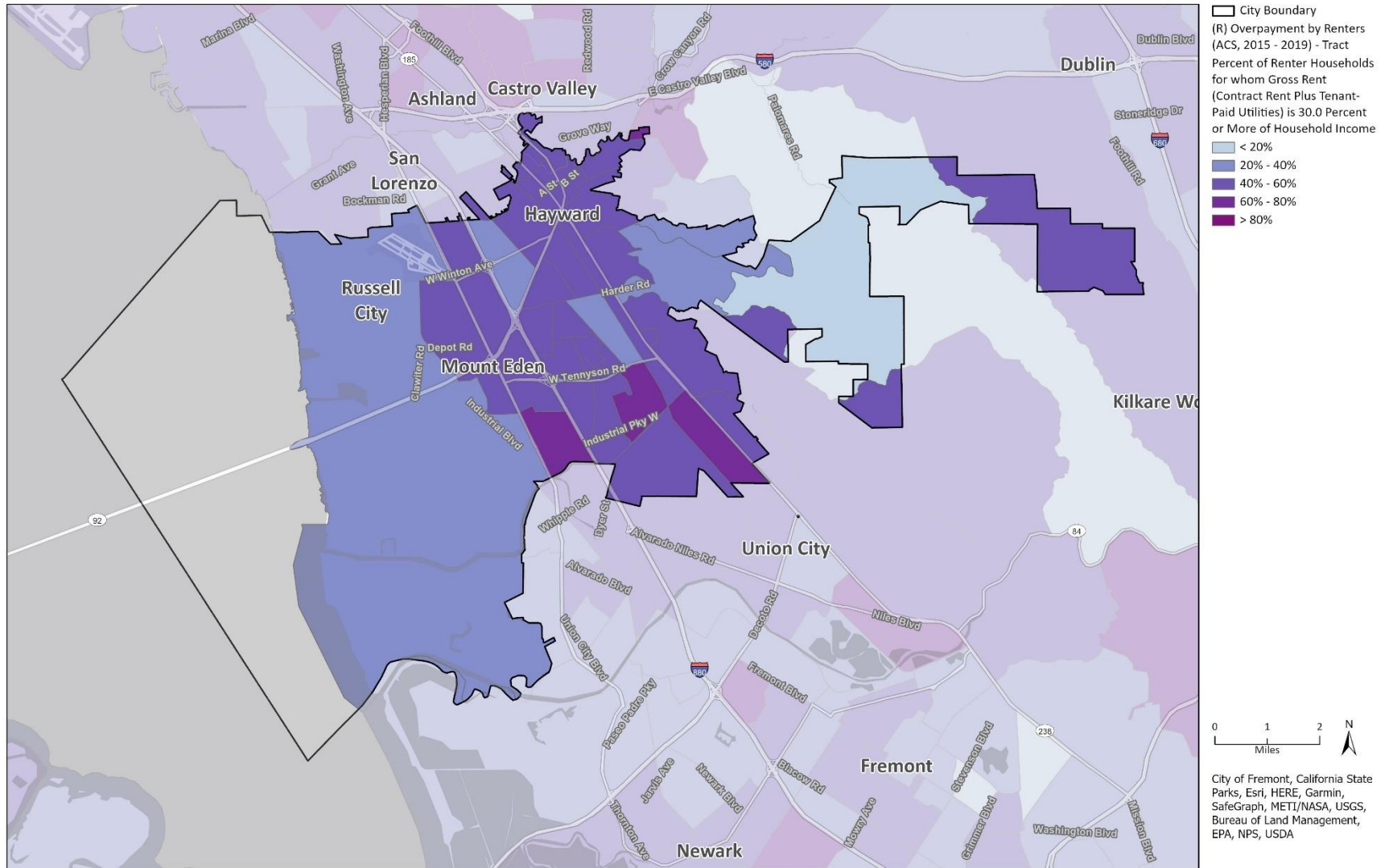
According to local fair housing service providers and property managers, addressing the issue of overcrowding is complex as there are no set of guidelines for determining the maximum capacity for a unit. Fair housing issues may arise from policies aimed to limit overcrowding that have a disparate impact on specific racial or ethnic groups and families with higher proportion of overcrowding.

Regional Trends

According to the AI, most people facing housing problems are minority residents or residents who live in large households (defined as five or more persons per household). As discussed in Appendix B, *Housing Needs Assessment*, Alameda County had approximately 62,587 large households, about 11 percent of total households. Owner-occupied households comprised of a larger share of the total number of large households in the county. Overcrowding remains low overall in the county, but there is a disproportionate impact of overcrowding on minority households.

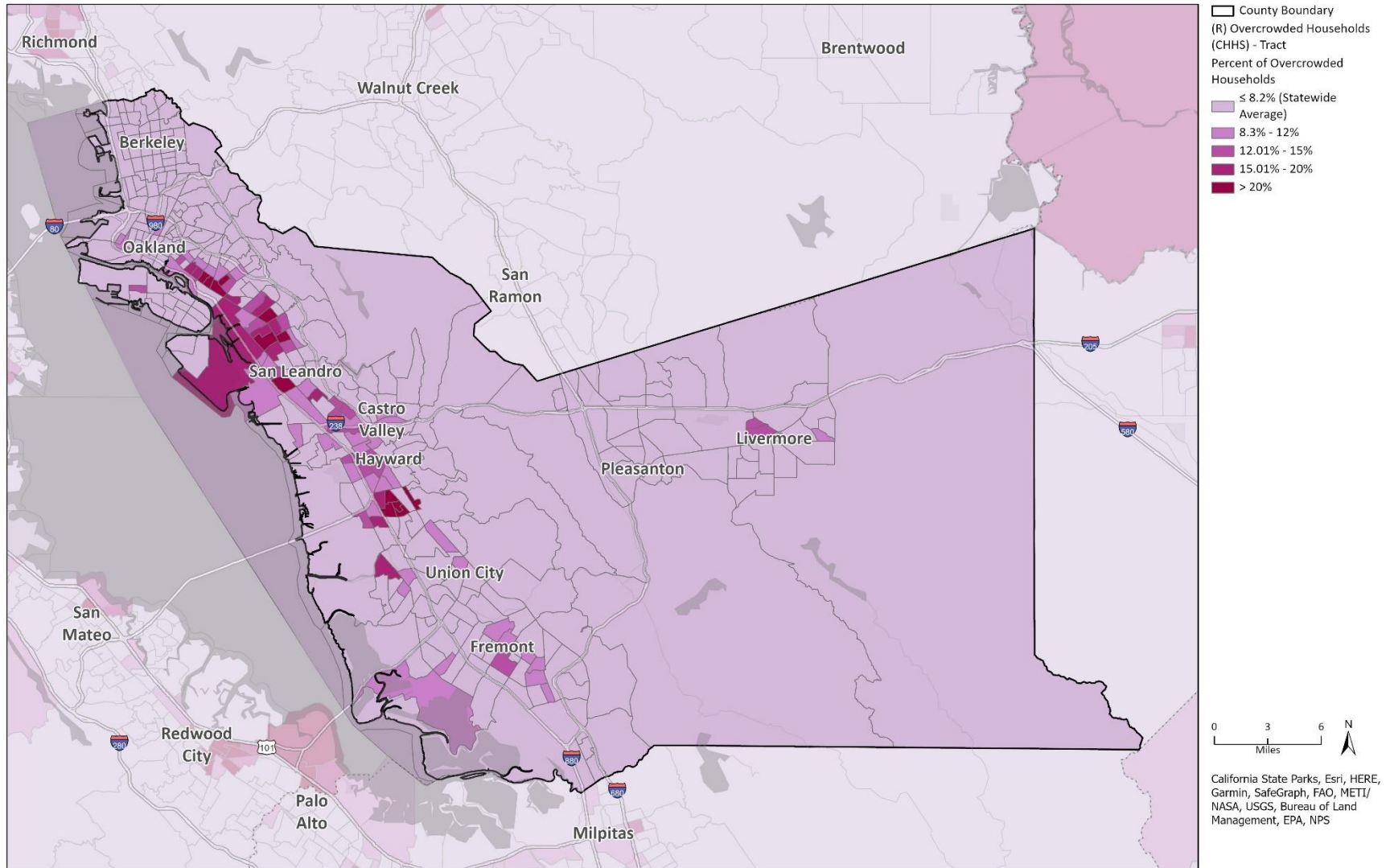
As shown in Figure F-37, overcrowded housing is most prominent in the western region of Alameda County, mainly in urban centers such as the cities of Oakland, San Leandro, Hayward, and portions of Fremont and Livermore.

Figure F-36 Overpayment By Renters (Hayward)



Source: AFFH Viewer 2022.

Figure F-37 Overcrowded Households (Alameda County)



Source: AFFH Viewer 2022.

Local Trends

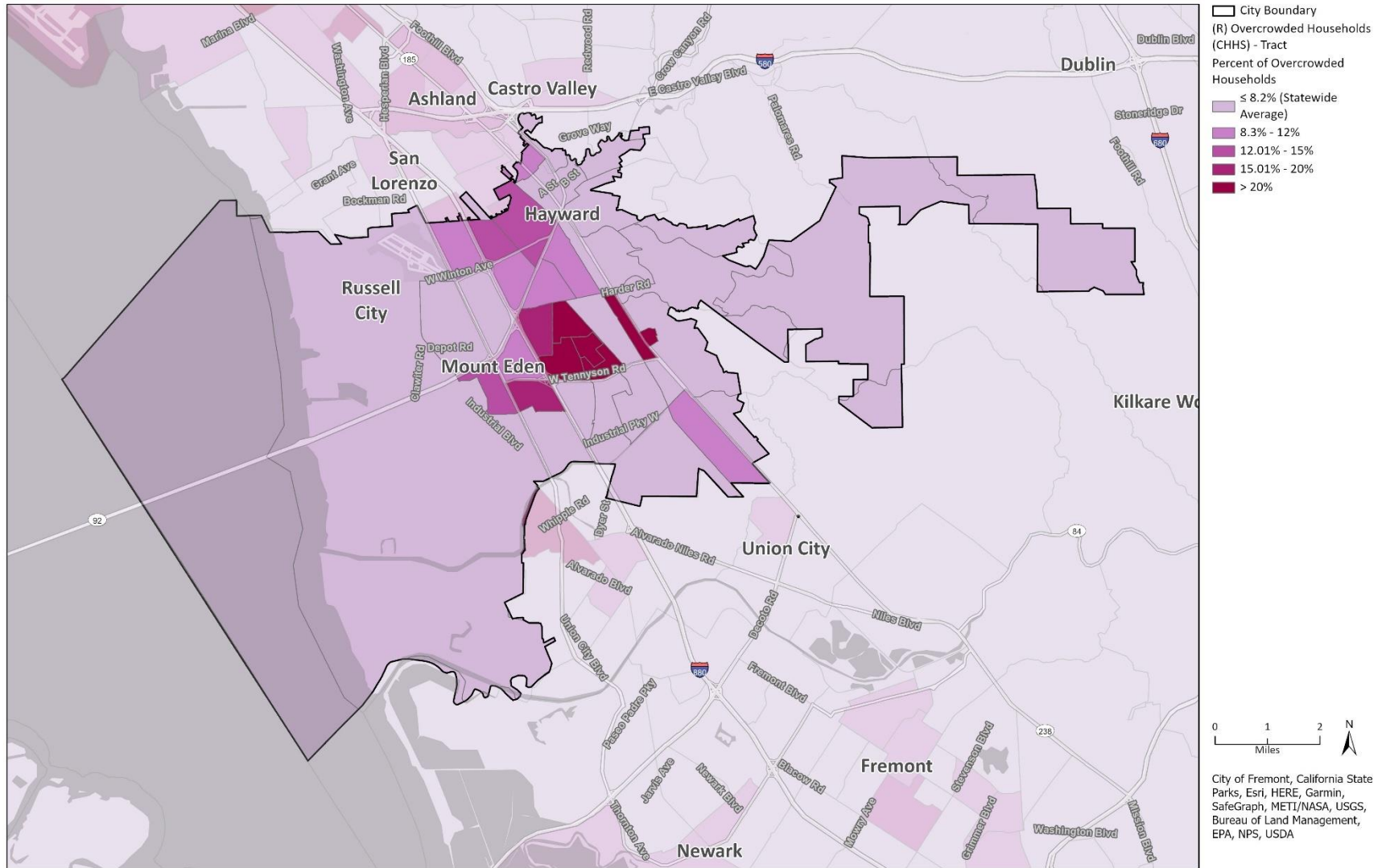
According to ACS 2015-2019 estimates, approximately 14 percent of households in Hayward were overcrowded, compared to 8 percent in Alameda County. As referenced in Appendix B, *Housing Needs Assessment*, Hayward had an average household size 3.27 in 2019, a slight increase from 2010, when the city had an average household size of 3.12. As shown in Figure F-38, a higher degree of household overcrowding was present throughout the city center and near Downtown Hayward. Areas such the Harder-Tennyson, Glen Eden, and Mission Garlin neighborhoods (census tracts 4377.01, 43377.02, 4375.00, 4376.00 and 4379.00) had the highest rates of overcrowded households in the city. Areas with the highest rates of overcrowded households are predominately single-family residential in the west, compared to the eastern segment of this area which includes a range of multi-family residential types. A significant share of census tracts that had the highest percentage of overcrowded households also had slightly predominant Hispanic/Latino population. Table F-16 summarizes rates of overcrowding in Hayward. Household overcrowding decreased by nearly 10 percent when comparing 2000 to 2010 overcrowding estimates. However, by 2019 household overcrowding had increased by 4 percent, to about 14 percent.

Table F-16 Household Overcrowding

Overcrowding	Owner-Occupied Households		Renter-Occupied Households		Total Households	
	Number	Percent	Number	Percent	Number	Percent
Year (2000)						
Total Overcrowded (>1.0 person/room)	2,930	12.2%	5,874	28.0%	8,804	19.7%
Severely Overcrowded (>1.5 persons/room)	1,639	6.8%	3,369	16.1%	5,008	11.2%
Year (2010)						
Total Overcrowded (>1.0 person/room)	1,375	6.0%	3,827	16.7%	4,767	11.0%
Severely Overcrowded (>1.5 persons/room)	298	1.3%	1,627	7.1%	1,733	4.0%
Year (2019)						
Total Overcrowded (>1.0 person/room)	1,948	7.7%	4,618	20.6%	6,566	13.8%
Severely Overcrowded (>1.5 persons/room)	488	1.9%	1,683	7.5%	2,171	4.6%

Source: Bureau of the Census, 2000 Census; American Community Survey, 2006-2010 and 2015-2019, Table B25014.

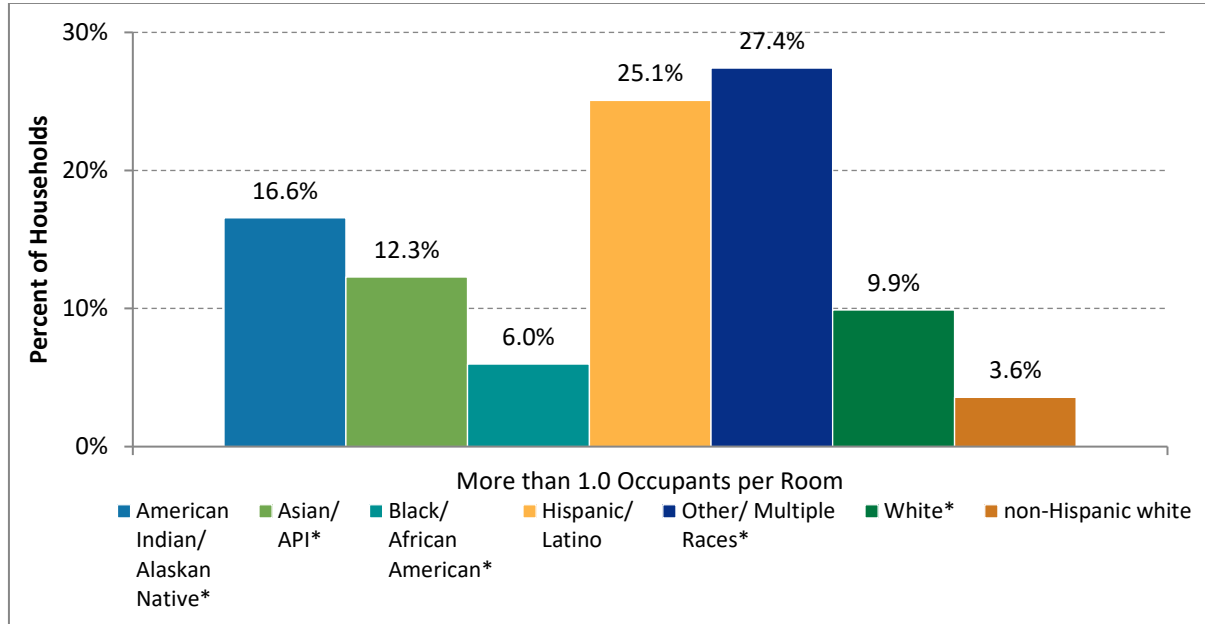
Figure F-38 Overcrowded Households (Hayward)



Source: AFFH Viewer 2021.

According to the 2015-2019 ACS estimates shown in Figure F-39, overcrowding was a more common housing issue for residents of Hayward who identified as Hispanic/Latino, and other/multiple races than for people who identified as white, Black/African American, or American Indian/Alaska Native. Overcrowding is also linked with household income. According to the 2013-2017 CHAS data for Hayward, very low-income households (those earning 31-50 percent AMI) reported the highest percentage of overcrowded conditions of all income groups (15 percent), followed by low-income households (51-80 percent AMI) at approximately 11 percent.

Figure F-39 Overcrowding by Race



Notes: The Census Bureau does not disaggregate racial groups by Hispanic/Latino ethnicity. However, data for the white racial group is also reported for white householders who are not Hispanic/Latino. Since residents who identify as white and Hispanic/Latino may have very different experiences within the housing market and the economy from those who identify as white and non-Hispanic/Latino, data for multiple white sub-groups are reported here.

The racial/ethnic groups reported in this table are not all mutually exclusive. Therefore, the data should not be summed as the sum exceeds the total number of occupied housing units for this jurisdiction. However, all groups labelled “Hispanic and Non-Hispanic” are mutually exclusive, and the sum of the data for these groups is equivalent to the total number of occupied housing units.

*Hispanic and non-Hispanic

Source: U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019), Table B25014

8.4 Homelessness

California Government Code Section 65583(1)(6) requires municipalities to address the special needs of persons experiencing homelessness within their boundaries. “Homelessness,” as defined by HUD, describes an individual, who is not imprisoned or otherwise detained, who:

- Lacks a fixed, regular, and adequate nighttime residence; or
- Has a primary nighttime residence that is:
 - A supervised publicly or privately operated shelter designed to provide temporary living accommodations (including welfare hotels, congregate shelters, and transitional housing for the mentally ill);

- An institution that provides a temporary residence for individuals intended to be institutionalized; or
- A public or private place not designed for, or ordinarily used as, a regular sleeping accommodation for human beings.

“I definitely have noticed. I think an increase in homelessness in Hayward I mean, I feel like it's always been visible in kind of the downtown areas and like areas by transit hubs. I don't have any direct experience but it's something I notice.” (Carlos, Mission Blvd & Fairway St, 26-35).

Regional Trends

According to the Alameda County’s February 2022 point-in-time count, approximately 9,747 persons experiencing homelessness reside in the county, an increase from the previous count. Point-in-time estimates are generally accepted as an undercount of the total unhoused population in Alameda County.²⁹ Figure F-13 provides an overview of homeless populations in Alameda County. Factors contributing to the rise in homelessness include a lack of housing affordable to low- and moderate-income households, increases in the number of persons whose incomes fall below the poverty level, reductions in public subsidies, and lack of support for persons with extreme developmental, physical, and mental disabilities.

The County’s point-in-time count found that 63 percent of the homeless population had been experiencing homelessness for over one year, and that nearly one in five people included in the count became homeless after an eviction, foreclosure, or rent increase. Additionally, 42 percent of the homeless population had at least one disabling condition. Black, American Indian/Alaska Native, Native Hawaiian/Other Pacific Islander, those of multiple races or another race, and those who identify as LGBTQ+ were disproportionately homeless compared to their relative general populations.³⁰ An overview of homelessness in Hayward and surrounding cities is provided in Table F-17.

Table F-17 Homelessness in Hayward and Surrounding Cities (2022)

Jurisdiction	Sheltered	Unsheltered	Total	% Sheltered	% of Total Homeless Population in Alameda County
Oakland	1,718	3,337	5,055	34.0%	51.9%
Fremont	160	886	1,026	15.6%	10.5%
Berkeley	254	803	1,057	24.0%	10.8%
San Leandro	97	312	409	23.7%	4.2%
Hayward	114	267	381	29.9%	3.9%
Alameda County	2,612	7,135	9,747	26.8%	100%

Source: EveryOne Counts! 2022 Homeless Count and Survey, Alameda County, 2022.

²⁹ <https://everyonehome.org/wp-content/uploads/2019/12/2019-Hayward-Final-Report.pdf>

³⁰ Applied Survey Research. 2019. https://everyonehome.org/wp-content/uploads/2019/07/ExecutiveSummary_Alameda2019-1.pdf

Local Trends

According to EveryOneHome, there are an estimated 381 persons considered to be homeless in Hayward, which was the sixth highest homeless count in the county. This estimate is considered to be an undercount of the total unhoused population in the city.³¹ Of the 381 individuals experiencing homelessness, 267 (approximately 70 percent) are unsheltered (persons who are unhoused and not residing at a shelter). EveryOneHome found that 24 percent of sheltered population experiencing homelessness had a mental health issue, seven percent were identified as veterans, and eleven percent were fleeing domestic and dating violence. Additionally, homelessness among the senior population increased by five percent between 2017 and 2019, according to the Hayward Displacement Study. As referenced in Appendix B, *Housing Needs Assessment*, homeless shelters are an allowable use in all General Commercial (CG), Mission Boulevard (MB-CN/NN), and Industrial (I) zones provided the development meets the standards defined in the Zoning Ordinance.

“It's difficult. They [homeless] have lives, goals, hobbies and dreams. They're all human beings.” (Corina, Mayfair Rd & Chelsea Way, 26-35).

8.5 Displacement

Displacement, as defined by HCD, is used to describe any involuntary household move caused by landlord action or market changes. Shifts in neighborhood composition are often framed and perpetuated by established patterns of racial inequity and segregation. Movement of people, public policies, and investments, such as capital improvements and planned transit stops, and flows of private capital can lead to displacement. Displacement is fueled by a combination of rising housing costs, rising income inequality, stagnant wages, and insufficient market-rate housing production. Decades of disinvestment in low-income communities, coupled with investor speculation, can result in a rent gap or a disparity between current rental income of the land, and potentially achievable rental income if the property is converted to its most profitable use. These processes can disproportionately impact people of color, as well as lower-income households, persons with disabilities, large households, and persons at-risk of or experiencing homelessness.³²

To analyze displacement risk, the UDP has established categories that reflect varying levels of displacement vulnerability. Areas categorized as susceptible to displacement are predominately low-income or mixed-income neighborhoods that may have experienced displacement but exhibit characteristics of neighborhood stability and affordability and have the potential to develop an increasing risk of displacement in the future. Areas categorized as at-risk of or experiencing gentrification refer to neighborhoods that demonstrate characteristics of increasing housing costs, changes in housing supply, and are located near communities that have also experienced increasing housing costs and an increasing risk of displacement in the future. The stable moderate/mixed income category refers to neighborhoods that have moderate- to high-income residents that are not at-risk of becoming neighborhoods that exclude all but wealthy households. The

³¹ EveryOneHome, 2019. <https://everyonehome.org/wp-content/uploads/2019/12/2019-Hayward-Final-Report.pdf>

³² HCD 2021. https://www.hcd.ca.gov/community-development/affh/docs/affh_document_final_4-27-2021.pdf

stable/advanced exclusive category refers to neighborhoods that have exhibited characteristics of exclusion for long periods of time.

In April 2021, a Displacement Study was prepared to provide a framework for policymakers, policy stakeholders and residents to understand displacement that has occurred in Hayward as a result of unprecedented housing pressures occurring throughout the San Francisco Bay Area. The report highlights existing displacement trends and their disparate impacts on vulnerable communities and explores the benefit of affordable live/work units and their effect on existing housing challenges. To identify displacement pressures in Hayward, the report examines five indicators including the change in property values and rents, investment trends occurring within Hayward and throughout the Bay Area, changes in housing tenure and demographics, critical population changes such as changes in the homeless population, and coping strategies which includes overcrowding of existing housing units and/or workers commuting longer distances to their jobs.³³

Regional Trends

As shown in Figure F-40 below, residents in the cities in the western portion of Alameda County (Oakland, San Leandro, Hayward, Berkeley, and some parts of Fremont, Dublin, and Livermore) live in what are called “sensitive communities,” which means they are vulnerable to displacement.³⁴ Communities are designated sensitive if the share of very low income residents is greater than 20 percent and have any of the two following characteristics: the share of renters is above 40 percent, the share of people of color is above 50 percent, the share of very low-income households that are severely rent burdened is above the county median, the percent change in rent is above the county median for rent increases. In contrast to sensitive communities, residents living within the jurisdictions and unincorporated communities located in the northeast, eastern, and southwest areas of Alameda County were less vulnerable to displacement due to rising housing costs and market-based pressures within the community, according to the UDP (see Section 2, *Fair Housing Methodology*).

Local Trends

As shown on Figure F-41, most neighborhoods located in the northern and central area of Hayward are considered vulnerable to displacement. A large concentration of neighborhoods vulnerable to displacement were concentrated in the northern and central areas of Hayward (North Hayward, Burbank, Upper B Street, Jackson Triangle, and Mission Foothill neighborhoods). Sensitive communities in the southern area of the city were predominately single-family residential, compared to sensitive communities in the northern area of Hayward, which had a range of single- and multi-family residential, commercial, and office uses. Additionally, areas vulnerable to displacement had higher poverty rates, overcrowded households, and were more likely to have a predominant Hispanic/Latino or Asian American resident.

According to 2015-2019 ACS and UDP estimates shown on Figure F-42, renter-occupied households in Hayward were more likely to be experience displacement and gentrification compared to owner-occupied households. Additionally, owner-occupied households were more likely to be stable moderate/mixed income households and located in exclusionary neighborhoods (defined as neighborhoods that are experiencing increasing housing costs and therefore affordable only to high or mixed-high income households), compared to renter-occupied households. In the last decade, increasing property values, lack of affordable and market-rate housing, and changes in tenure,

³³ City of Hayward, 2021 City of Hayward Displacement Study

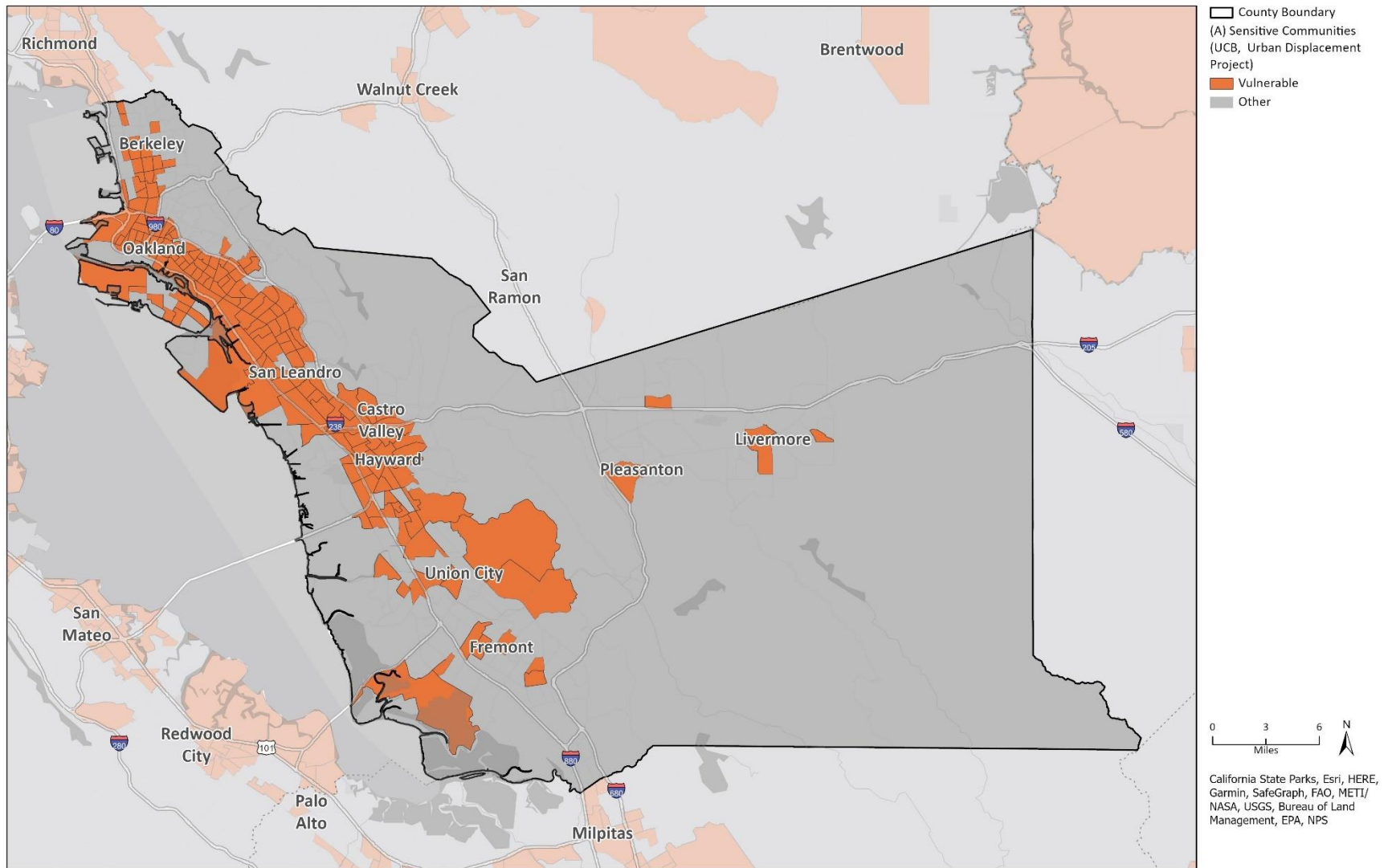
³⁴ Urban Displacement Project, 2021. <https://www.urbandisplacement.org/maps/sf-bay-area-gentrification-and-displacement/>

income and demographics across Hayward and the Bay Area have exacerbated displacement pressures for Hayward residents.³⁵ According to Hayward’s displacement study, on-going displacement pressures have disproportionately affected vulnerable populations including immigrant households, families with children, seniors, and students. Since 2010, cost burden has significantly increased by 172 percent for immigrant households, 153 percent for families with children, 71 percent for seniors and 74 percent for students. Increasing displacement pressures have also resulted in changes in housing tenure and demographics in Hayward, as the percent of total households earning less than \$50,000 decreased by 29 percent, while the percent of households earning above \$100,000 increased by 72 percent between 2010 and 2019.

“So it's an issue, and I've seen more and more people on the streets with no place to go. And it's. You know, it's it's, it's sad to watch people be displaced and then on the other time it is, it does jeopardize a little bit of your feeling of safety. Yeah. I no longer am comfortable walking around in the in the dark. If it's nighttime, I won't. I won't really walk around. That's the first time in twenty eight years that I have not felt safe walking around downtown. Wow.” (Brandon, City Center Dr & Foothill Blvd, 36-45).

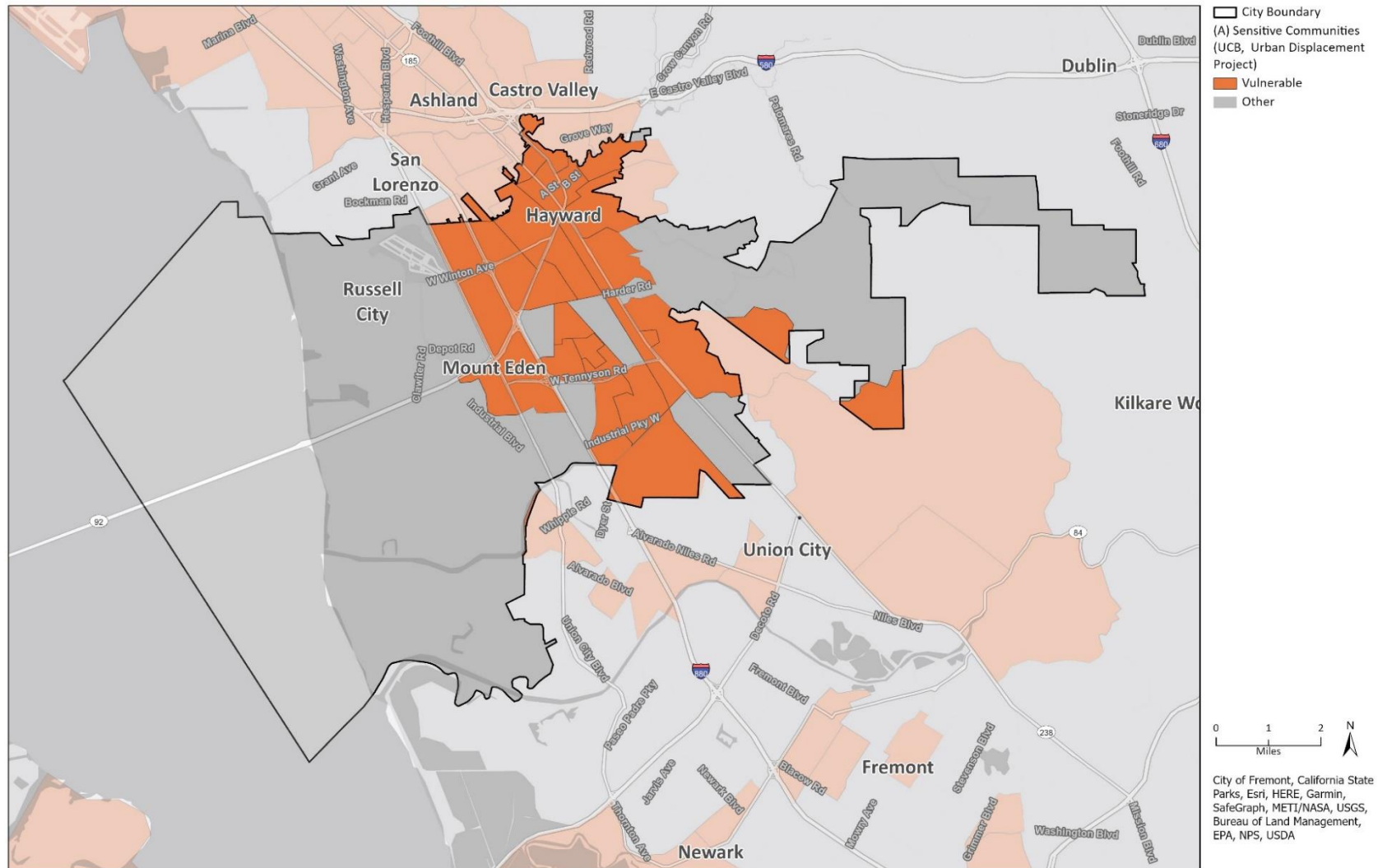
³⁵ City of Hayward, 2021 City of Hayward Displacement Study

Figure F-40 Sensitive Communities (Alameda County)



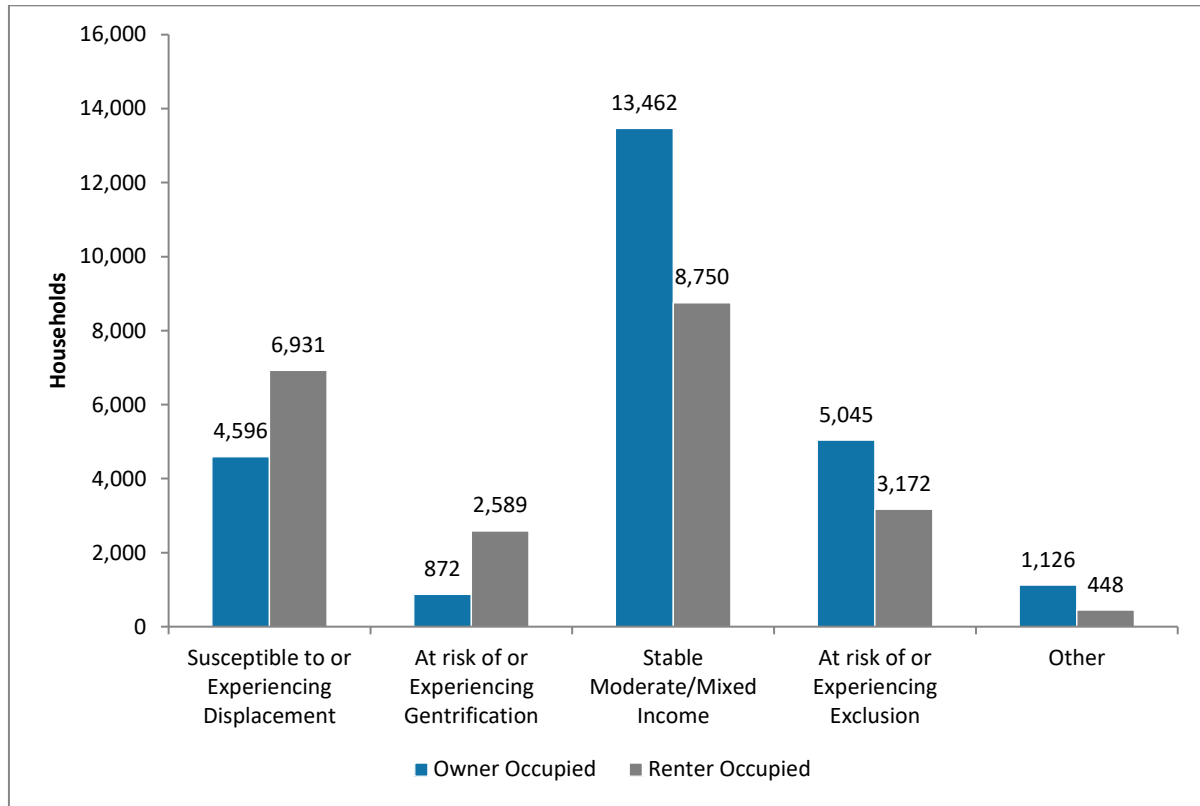
Source: AFFH Viewer 2021.

Figure F-41 Sensitive Communities (Hayward)



Source: AFFH Viewer 2021.

Figure F-42 Households by Displacement Risk and Tenure (Hayward)



Notes: Displacement data is available at the census tract level. Staff aggregated tracts up to jurisdiction level using census 2010 population weights, assigning a tract to jurisdiction in proportion to block level population weights. Total household count may differ slightly from counts in other tables sourced from jurisdiction level sources.

Source: Urban Displacement Project for classification, American Community Survey 5-Year Data (2015-2019), Table B25003 for tenure.

9 Contributing Factors

According to the AI, contributing factors are those that create, perpetuate, or increase the severity of one or more fair housing issues in Hayward. To inform the goals, policies, and actions in this Housing Element, the contributing factors are prioritized based on their impact on access to fair housing choice and access to opportunity in Hayward.

Segregation and Integration Patterns and Trends

Contributing factors to segregation and integration patterns in Hayward include:

- Displacement of residents due to economic pressures resulting from displacement and gentrification
- The location and type of affordable housing
- Historic discrimination against people of color
- Limited supply of affordable housing in areas most vulnerable to displacement

Racially and Ethnically Concentrated Areas of Poverty

While no R/ECAPs meeting HCD criteria were identified in Hayward, the AI recognizes multiple contributing factors to segregation patterns in Hayward including:

- Displacement of residents due to economic pressures related to rising housing costs
- Limited supply of affordable housing
- Location and type of affordable housing available

Disproportionate Housing Needs

Contributing factors to disproportionate housing needs are:

- The availability of affordable units in a range of sizes, particularly rental units to accommodate large families
- Displacement of residents due to economic pressures
- Lack of private investments in specific neighborhoods
- Historic practices of redlining, racial steering, and exclusionary zoning
- Lending discrimination
- High cost of developing affordable housing
- Limited supply of affordable housing within neighborhoods

Disparities in Access to Opportunities

The following contributing factors to disparities in access to opportunities were identified:

- Access to financial services
- Lack of private investment in specific neighborhoods
- Location of employers
- Location of proficient schools
- Location and type of affordable housing
- Limited supply of affordable housing in areas with access to opportunity

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10 Local Data and Knowledge

10.1 Historic Patterns of Segregation

Regional

Patterns of racial segregation are the byproduct of local and federal policies, private housing discrimination, and community prejudice. To understand present challenges to fair housing, it is necessary to review the history of actions that have led regional patterns of segregation.

The earliest forms of racial exclusion in the Bay Area were from Spanish, Mexican, and early U.S. settlers' colonization of Native Americans' land.³⁶ The Ohlone were and are the predominant Indigenous group of the Bay Area, including the Chochenyo and the Karkin in East Bay, the Ramaytush in San Francisco, the Yokuts in South Bay and Central Valley, and the Muwekma tribe throughout the region. Other Indigenous groups include the Graton Rancheria community (Coast Miwok and Southern Pomo), Kashaya, Patwin, and Mishewal Wappo in the North Bay, and the Bay Miwok in the East Bay.³⁷ With the support of local, state and federal governments, indigenous communities were often forced from their land which was then sold or given away to colonial settlers.³⁸ In the 1850s, 119 California tribes signed treaties with the U.S. Special Commissioners which required them to formally surrender their land in exchange for 19 designated reservations, which lacked game, suitable agricultural lands, and water.³⁹ From the start of colonization through the 1880s, the Ohlone population in the Bay Area dropped by almost 90 percent due to violence, displacement, and widespread disease brought by colonizers.⁴⁰

In more recent history starting in the 1880s, a series of laws targeted Asian populations through federal restrictions on immigration (Chinese Exclusion Act of 1882) and by barring Asian immigrants from owning land (California Alien Land Law of 1913 and 1920).⁴¹ In 1942, Japanese Americans in the Bay Area were forced to sell or abandon their homes and were sent to internment camps.⁴² Local ordinances at the time also led to exclusion of Asian Americans, through unfair and racist enforcement of building regulations.⁴³

In the early 1920s, cities in the Bay Area began adopting zoning ordinances which led to the establishment of exclusive single-family home zones. By establishing specific areas of cities which did not allow more affordable housing types, cities began to be more segregated based on class and race/ethnicity. Exclusionary zoning created areas of concentrated poverty and concentrated wealth. High-poverty areas typically have limited employment and educational opportunities, creating an environment difficult to achieve income and housing mobility. By preventing households from

³⁶ Roots and Race, UC Berkeley Belonging Institute, Haas Institute, 2019
https://belonging.berkeley.edu/sites/default/files/haasinstitute_rootsraceplace_oct2019_publish.pdf

³⁷ Bay Area Equity Atlas, Indigenous Populations in the Bay Area, <https://bayareaequityatlas.org/about/indigenous-populations-in-the-bay-area>

³⁸ Roots and Race, UC Berkeley Belonging Institute, Haas Institute, 2019
https://belonging.berkeley.edu/sites/default/files/haasinstitute_rootsraceplace_oct2019_publish.pdf

³⁹ State of California Native American Heritage Commission, <http://nahc.ca.gov/resources/california-indian-history/>

⁴⁰ Roots and Race, UC Berkeley Belonging Institute, Haas Institute, 2019
https://belonging.berkeley.edu/sites/default/files/haasinstitute_rootsraceplace_oct2019_publish.pdf

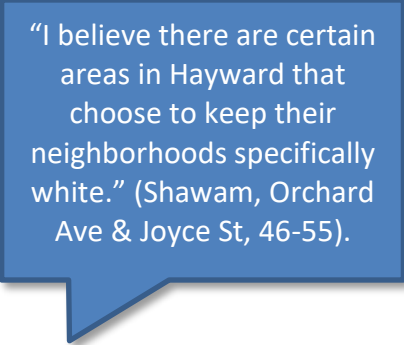
⁴¹ History of Racial Injustice, California Law Prohibits Asian Immigrants from Owning Land. <https://calendar.eji.org/racial-injustice/may/3>

⁴² Japanese-American Internment During World War II. U.S. National Archives. <https://www.archives.gov/education/lessons/japanese-relocation>

⁴³ The Anti-Chinese Cubic Air Ordinance, Am J Public Health, Joshua S. Yang, PhD.
<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC2661442/>

moving into areas of higher-resource, exclusionary zoning perpetuated the cycle of poverty.⁴⁴ Historic evidence shows that these zoning regulations intentionally segregated communities and were racially motivated.⁴⁵

Starting in the 1930s, Bay Area communities were impacted by redlining, which is the practice of discriminating against loan borrowers based on the racial or socioeconomic status of the neighborhood in which a property is located. Redlining, a government-sponsored system of denying mortgage loans and services to finance the purchase of homes in specific areas, served as a tool to limit homeownership opportunities, as federally insured and long-term mortgages were routinely denied to persons seen as “undesirable,” often non-white persons. Redlining directed both public and private capital to white households and away from Black/African American, non-white, immigrant, and Jewish households. As homeownership is one of the most significant means of intergenerational wealth building in the United States, these redlining practices had long-term effects in creating wealth inequalities.⁴⁶



“I believe there are certain areas in Hayward that choose to keep their neighborhoods specifically white.” (Shawam, Orchard Ave & Joyce St, 46-55).

Between 1935 and 1940, the Homeowners Loan Corporation (HOLC), a government-sponsored corporation, developed “Residential Security” maps of many major cities in the United States. The maps identified “Hazardous” neighborhoods that were considered a higher mortgage lending risk. Neighborhoods with high percentages of people of color or immigrants were generally identified as “hazardous,” with the maps using racist language such as citing the “infiltration of Negroes and Orientals” as a detrimental influence to lending in that neighborhood. Other neighborhoods were assigned “Definitely Declining,” “Still Desirable,” and “Best”. A map was developed for the Oakland, Berkeley, and Alameda region. Generally, the neighborhoods rated “Hazardous” were located adjacent to the San Francisco Bay, where industrial uses were concentrated. The maps cite factors such as “odors from industries which are nearby” and “smoke and grime from railroad shop.” Over eighty years later, 74 percent of neighborhoods rated “Hazardous” are low to moderate income today and nearly 64 percent are minority neighborhoods now.⁴⁷ Figure F-43 Shows the “Residential Security” map developed by the HOLC and Figure F-44 shows a more legible version of the same map.

Between 2000 and 2015, mainly due to quickly rising housing prices caused in part by the massive boom in the technological industry, Alameda County experienced significant and uneven shifts in racial, ethnic, and class-based neighborhood divisions. Low-income Black/African American, Asian American, and Hispanic/Latino populations grew significantly in southern Alameda County cities such as San Leandro, Hayward, and the unincorporated communities of Ashland and Cherryland. Some of these shifts were involuntary moves that result from eviction, foreclosure, large rent increases, uninhabitable housing conditions or other reasons that are beyond a household’s control,

⁴⁴ The Century Foundation. <https://tcf.org/content/facts/understanding-exclusionary-zoning-impact-concentrated-poverty/?agreed=1&agreed=1>

⁴⁵ Roots and Race, UC Berkeley Belonging Institute, Haas Institute, 2019
https://belonging.berkeley.edu/sites/default/files/haasinstitute_rootsraceplace_oct2019_publish.pdf

⁴⁶ Mapping Inequality: Redlining in New Deal America. <https://dsl.richmond.edu/panorama/redlining/#loc=16/37.725/-122.162&city=oakland-ca&area=D19>

⁴⁷ HOLC “Redlining Maps,” The persistent Structure of Segregation and Economic Inequality, NCRC, Bruce Mitchell, PhD. Accessed: January 5, 2022, https://ncrc.org/wp-content/uploads/dlm_uploads/2018/02/NCRF-Research-HOLF-10.pdf

otherwise known as “displacement.”⁴⁸ Increases in housing prices in Alameda County contributed to new concentrations of poverty and racial segregation in the county and perpetuated disparities in access to high-resource neighborhoods.⁴⁹

Local

According to the Hayward Area Historical Society, Hayward had a total population count of 504 residents in 1870, and while most individuals were considered “white,” many residents spoke Portuguese, German, Danish and some Spanish, in addition to the Cantonese and other Chinese dialects.⁵⁰ Hayward was primarily an agricultural town until the early 1920s, when the subdivision of the Meek Estate property and Valley farms and Orchard occurred, and the city began its transition to a suburban community.⁵¹ By 1950, Hayward’s population reached 14,272, over double the population size recorded in 1940. According to Bay Area Census estimates, about 90 percent of Hayward’s population in 1950 was “White” whereas Black/ African American, Indians, Japanese, and Chinese residents each comprised less than 1 percent of the population.⁵² Since 1950, Hayward’s population had become increasingly diverse with each decade, however, a significant change in demographics occurred between 1990 and 2010, as Hayward’s white population decreased from 51 percent to 19 percent of the total population, while the Hispanic/Latino population increased from 23 percent to 40, percent during this time.⁵³ Similarly, Hayward’s Asian population, significantly grew and comprised 22 percent of the total population by 2010.

Like many cities during the early to mid-20th century, racial/ethnic minorities were actively excluded from owning property and/or living in predominately white neighborhoods, due to exclusionary housing policies and practices including redlining and racial steering. Furthermore, while redlining effectively reduced homeownership opportunities for persons of color, racial steering tactics, such as restrictive covenants prohibited the sale of property to people from non-white racial groups. In Hayward, these practices effectively “steered” racial/ethnic minorities into nearby neighborhoods such as Russell City and unincorporated community of Fairview.

Prior to 1950, Russel City became a predominately Mexican and African American neighborhood due to racial covenants and other exclusionary tactics used in surrounding cities that had prevented the same of homes to people who were not white.⁵⁴ As exclusionary policies worked to segregate racial/ethnic minorities across the region and create neighborhoods like Russell City, federally funded urban renewal programs of the mid-20th century lead to the destruction of major centers of black culture and community and the displacement of thousands.⁵⁵ Reinforced by the federally sponsored program of urban renewal, Hayward and regional leaders had considered Russell City a blight to the surrounding area and sought to rebuild the area as an industrial park, which led to the forced displacement of its predominately African American and Hispanic/Latino residents and the bulldozing of their homes in the mid-1960s.⁵⁶

⁴⁸ Rising Housing Costs and Re-Segregation in Alameda County, Urban Displacement Project, UC Berkeley https://www.urbandisplacement.org/wp-content/uploads/2021/08/alameda_final.pdf

⁴⁹ Rising Housing Costs and Re-Segregation in Alameda County, Urban Displacement Project, UC Berkeley https://www.urbandisplacement.org/wp-content/uploads/2021/08/alameda_final.pdf

⁵⁰ Hayward Area Historical Society 2021. <https://www.haywardareahistory.org/immigration>

⁵¹ Hayward Area Historical Society 2021. <https://www.haywardareahistory.org/agricultural-history>

⁵² Bay Area Census 2021. <http://www.bayareacensus.ca.gov/cities/Hayward50.htm>

⁵³ Hayward Area Historical Society 2021. <https://www.haywardareahistory.org/immigration>

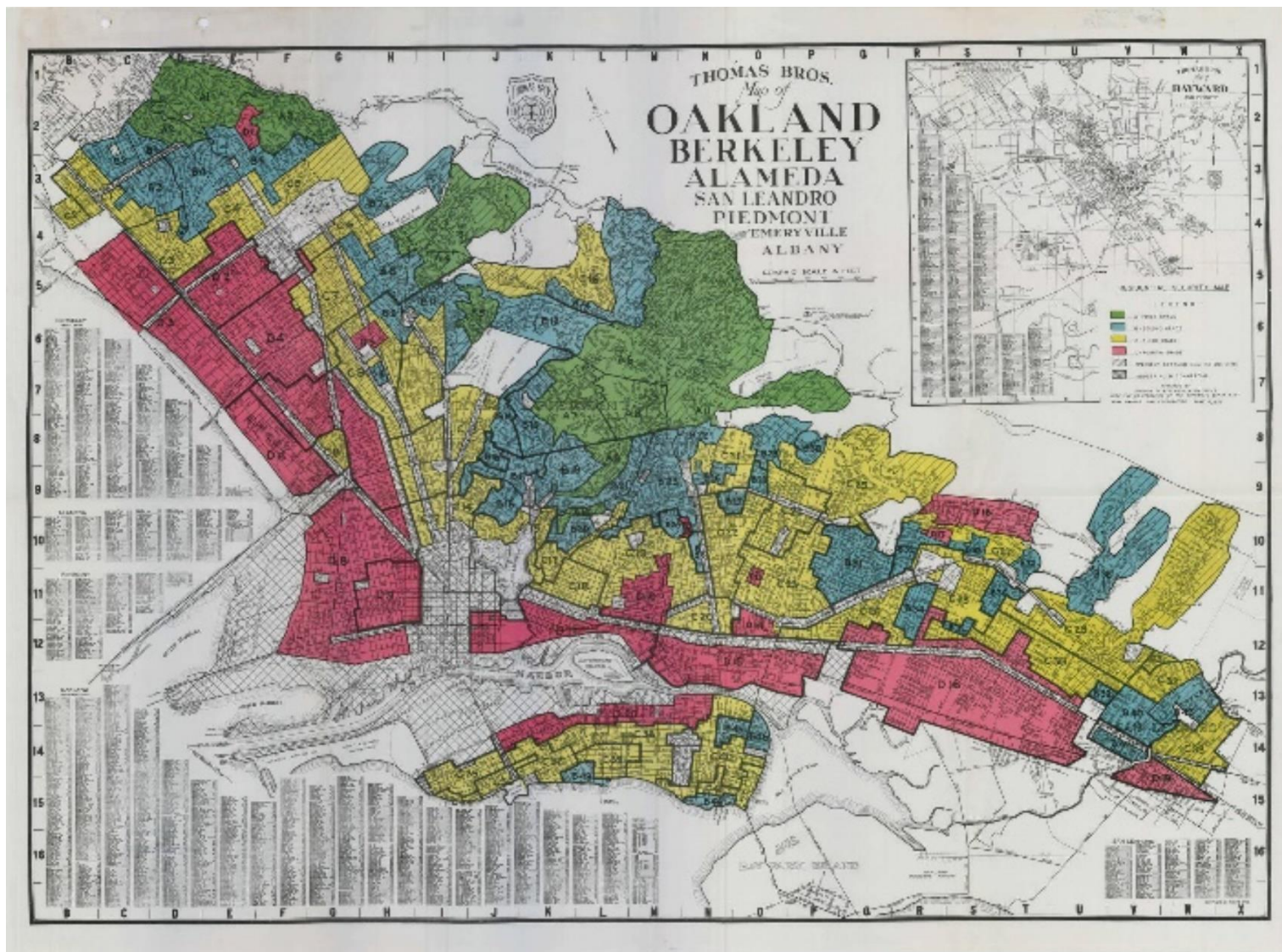
⁵⁴ City of Hayward 2021. <https://www.hayward-ca.gov/discover/news/feb17/russell-city-and-blues>

⁵⁵ Roots and Race, UC Berkeley Belonging Institute, Haas Institute, 2019

https://belonging.berkeley.edu/sites/default/files/haasinstitute_rootsraceplace_oct2019_publish.pdf

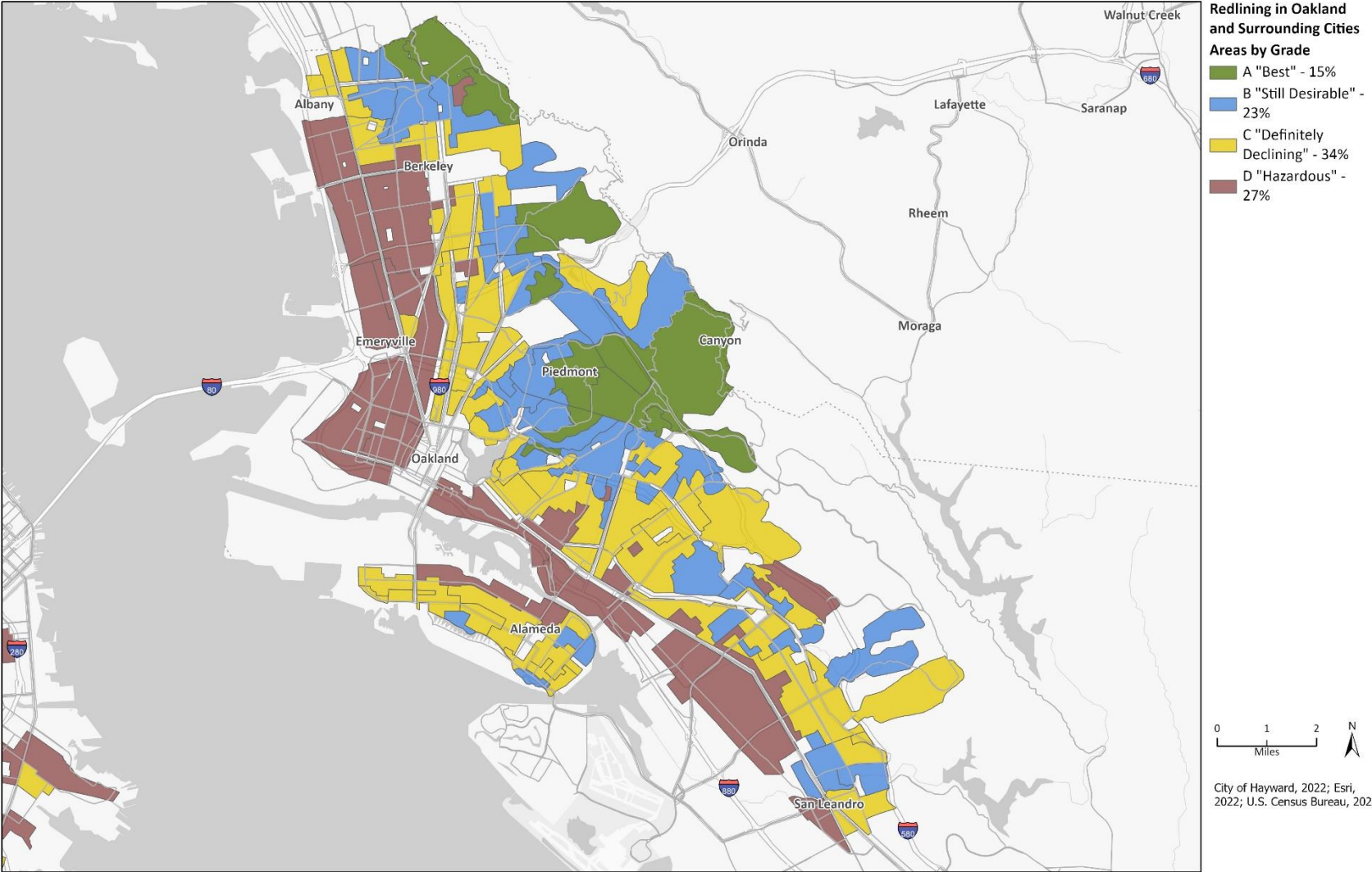
⁵⁶ City of Hayward 2021. <https://hayward.legistar.com/View.ashx?M=F&ID=9957852&GUID=B5709B92-34CB-4807-BC70-49503D4BFD36>

Figure F-43 1937 Oakland and Berkeley “Residential Security Map”



Source: University of Maryland's T-RACES project

Figure F-44 Home Owners Loan Corporation Redlining Grade (Alameda County)



Source: AFFH Viewer 2022.

In 2021, Hayward recognized that the discriminatory housing practices on the 20th century have intentionally segregated neighborhoods and resulted in the unequal distribution of resources and opportunities across racial/ethnic groups, as people of color were historically denied the ability to secure and purchase housing, thus, limiting the opportunity to build generational wealth through property ownership.⁵⁷

10.2 Stakeholder Input

Housing Survey

As previously mentioned, the City prepared and distributed a housing survey inquiring about housing, access to resources and experiences with discrimination. The survey took place between January 10, 2022 and March 10, 2022 and was translated into Spanish and Mandarin. There was a total of 64 survey participants (60 surveys completed in English, 3 surveys completed in Spanish and 1 survey completed in Chinese). The survey responses included the following major themes:

- Difficulty finding affordable housing, paying the deposit for rental housing, and monthly rental housing costs were identified as housing challenges personally experienced by survey participants.
- Affordability, homeownership, and availability of housing were identified the most urgent housing issues in Hayward.
- Entry level or starter homes, co-living housing, apartments, and condominiums were identified as housing types needed in Hayward.
- Mixed support of diversifying housing types and increasing housing overall in Hayward.

10.3 Other Relevant Factors

Other relevant factors that have not been previously discussed relating to fair housing include the availability and access to housing choice vouchers in Hayward and the presence of older affordable housing units that may be at risk of conversion to market-rate housing. As referenced in Appendix B, *Housing Needs Assessment*, five publicly assisted rental housing developments, which provide a total of 295 affordable units to lower- and moderate-income households, are at risk of converting to market-rate housing during the 2023 to 2031 planning period.

The City of Hayward cooperates with the Housing Authority of the County of Alameda, to provide HCVs to city residents and will continue to seek opportunities to increase rental assistance and reduce overpayment.

In addition to providing rental assistance and reducing housing costs, the City has allocated CDBG funds to meet the following goals:

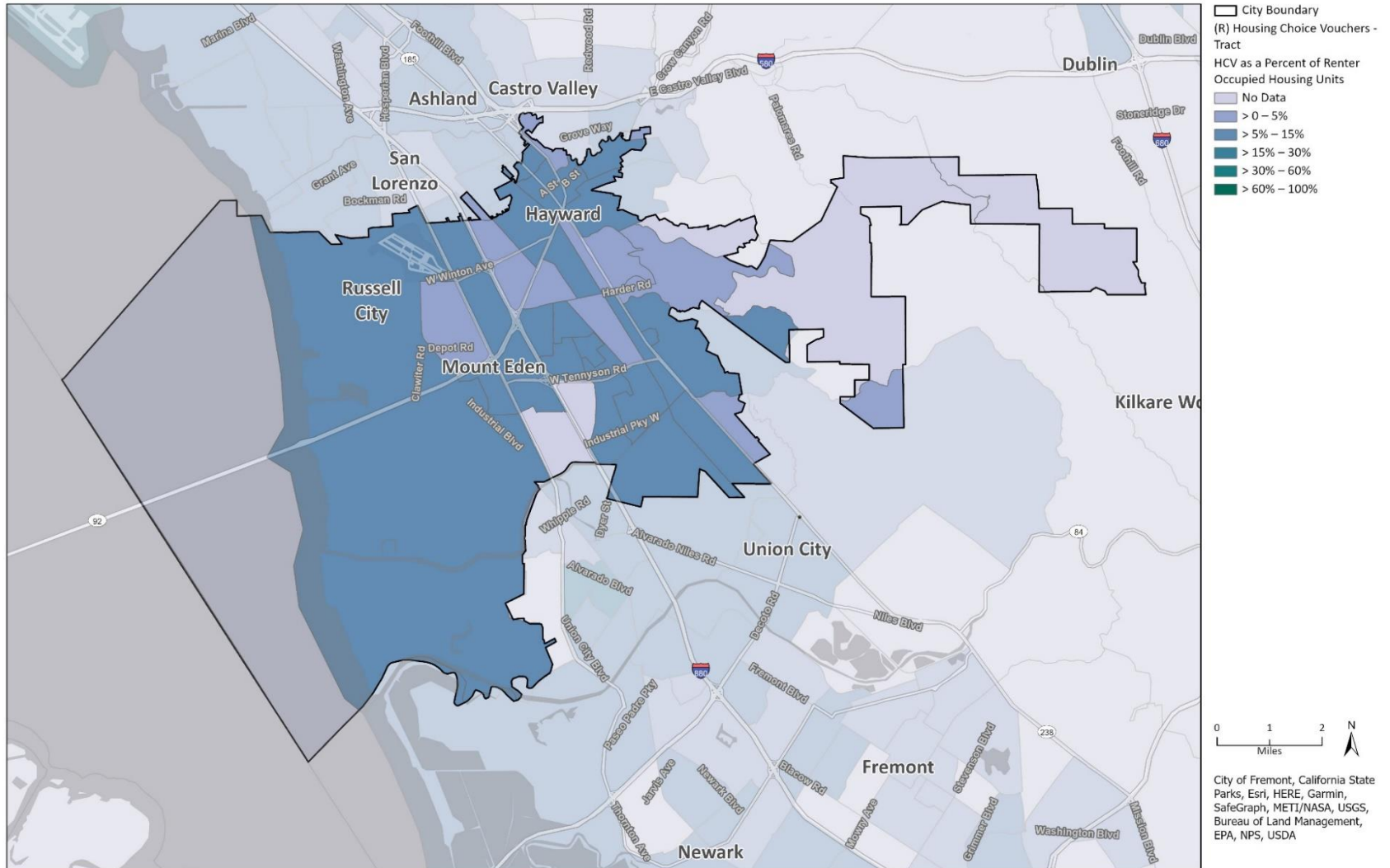
- Improve public facility and infrastructure access and capacity
- Preserve existing homeownership housing
- Develop new affordable housing
- Provide supportive services for individuals with special needs, as defined by HUD
- Provide vital services for LMI households

⁵⁷ City of Hayward, 2021. <https://hayward.legistar.com/View.ashx?M=F&ID=9957852&GUID=B5709B92-34CB-4807-BC70-49503D48FD36>

- Provide for economic development and small business assistance

HUD estimates show that approximately 1,844 households received HCVs in Hayward. Figure F-45 shows HCV as a percent of renter-occupied units by census tract. Most (97 percent) of HCV recipients are in low-resource areas, compared to 3 percent in moderate-resource areas. Census tracts 4363.00, a low-resource area within the Burbank neighborhood, contained the largest share of HCV recipients (8 percent) in the city.

Figure F-45 Housing Choice Vouchers



Source: AFFH Viewer 2021.

10.4 Access to Homeownership

The following analysis reviews mortgage application filing and acceptance by race using the latest available data. Between 2018 and 2019, there were 3,452 mortgage applications filed in Hayward (see Table F-18). Of the known racial/ethnic categorization of mortgage applications, most were filed by Asian-American/Asian Pacific Islander residents and non-Hispanic white residents. In comparison, Hispanic/Latino comprised 13 percent, Black/African American applicants comprised six percent, and American Indian or Alaskan Native comprised less than one percent of total mortgage loan applications. Asian-American residents were slightly overrepresented for mortgage applications relative to proportion of population (39 percent of applications, 27 percent of population). Applications from non-Hispanic white residents were proportional to population (both 16 percent of population). However, Black/ African American residents were underrepresented for mortgage applications (five percent of applications, nine percent of population), as were American Indian/Alaska Native (less than one percent of applications, one percent of population). Hispanic/Latino residents were significantly underrepresented (18 percent of applications, 40 percent of population). Furthermore, mortgage application denial rates were higher among American Indian or Alaskan Native (34 percent), Hispanic/Latino (26 percent) Black/ African American (24 percent), compared to Asian American/API (19 percent) and non-Hispanic White (19 percent).

Table F-18 Mortgage Applications by Acceptance and Race (Hayward)

Racial/ Ethnic Group	Application Approved but Not Accepted	Application Denied	Application Withdrawn by Applicant	File Closed for Incompleteness	Loan Originated	Total Application (percent)
American Indian or Alaska Native, Non- Hispanic	1	12	6	4	12	35 (0.5%)
Asian American/API, Non-Hispanic	78	506	348	132	1,644	2,708 (39%)
Black/ African American, Non-Hispanic	8	80	54	14	178	334 (5%)
Non-Hispanic White	47	207	166	62	630	1,112 (16%)
Hispanic/Latino	39	318	160	91	617	1,225 (18%)
Unknown	47	262	227	95	808	1,439 (21%)
Total	220	1,385	961	398	3,889	3,452 (100%)

Source: Federal Financial Institutions Examination Council's (FFIEC) Home Mortgage Disclosure Act loan/application register (LAR) files 2021

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11 Sites Inventory

The housing element must demonstrate that there are adequate sites zoned to accommodate the number of new housing units needed at each income level as identified in the Regional Housing Needs Allocation (RHNA). In the context of AFFH, the process of sites identification involves an analysis of site capacity to accommodate the RHNA, but also whether the identified sites serve the purpose of replacing segregated living patterns with truly integrated and balanced living patterns, transforming racially and ethnically concentrated areas of poverty into areas of opportunity.

11.1 Opportunity Areas

HCD/TCAC opportunity maps identify areas throughout the state that support positive economic (low poverty, high employment, high median household income), educational (reading and math proficiency, high school graduation rates, low student poverty rates), and environmental outcomes (low exposure to pollution) for low-income families. The HCD/TCAC opportunity areas map rank census tracts from Highest Resource to Low Resource based on these characteristics. A census tract with a designation of High Resource indicates that the census tract has strong educational and economic opportunities for current and future residents. In depth analysis and discussion of pollution burden and environmental justice can be found in the draft Environmental Justice Element.

Most census tracts in Hayward are considered Low Resource while five census tracts in the eastern areas of the city (tracts 438000, 435103, 435102, 436402, and 436401) and one census tract in the central area of the city (tract 437000) is considered Moderate Resource. A small portion of Hayward's city limits extends into a high resource census tract (450601) to the east of the city. The areas within this tract which are also within city limits are undeveloped open space and ranch land and are therefore excluded from this analysis. Figure F-46 shows resource level in relation to planning sub areas and Figure F-47 shows resource level in relation to identified opportunity sites and current pipeline projects. The five moderate-resource tracts tend to be in the hills to the east of Downtown Hayward. These areas are characterized by suburban development with more limited access to transit, retail, and healthcare services. Across most of the city, residents have limited access to positive economic, educational, and environmental outcomes, and where those outcomes are slightly improved, there is reduced access to the urban amenities that would support higher-density affordable housing.

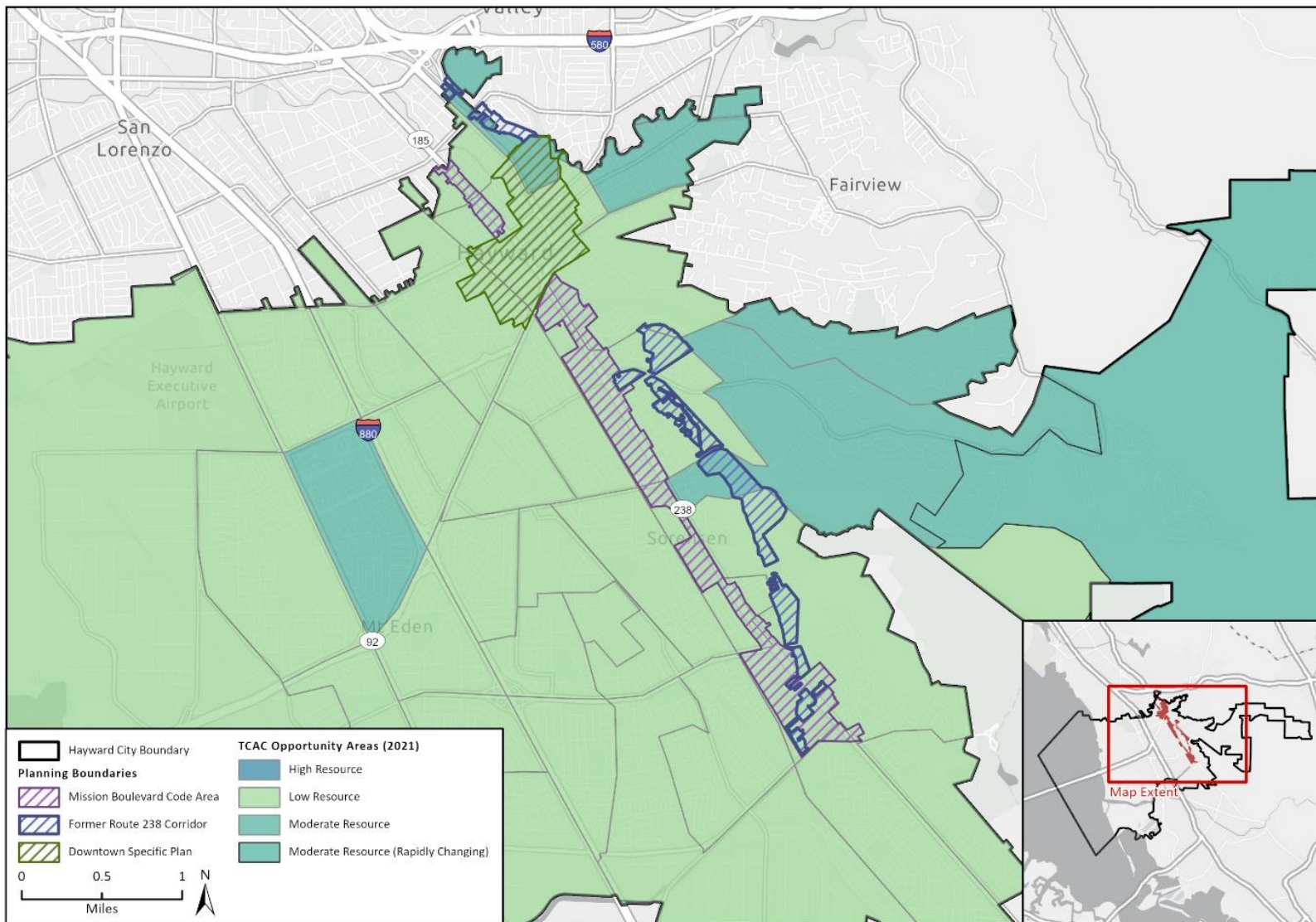
Residential and mixed-use projects in the development pipeline which are planned or approved accommodate approximately half of Hayward's 6th cycle RHNA. These 28 projects will develop a total of 1,263 above-moderate income units, 82 moderate income units, 275 low-income units, 245 very-low income units, and 30 extremely-low income units. Of these, 140 above-moderate income, 27 moderate, 53 low income, and 24 very-low income units are located in moderate resource census tracts. The remaining projects are located in low resource census tracts.

Given this distribution of low- and moderate-opportunity areas, the locations of RHNA sites for each income category were chosen to facilitate the development of mixed-income neighborhoods and to increase the availability of affordable housing in proximity to transit, retail, and other services. Reliable public transit access and the option to walk or bike are imperative for low-income residents and/or persons with disabilities to connect to employment opportunities. It is important to note

that Senate Bill (SB) 9, signed into law on September 16, 2021, allows property owners within single-family residential zones to build two units and/ or to subdivide a lot into two parcels, adding a total of four units. The passage of this new law along with the relaxed regulations for Accessory Dwelling Units (ADUs) on all single and multi-family properties will allow infill development throughout the city including moderate and the high resource census tracts that primarily include existing single-family neighborhoods.

Excluding the three parcels which comprise the former Civic Center site at 22300 Foothill Boulevard, all sites listed in Appendix C are located in low-resource census tracts. These sites accommodate 875 above moderate-, 938 moderate-, and 1,212 lower-income housing units. An additional 364 lower-income and 115 above-moderate housing units are projected at the former Civic Center site which is within a moderate resource census tract.

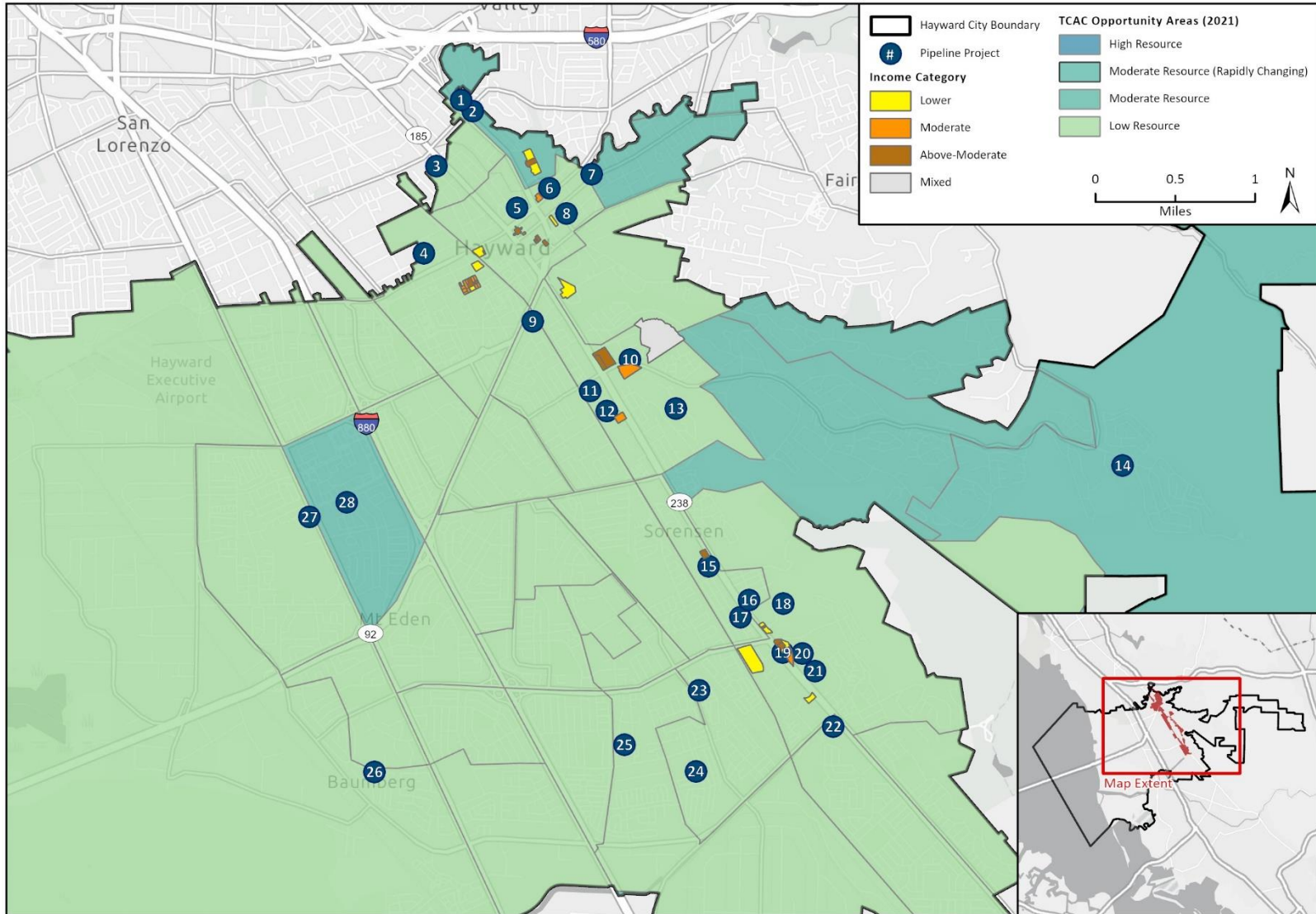
Figure F-46 Planning Sub-areas in Relation to TCAC/HCD Opportunity Areas



Basemap provided by Esri and its licensors © 2022.
 Additional information provided by City of Hayward, 2022 and TCAC/HCD Opportunity Area Maps, 2021.

Hayward Sites Inventory

Figure F-47 Location of Housing Sites in Relation to TCAC/HCD Opportunity Areas



Basemap provided by Esri and its licensors © 2022.
 Additional information provided by City of Hayward, 2022 and TCAC/HCD Opportunity Area Maps, 2021.

Hayward Sites Inventory

Table F-19 Planned, Approved, and Pending Projects (2021)

Map ID	Project Name	ELI* Units	VLI* Units	LI* Units	MI* Units	AMI* Units	Total Units	Max Units Allowed	% of Max Units Allowed	Entitlement Status
1	Oak Street	-	-	-	4	36	40	56	71%	Approved
2	Parcel Group 8	-	24	51	20	1	96	54	178%	Approved
3	21659 Mission Boulevard	-	1	-	3	41	45	63	72%	Approved
4	420 Smalley Avenue	-	-	-	1	7	8	8	100%	Approved
5	Maple and Main	-	48	-	-	192	235	343	68%	Under Review
6	1200 A Street	-	-	-	-	155	155	149	104%	Approved
7	4 th and B	-	-	-	-	41	41	78	53%	Approved
8	Pimentel Place	15	20	11	10	1	57	57	100%	Approved
9	Pine Vista Condos	-	-	-	7	33	40	32	125%	Approved
10	Carlos Bee	-	-	-	6	9	15	14	107%	Approved
11	O'Neil Ave Apartments	-	1	-	-	8	9	13	71%	Approved
12	Berry Avenue Multifamily	-	1	-	1	16	18	29	63%	Approved
13	Parcel Group 5	-	18	-	-	74	92	122	75%	Approved
14	Cavallo Highlands	-	-	-	-	20	20	38	52%	Approved
15	27177-27283 Mission Blvd	-	-	-	6	49	55	86	64%	Approved
16	Mission Paradise	15	20	40	-	-	76	104	73%	Approved
17	28049 Mission Boulevard	-	-	-	-	25	25	37	68%	Approved
18	Parcel Group 3 - La Vista Residential	-	36	138	-	2	176	194	91%	Approved
19	Mission Terraces	-	76	33	-	1	110	91	121%	Approved
20	SoMi (True Life)	-	-	-	20	169	189	174	109%	Approved
21	Mission Seniors	-	-	-	-	203	203	228	89%	Approved
22	Mission Villages	-	-	-	-	72	72	188	38%	Approved
23	Huntwood	-	-	-	1	13	14	21	65%	Approved
24	Vagabond	-	-	-	-	8	8	8	100%	Approved

City of Hayward
2023-2031 Housing Element Update

Map ID	Project Name	ELI* Units	VLI* Units	LI* Units	MI* Units	AMI* Units	Total Units	Max Units Allowed	% of Max Units Allowed	Entitlement Status
25	Harvey Avenue	-	-	-	-	17	17	14	121%	Approved
26	Arf Avenue Subdivision	-	-	-	-	9	9	12	81%	Approved
27	Hesperian Subdivision	-	-	-	-	19	19	16	122%	Approved
28	La Playa Commons	-	-	2	3	42	47	47	100%	Approved
Total Units		30	245	275	82	1,263	1,895	Average % of Max Density	88%	

Notes: ELI = Extremely Low Income; VLI = Very-Low Income; LI = Low Income; MI = Moderate Income; AMI = Above-Moderate Income

11.2 Improved Conditions

As shown in Figure F-5 and Figure F-17, census tracts with low- and moderate-income households, predominantly Hispanic/Latino populations, and higher rates of housing problems are located throughout the central area and southern areas of the city. All sites identified in Appendix B are located in Downtown Hayward, the Mission Boulevard Corridor, and the former Route 238 Corridor. While all sites are zoned at densities adequate to accommodate lower-income units, the sites that are currently allocated to the development of lower-income units are distributed throughout the three neighborhoods and not concentrated in any one location. In an effort to facilitate mixed-income neighborhoods,

- 791 lower-income, 434 moderate-income, and 381 above moderate-income units are located in Downtown Hayward;
- 596 lower-income, 252 moderate-income, and 540 above moderate-income units are located within the Mission Boulevard Corridor; and
- 200 moderate-income units and 310 above moderate-income units are located along the former Route 289 Corridor.

These areas are generally considered Low Resource by TCAC, but they have seen extensive market-rate multi-family development in recent years including but not limited to the Lincoln Landing Development (476 residential units and 80,000 square feet of commercial development), Sohay (472 apartment units and condominiums and townhomes and development of a new park) and, Mission Crossings (140 townhomes, retail space, and a hotel), all of which are under construction or occupied. These projects are discussed in greater detail in Appendix C. Further development of moderate- and above moderate-income units in these areas would potentially improve conditions by encouraging a mixture of household income levels. The City will continue to implement residential rehabilitation programs, affordable housing development incentives, the Affordable Housing Ordinance, anti-displacement actions, and utilize annual CDBG and HOME funds to improve conditions within low-resource and displacement-vulnerable census tracts shown on Figure F-41.

11.3 Exacerbated Conditions

As mentioned previously, most neighborhoods in Hayward are considered low resource. Analysis has shown that areas of low resource in Hayward are more likely to have a predominant Asian-American or Hispanic/Latino population, a greater share of overcrowded households, and higher rates of poverty compared to neighborhoods in moderate-resource areas. The census tract that has the highest rate of households with incomes below the poverty level (20.9 percent of households) is tract 436500 in central Hayward along Mission Boulevard between Harder Road and Jackson Street. Vacant and underutilized sites that could accommodate 75 lower-income, 248 moderate-income and 521 above moderate-income units are located in this census tract. An additional four pipeline projects (Parcel Group 5, Carlos Bee, Berry Avenue Multifamily, and O'Neil Avenue Apartments) are located in this tract accounting for a total of 20 lower-income, 7 moderate-income, and 107 above-moderate income units. According to California Housing Partnership data, all federal and state subsidized housing within Hayward is in low-resource areas. By encouraging a mix of lower-, moderate-, and above moderate-income housing units, the Sites Inventory does not exacerbate conditions in vulnerable areas of the city.

11.4 Racially/Ethnically Concentrated Areas of Poverty and Affluence

While there are no racially/ethnically concentrated areas of poverty or affluence (R/ECAP) per HUD's definition in Hayward, some tracts with predominantly Hispanic/Latino residents and elevated rates of poverty were found in the central and southern part of the city. In contrast, neighborhoods located in the northeastern area of Hayward had a predominately non-Hispanic white population and generally higher median incomes. Sites feasible to accommodate 623 lower-income, 620 moderate-income, and 1,131 above-moderate income housing units identified in the sites inventory are located in census tracts where the population is predominantly Hispanic/Latino by a slim to sizeable gap (tracts 435400, 436500, 437900, and 435104), but these tracts do not represent concentrated areas of poverty. Furthermore, sites allocated to the development 44 units of lower-income housing are located in a census tract with both a median income higher than California's median income and a predominantly non-Hispanic white population (tract 436401).

11.5 Access to Opportunity

The majority of census tracts in Hayward were categorized as low resource while three tracts in the northeast and central areas of the city were moderate resource. Housing units in the sites inventory are not disproportionately concentrated in different resource areas, and the sites identified in low resource areas are distributed on vacant and underutilized parcels and facilitate the development of lower-, moderate-, and above moderate-income units in close proximity to commercial services and transit. The City's goals, policies, and programs implemented as part of this housing element will mitigate impediments to opportunity and promote investment in specific neighborhoods and expand affordable housing supply (see Chapter 6, *Housing Plan*).

11.6 Disproportionate Housing Needs

As depicted in Figure F-36, the highest concentrations of cost-burdened households are located in the western and central portions of the city along Mission Boulevard. Similarly, as shown in Figure F-38, an elevated percentage of overcrowded household exists within Downtown Hayward and along Mission Boulevard. As previously discussed, 596 lower-income and 452 moderate-income units are projected to be built in the Mission Boulevard corridor and the former Route 238 corridor which is directly adjacent to Mission Boulevard. An additional 791 lower-income and 434 moderate-income units are proposed in Downtown Hayward. Providing more affordable housing opportunities in this area may lower levels of cost burden in this neighborhood.

The fair housing assessment found a need for affordable housing for people with disabilities and adequate housing for large families. The City uses inclusionary housing trust funds to incentivize the development of extremely low-, very low-, low-, and moderate-income housing, and the Notice of Funding Availability for those funds give priority points for developments that include three or more bedrooms to incentivize development of larger units. These funds assist private developers with the cost of development of units affordable to low- and moderate-income households (Program H-7: Affordable Housing Development Assistance).

11.7 Subsidized Housing

As discussed in Appendix B, Hayward has a range of publicly assisted rental housing affordable to lower and moderate-income households. Overall, 23 projects, 11 of which rely on HUD assistance (Section 8 project-based vouchers or Section 202 Supportive Housing for the Elderly), provide a total of 1,456 assisted rental housing units in the city. Of the 23 subsidized housing projects in Hayward, nine are located in either Downtown Hayward or the Mission Boulevard corridor in the vicinity of vacant or underutilized sites identified for lower-income units.

Overall, there is generally little concentration of HCV recipients or subsidized housing projects in Hayward. The proportion of HCV recipients in a given census tract in the city ranges from 0 to 14.8 percent. Sites identified as adequate for lower-income housing are located in census tracts where HCV recipients represent between 1.9 and 8.2 percent of renter-occupied housing units. The development of lower-income housing units on the sites identified in Appendix C do not create an unusually high concentration of lower-income units near existing projects or in neighborhoods with high concentrations of housing choice voucher recipients.

11.8 Sites Analysis Summary Data

Table F-2 summarizes fair housing considerations of the sites inventory by census tract.

Table F-2 Sites Inventory by Census Tract Characteristics

Development Area	Census Tract Number	Number of Existing Households	Sites Inventory Capacity + RHNA Credit Projects (Units)				AFFH Indicators				CalEnviro-Screen Pollution Burden Percentile
			Lower-Income	Moderate -Income	Above Moderate - Income	Percent Non-white	TCAC Opportunity Area	Percent Overpayment by Renters	Percent Over-crowded Households	Displacement Sensitivity	
Downtown											
	431200	1,325	439	24	152	61-80%	Moderate Resource	40-60%	<8.2%	Vulnerable	80
	435400	505	325	114	533	61-80%	Low Resource	40-60%	<8.2%	Vulnerable	55
	436300	2,049	196	331	88	81-100%	Low Resource	40-60%	12-15%	Vulnerable	45
Mission Boulevard Code Area											
	435104	2,038	600	288	750	61-80%	Low Resource	40-60%	<8.2%	Vulnerable	53
	437900	660	75	6	124	81-100%	Low Resource	40-60%	>20%	Vulnerable	20
	436401	3,013	44	0	0	61-80%	Low Resource	40-60%	<8.2%	Vulnerable	25
	436500	1,715	95	55	318	81-100%	Low Resource	40-60%	<8.2%	Vulnerable	44
Former Route 238 Corridor											
	436500	1,715	0	200	310	81-100%	Low Resource	40-60%	<8.2%	Vulnerable	44
Other Census Tracts with Planned and Approved Units											
	438100	2,041	0	0	72	61-80%	Low Resource	40-60%	8.3 – 12%	Other	54
	438204	1,852	0	1	21	61-80%	Low Resource	60-80%	<8.2%	Vulnerable	20
	437200	2,067	0	0	19	61-80%	Low Resource	40-60%	<8.2%	Other	61
	435300	1,591	0	0	41	61-80%	Moderate Resource	40-60%	<8.2%	Vulnerable	11
	437101	1,696	0	0	9	81-100%	Low Resource	20-40%	<8.2%	Other	80
	436601	1,854	0	7	33	81-100%	Low Resource	40-60%	8.3 – 12%	Vulnerable	33
	435103	2,034	0	0	20	61-80%	Moderate Resource	<20%	<8.2%	Other	12
	438203	1,235	0	0	17	81-100%	Low Resource	40-60%	<8.2%	Vulnerable	24

Development Area	Census Tract Number	Number of Existing Households	Sites Inventory Capacity + RHNA Credit Projects (Units)				AFFH Indicators				CalEnviro-Screen Pollution Burden Percentile
			Lower-Income	Moderate-Income	Above Moderate - Income	Percent Non-white	TCAC Opportunity Area	Percent Overpayment by Renters	Percent Over-crowded Households	Displacement Sensitivity	
	435500	1,310	1	3	41	61-80%	Low Resource	40-60%	8.3 – 12%	Vulnerable	45
	437000	1,103	2	3	42	61-80%	Moderate Resource	40-60%	<8.2%	Vulnerable	41
Total			2,157	880	2,362						

Source: California Tax Credit Allocation Committee (TCAC)/California Housing and Community Development (HCD), Opportunity Maps (2020); U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019).

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12 Fair Housing Goals and Priorities

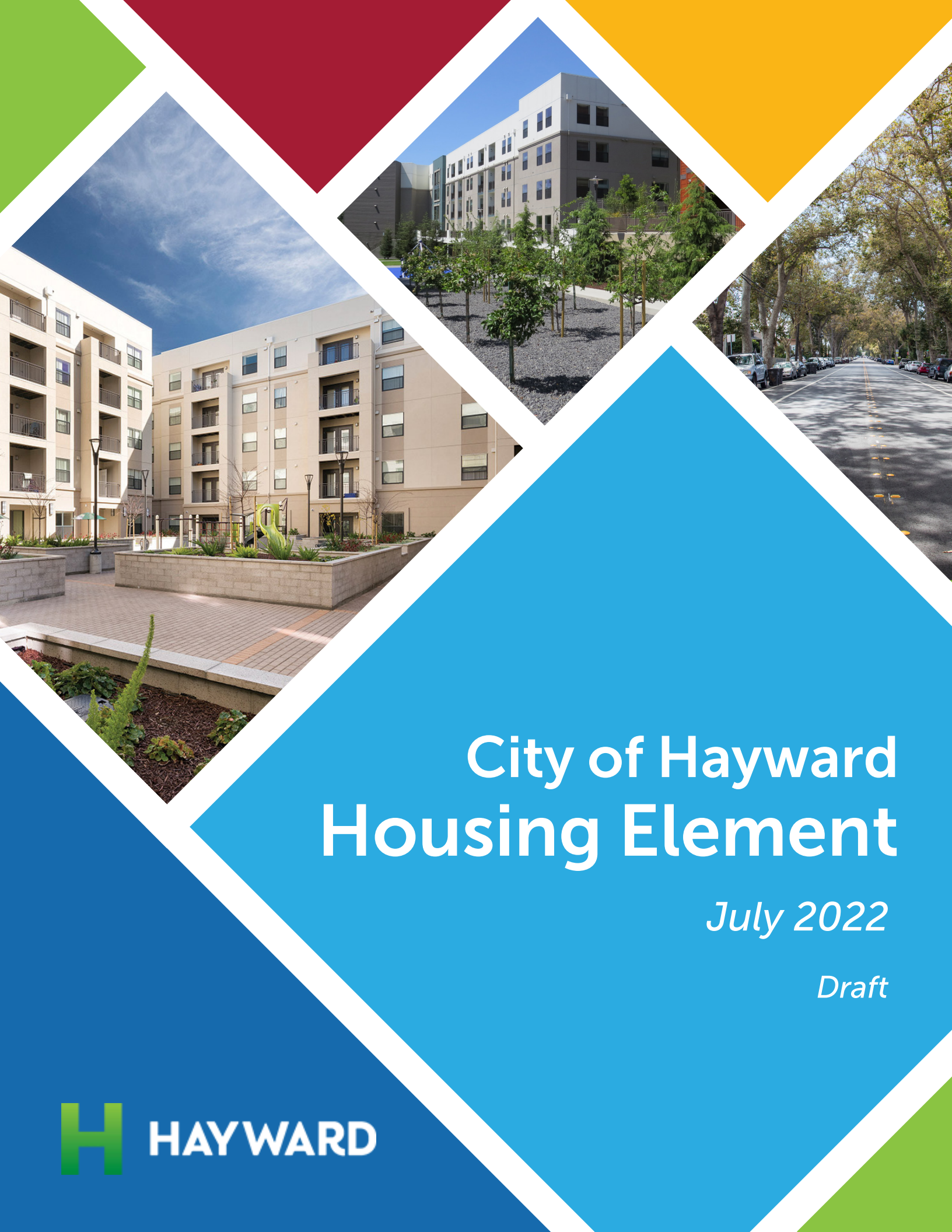
Based on the analysis conducted in this AFFH document, Table F-3 highlights the prominent fair housing issues and contributing factors that hinder access to safe, affordable, and vibrant housing for Hayward residents. Furthermore, the findings of this analysis were used to develop meaningful actions, metrics and milestones that promote inclusive communities, increase housing opportunities, and address racial/ethnic and economic disparities in the city. The contributing factors were prioritized to better formulate policies and programs and carry out meaningful actions to further fair housing. Meaningful actions to address fair housing issues are included in the housing programs located in Chapter 6, *Housing Plan*.

Table F-3 Fair Housing Issues, Contributing Factors, and Key Programs

AFH Identified Fair Housing Issue	Contributing Factors in Order of Priority	Key Programs
Protecting existing residents from displacement	<ol style="list-style-type: none"> 1. High rates of housing cost burden among renter-occupied households 2. Shortage of subsidized housing units 3. Increasing housing costs and early/on-going gentrification 4. High rates of overcrowded households 5. Lack of private investments in specific neighborhoods 	<ul style="list-style-type: none"> ▪ Program H-7: Housing Choice Vouchers ▪ Program H-20: Community Outreach and Education ▪ Program H-21: Foreclosure Prevention and Counseling ▪ Program H-22: Fair Housing Services ▪ Program H-23: Rent Stabilization and Tenant Protections ▪ Program H-24: Tenant Relocation Assistance
Improving place-based strategies to encourage community conservation and revitalization, including preservation of existing affordable housing	<ol style="list-style-type: none"> 1. Cost of repairs or rehabilitation 2. Dominance of single-family housing, which is typically more expensive than multi-family housing 3. Lack of public (local, state, or federal) funds invested in the development of affordable housing and social services 4. Limiting local land use policies 	<ul style="list-style-type: none"> ▪ Program H-1: Minor Home Repair Program ▪ Program H-2: Residential Rental Inspection Program ▪ Program H-3: Preservation of At-Risk Affordable Housing ▪ Program H-10: Replacement Housing ▪ Program H-19: Housing for Special Needs Populations ▪ Program H-22: Fair Housing Services
Encouraging development of new affordable housing in Areas of High Opportunity	<ol style="list-style-type: none"> 1. Dominance of single-family housing, which is typically more expensive than multi-family housing 2. Location and type of existing affordable housing 3. Lack of affordable housing in moderate-resource areas 4. Limited supply of affordable housing in areas with access to opportunity 	<ul style="list-style-type: none"> ▪ Program H-4: Affordable Housing Development Assistance ▪ Program H-5: Density Bonus ▪ Program H-6: Inclusionary Housing ▪ Program H-8: Ensure Adequate Sites to Accommodate Regional Fair Share of Housing Growth ▪ Program H-11: By-Right Approval for Projects with 10 percent Affordable Units ▪ Program H-12: Adaptive Reuse ▪ Program H-13: Variety of Housing Types ▪ Program H-14: Development Incentives ▪ Program H-16: Expedited Project Review ▪ Program H-17: Accessory Dwelling Unit Program ▪ Program H-18: Duplexes and Lot-Splits

AFH Identified Fair Housing Issue	Contributing Factors in Order of Priority	Key Programs
Enhancing fair housing outreach and housing mobility strategies	<ol style="list-style-type: none"> 1. Insufficient and inaccessible outreach and enforcement 2. Lack of public input and feedback on issues and strategies 3. Lack of marketing community meetings 4. Insufficient local public fair housing enforcement and testing 	<ul style="list-style-type: none"> ▪ Program H-19: Housing for Special Needs Populations ▪ Program H-20: Community Outreach and Education

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City of Hayward Housing Element

July 2022

Draft

Acknowledgements

MAYOR AND CITY COUNCIL

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Angela Andrews, *Councilmember*
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Executive Summary

Executive Summary

WHAT IS THE HOUSING ELEMENT?

- Required “element” or chapter in the City’s General Plan
- Assesses the condition of the City’s current housing and future needs of its residents
- Establishes a roadmap for accommodating projected housing unit demand for existing and future residents over the next eight years (2023-2031)
- Sets citywide goals, objectives, and policies for housing
- Shows how the City will meet demand for housing at all income levels, per State Law

WHY UPDATE THE HOUSING ELEMENT?

- Housing is essential to people’s health, quality of life and the economy
- Housing Elements are a mandatory part of the General Plan under state law
- It must be updated every 8 years and submitted to the State by a specific date they prescribe (6th Cycle submitted by January 2023)
- Detailed roadmap outlining how the City will meet its Regional Housing Needs Assessment (RHNA) allocation by income level
- Housing Element compliance is required for Statewide funding and grants

HOW IS THE HOUSING ELEMENT USED?

- The Housing Element is the guiding document that sets the City’s policy and program direction related to housing
- Used when reviewing development projects (both housing and non-housing projects)
- Used to establish funding priorities for communitywide financial assistance such as rental assistance, homebuyer programs, rental inspection programs and relocation assistance among others
- Used when setting housing policy such as updates to the Density Bonus Ordinance, Affordable Housing Ordinance, and updates to the Zoning Ordinance as they must be consistent with the General Plan

August 2022

THE HOUSING ELEMENT AIMS TO ACHIEVE SEVERAL GOALS INCLUDING:

- Accommodating projected housing demand, as mandated by the State
- Increasing housing production to meet this demand
- Improving housing affordability
- Preserving existing affordable housing
- Improving the safety, quality, and condition of existing housing
- Facilitating the development of housing for all income levels and household types, including special needs populations
- Improving the livability and economic prosperity of all City residents and promoting fair housing choice for all

The City of Hayward believes that housing is a basic human right and is committed to improving access to safe and high-quality housing for residents across all income levels in a manner that prioritizes sustainability and care for the environment. Strategies to achieve these goals include promoting a diversity of housing types throughout the City, increasing the feasibility of development of underused sites throughout the City, and focusing the greatest amount of new housing near transit and jobs.

The Housing Element lays out the City's plan for removing barriers to housing production to counter well-documented housing shortages, and helps ensure that the City is planning for its "fair share" of affordable and market rate housing.



THE HOUSING ELEMENT ORGANIZATION GUIDE

The Housing Element includes seven chapters that outline current and future housing needs of the community, housing resources, constraints to building housing, fair housing, and a housing plan. The housing plan within the Housing Element Update builds upon and revises the goals, policies, and programs of the existing Housing Element to ensure that the City can meet the housing needs of all Hayward residents through 2031, when the plan is scheduled to be updated again as required by State law.

The seven chapters are as follows:

1. Introduction: pages 8 – 25

Introduces the purpose of the Housing Element, context, related documents, and summary of public participation.

2. Housing Needs Summary: pages 26 – 33

Describes Hayward’s demographic and housing related to the City’s housing needs, including housing type and affordability with insight into special needs households and an equity lens.

3. Projected Housing Need: pages 34 – 37

Shows the Regional Housing Needs Allocation (RHNA), or the “fair share” of housing units the City must plan for at different affordability levels as required by law.

4. Housing Resources: pages 38 – 49

Summarizes the existing and proposed land, financial, and administrative resources Hayward has to meet the City’s need through this update.

5. Housing Constraints: pages 50 – 55

Identifies governmental, market, environmental, and other existing challenges to maintaining, expanding, and improving housing in Hayward.

6. Fair Housing: pages 56 - 59

Provides an assessment of the City’s fair housing issues and provides a framework for the City to take meaningful actions to overcome patterns of segregation, to combat discrimination and to foster inclusive communities.

7. Housing Plan: pages 60 - 89

Lays out the goals and steps needed to meet the housing needs of current and future residents. Each goal has associated policies, programs, and actions detailed in the plan by law.

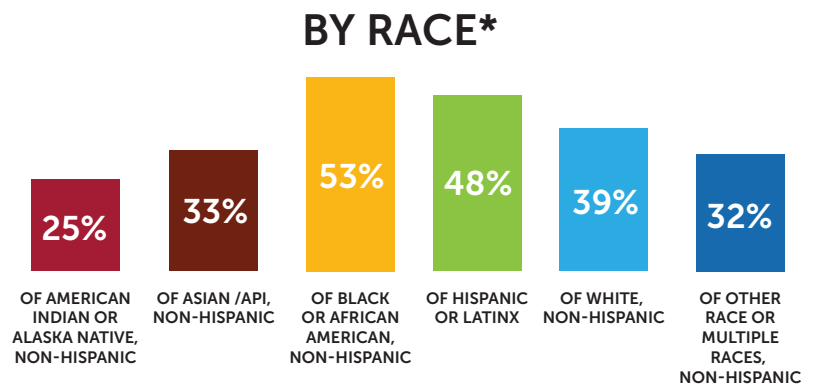
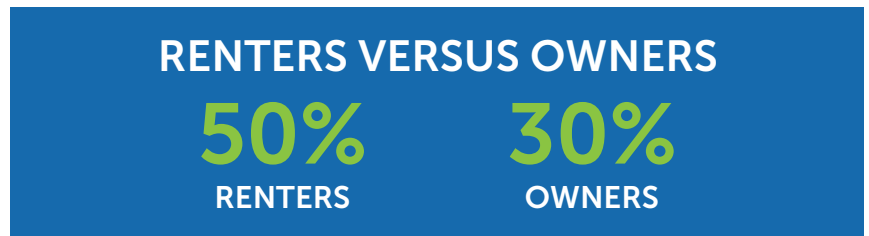
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HOUSING COSTS TOO MUCH FOR HAYWARD RESIDENTS

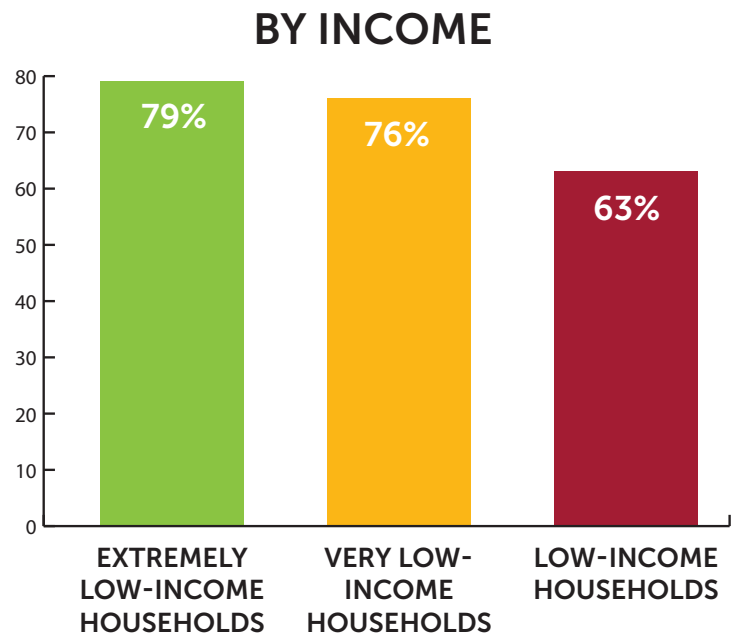
The Housing Element describes the current housing conditions in Hayward and provides data and information on the economic and social stresses that many residents face due to the lack of sufficient access to quality and affordable housing. The Housing Plan, Chapter 7 in the Housing Element, provides actions that the City will take to address the lack of affordable housing and help increase the number of new housing units to; ensure that housing is safe, clean and accessible for residents; assist renters and homeowners to stay in their housing; and, assist qualified residents to purchase housing to promote stability and wealth building. These actions include production of affordable housing units, preservation of existing affordable housing, and addressing the housing needs of vulnerable populations to provide housing assistance resources and to address fair housing issues.

Housing cost burden affects a substantial portion of households in Hayward, particularly lower income renter households and also disproportionately impacts Hispanic/Latino and Black/African American households. In addition, cost burden has significantly increased for immigrant households, families with children, seniors and students, and extremely low income to low-income households, all of which are identified as special needs households in the Housing Element.

HOUSING COST BURDEN BY POPULATION ATTRIBUTE



*Percentage of each ethnic group experiencing housing cost burdens.



Source: HR&A Advisors

ALMOST HALF OF ALL JOBS IN HAYWARD PAY LESS THAN \$40,000/YEAR, WITH THE MEDIAN WAGE AROUND \$56,000.

+32%

Change in median Hayward rents over the last decade.

<10%

of January 2021 listings affordable to potential owners earning at or below 80% AMI across Alameda county.

+56%

Change in Hayward home values over the last decade.

Source: City of Hayward Displacement Study, 2021

WAGES ARE NOT KEEPING UP WITH INCREASING HOUSING COSTS

High housing costs have made it difficult for many Californians to be able to save or invest enough to take advantage of the long-term financial benefits of homeownership or to receive the social, health, and economic benefits that can come to individuals and families as a result of having access to high-quality, stable, and affordable housing.

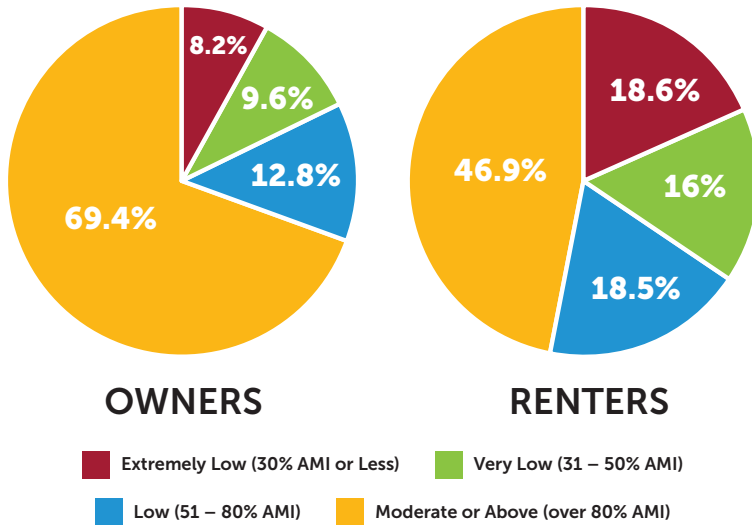
In addition, this housing crisis does not impact everyone equally. Lower-income households and residents of color are disproportionately affected due to lack of employment stability, historic lack of access to homeownership resources, and the attendant wealth building benefits as well as lack of access to certain neighborhoods. Further, renters typically have lower household incomes than homeowners and have a higher cost burden with regard to housing which results in less disposable income for food, healthcare, and education, among other costs.



My biggest hope or dream for my living situation would be to buy a house...I just think it would really give me some stability in life and it would give me one less thing to worry about.... Right now buying a house is impossible... I also don't think it is just a Hayward issue.

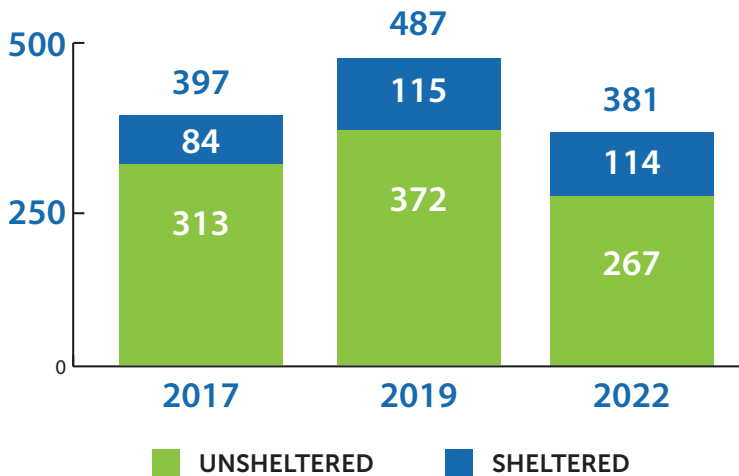
**– Vivian,
Cross Streets: Schafer Rd & Manon Ave
Age: 25 and under**

INCOME BY OWNER OR RENTER



Source: HUD Comprehensive Housing Affordability Strategy (CHAS), 2014-2018.

SHELTERED/UNSHELTERED INDIVIDUALS IN HAYWARD



Modeled after the Alameda 2022 Point In Time Count

IMPACTS OF NOT ENOUGH HOUSING

The City of Hayward is one of many cities in the State that is severely impacted by the housing crisis, experiencing high rates of cost-burden, homelessness, overcrowding, and potential displacement of existing residents.

Homelessness continues to be a regional, State and national issue. Although homelessness is rising in Alameda County, the City of Hayward saw a 28 percent decrease in the number of people experiencing homelessness in the most recent 2022 point-in-time count. This decrease may be attributable to many factors, including the City’s increased investment in homelessness response and prevention, as well as changes to the count methodology resulting in more accurate geo-coding of where individuals were living. Specifically, individuals previously counted as Hayward residents who may now be counted as residing in unincorporated Alameda County or another neighboring jurisdiction.

WHY DOES THIS MATTER?

There is a housing crisis in Hayward. High housing costs and a lack of affordable housing affects all residents. The City is working to establish a Housing Plan to address the crisis.

WHAT IS CONSIDERED “AFFORDABLE” HOUSING?

Housing is affordable if it costs no more than 30 percent of someone’s monthly income. For example, a household making \$3,000 a month would have rent no higher than \$900 to be affordable. Average rents and mortgages are significantly higher than this in Hayward, typically averaging over \$2,600 for a two-bedroom apartment and over \$3,000 for a three-bedroom house.

DISPARATE IMPACTS

SENIORS



+71%

Cost-burdened senior renters since 2010

IMMIGRANTS



+172%

Cost-burdened immigrant households earning above \$35K

FAMILIES WITH CHILDREN



+153%

Cost-burdened families with children earning above 50K

STUDENTS



74%

Students qualify as socioeconomically disadvantaged

Source: City of Hayward Displacement Study, 2021

WILL THIS PLAN BUILD HOUSING?

This update establishes a roadmap with policies and actions that the City has control over to meet the housing needs of Hayward residents and to minimize constraints to housing development for the next eight years. It is essential to note that construction is accomplished by private and nonprofit developers. Most of the housing the City is planning for will meet the City's projected Regional Housing Needs Assessment allocation which provides for a variety of housing at different income levels; however, there are a variety of factors outside of the City's control that could influence whether or not that housing is built such as land and construction costs, availability of labor and materials, availability of financing, and developer interest in Hayward among others.

WHAT CAN YOU DO?

Review this Housing Element, attend meetings, ask questions, and make comments about what you believe you and your community needs and wants to see in future housing development in Hayward.

For information about Housing Relief Programs, homeless housing assistance, homeownership resources, and housing information for tenants and landlords, please visit the Housing Division website at www.hayward-ca.gov/housing

If you are a tenant living in substandard conditions or a property owner wishing to conduct an inspection with our division to assure your dwellings are currently up to code, please contact Hayward Code Enforcement at (510) 583-4175 or rentalinspectionprogram@hayward-ca.gov.



1.

Introduction

1. Introduction

1.1 HOUSING ELEMENT PURPOSE AND CONTENT

The State of California has stated that the availability of decent and suitable housing for every California family is “a priority of the highest order.” This objective has become increasingly urgent in recent years as communities across the state struggle to meet the housing needs of all their residents. The Housing Element is the primary tool for cities and counties to create a road map to meet their housing goals. The Housing Element is a comprehensive strategy for encouraging development of safe, decent, and affordable housing for all residents and preventing housing loss. The Housing Element must include:

- Identification and analysis of existing and projected housing needs, resources, and constraints;
- A statement of goals, policies, quantified objectives, and scheduled programs for preservation, improvement, and development of housing;
- Identification of adequate sites for housing;
- Assessment of the City’s fair housing issues; and
- Adequate provision for existing and projected needs of all economic segments of the community.

The Housing Element helps the City determine how to address existing and future housing needs and plan for future growth. These housing policies and actions do not commit the City to construct new housing units, but they do identify ways in which Hayward will encourage development of housing intended to meet the housing needs of current and future residents during the Housing Element update cycle. This Housing Element represents the City of Hayward’s 6th Housing Element cycle and will be carried out from 2023 through 2031.

1.2 RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The City of Hayward’s 2040 General Plan was adopted in 2014 and is comprised of several State mandatory elements including: Land Use and Community Character, Mobility, Housing, Community Safety, Natural Resources, and Hazards. The General Plan also addresses several other optional elements including Economic Development, Public Facilities and Services, Education and Lifelong Learning, and Community Health and Quality of Life.

All elements bear equal weight, and no element has legal precedence over another. California Government Code Section 65583 (c) requires the Housing Element to maintain internal consistency with other General Plan Elements. For example, residential density limits established by the Land Use Element are reflected in the Housing Element and form the basis for analyzing residential capacities within the City. The Housing Element is also consistent with the (draft) Environmental Justice Element by avoiding concentration of lower-income housing in a disadvantaged community as defined by Government Code Section 65302(h)(4)(A) and Health and Safety Code Section 39711. California law requires that the Safety Element be updated during each update of the Housing Element if additional information relating to climate adaptation or resilience becomes available. When any element of the General Plan is amended in the future, the City will review the Housing Element and, if necessary, amend it to ensure internal consistency is maintained.



1.3 HOUSING CONTEXT

Hayward's rapid growth has sparked the development of Priority Areas as part of the Bay Area's Regional Transportation Plan and Sustainable Communities Strategy. These areas are suitable for future growth and have the potential to create walkable, compact development with integrated transportation systems. Priority Development Areas include downtowns, employment centers, corridors, neighborhoods, and districts served by regional transportation. Hayward has five Priority Development Areas:

- The Downtown City Center
- The Cannery Transit Neighborhood
- The Mission Boulevard Mixed-Use Corridor
- The South Hayward BART Mixed-Use Corridor
- The South Hayward BART Urban Neighborhood

Housing in these priority areas include high-density and mixed-use development. Typical building types include a mix of housing types including townhomes, duplexes, tri-plexes and four-plexes, multi-story apartments, and multi-family homes. The further away from the Priority Development Areas, housing types are mostly suburban and lower in density. This includes single-family homes, accessory dwelling units, and ancillary structures on large lots.

1.4 HAYWARD'S GUIDING VISION FOR THE COMMUNITY

Hayward's vision for the community embraces a vibrant, safe, and prosperous community that supports the diverse humans that live, work, and play in Hayward. This vision includes supportive youth services and excellent public schools to attract and retain families, and an expanded network of parks and recreational activities for all ages. A community that fosters life-long learning will include programs and activities that integrate college communities into local businesses to create a college culture and sense of college and community pride. Access to jobs will encourage long-term residency and result in a robust and business-friendly community, creating unique clusters of economic opportunities. Thriving commercial centers with pedestrian-friendly design will attract businesses, shopping, and dining in Downtown Hayward. Downtown will emerge as the heart and soul of the community and inspire residents to live an active healthy lifestyle.

Mixed-use and high density residential development will be supported by an interconnected network of safe, affordable, dependable, and convenient transportation options. Utilities and improvements to technology infrastructure will ensure that the community is resilient and prepared to survive impending disasters such as wildland fires and sea level rise. Increased and enhanced connectivity in the Baylands, hillsides, and regional parks will also protect environmental resources and mitigate impacts of rising sea levels.

1.5 ORGANIZATION OF THE HOUSING ELEMENT

Per California Government Code Sections 65580-65589, a housing element must consist of the following components:

- **Review of the previous Housing Element:** This section reviews the results of the goals, policies, and programs adopted in the previous Housing Element and compares projected outcomes with actual achieved results.
- **Housing Needs Assessment:** This section reviews the existing and projected housing needs of the community. It provides a profile of socio-demographic information, such as population characteristics, household information, housing stock, tenure, and housing affordability. The assessment also considers local special housing needs, such as, seniors, farmworkers, homeless, large households, and female-headed households
- **Resources and Inventory of Adequate Sites:** This section provides resources and an inventory of adequate sites that are suitably zoned and available within the planning period to meet the jurisdiction's fair share of regional housing needs across all income levels.
- **Governmental and Nongovernmental Constraints:** This section identifies and analyzes impediments to housing production across all income levels.
- **Fair Housing Assessment:** This section provides a summary of contributing factors that serve as barriers to fair housing choice and access to opportunities in Hayward.
- **Housing Plan:** This section provides a statement of the community's goals, quantified objectives, and policies to maintain, preserve, improve, and develop housing. It also provides a schedule of meaningful actions to be taken during the planning period to achieve the aforementioned goals, objectives, and policies. It includes quantified objectives for new construction, rehabilitation, and conserved units by income category (i.e. very low, low-moderate, and above-moderate) to make sure that both the existing and the projected housing needs are met, consistent with the City's share of the RHNA.



In my experience, Hayward is extremely diverse... I definitely think that there are certain areas that are a little more wealthy, and some that are more poor but for the most part Hayward is a melting pot of diversity.

**– Thomas,
Cross Streets:
Miami Ave & Hesse Dr
Age: 36-45**

August 2022

The document was supported by comprehensive research and analysis which are compiled in appendices at the end of the document:

- **Appendix A:** Public Participation Report
- **Appendix B:** Housing Needs Assessment
- **Appendix C:** Housing Resources and Sites Inventory
- **Appendix D:** Housing Constraints
- **Appendix E:** Review of Past Accomplishments
- **Appendix F:** Fair Housing Assessment

1.6 DATA SOURCES AND METHODS

Data from a variety of sources is used to complete the Housing Element. The most commonly cited source is the U.S. Census, which provides consistent demographic characteristics that are widely accepted. The American Community Survey is a feature offered by the U.S. Census and includes five-year estimates on population and demographic characteristics. Other data sources include the following:

- Alameda County Collaborative
- Association of Bay Area Governments (ABAG)/Metropolitan Transportation Commission (MTC)
- California Department of Housing and Community Development (HCD)
- California Housing Finance Agency
- California Tax Credit Allocation Committee
- Comprehensive Housing Affordability Strategy (CHAS)
- California Department of Finance (DOF)
- Home Mortgage Disclosure Act (HMDA) lending data
- Regional Homeless Point-in-Time Count
- State Employment Development Department (EDD) data on wage and labor statistics
- United States Department of Housing and Urban Development (HUD)
- Let's House Hayward Strategic Plan (2021)
- Hayward Strategic Roadmap (2021)
- City of Hayward Displacement Study, HR&A Advisors Inc. (2021)
- Park Impact Fee Feasibility Analysis, Community Attributes Inc. (2019)
- Traffic Impact Fee Feasibility Findings and Jurisdictional Comparisons, Community Attributes Inc. (2022)



1.7 SUMMARY OF PUBLIC PARTICIPATION

The Housing Element must reflect the values and preferences of the community. Accordingly, community participation is an important component of the development of this Element. Government Code Section 65583(c)(8) states that the local government must make “a diligent effort to achieve public participation of all economic segments of the community in the development of the housing element.” This process not only includes community members, but also participation from local agencies and housing groups, community organizations, and housing sponsors.

Hayward provided opportunities to solicit input from stakeholders and community members through interviews, surveys, a project-specific website, a housing simulation exercise, community events, and public meetings. To jumpstart the outreach process, the City compiled and contacted more than 175 stakeholders (complete list provided in Appendix A) and organizations that serve special needs households and renters, provide affordable housing, and offer fair housing services to inform the organizations about the Housing Element Update. Staff asked organizations to forward the information to their stakeholders and requested assistance and partnership in community outreach.

These entities were included in all notifications associated with the Housing Element update, including community events, housing survey, and a housing simulation exercise. A summary of the public participation is detailed below. More detailed information on the public engagement program is available in Appendix A.



I would really prefer that there were resources being made more readily available to them and that we as a community, we're doing more in an organized way, in a way that we are all contributing to to create space for them to be able to be in a place where they flourish and thrive. And providing them with services that do that would be the way that we should solve that so that they don't have to be out in the cold when I'm going to work in a warm car.

**– Kina,
Cross streets: Ruus Rd & Tennyson Rd,
Age: 26-35**

August 2022

Public Noticing

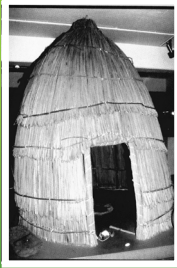
To reach the largest and broadest spectrum of community members and stakeholders, Hayward utilized the following notification methods throughout the Housing Element update process.

- Advertisement in The Stack Newsletter mailed to all addresses (approximately 160,000) within City limits.
- Regular posts to the City’s social media accounts, including NextDoor, Facebook, Twitter, and Instagram, announcing project website launch, survey, and a housing simulation exercise, public meetings and release of the Draft Housing Element for public review.
- City staff developed email and mailing lists of community and advocacy groups, non-profits, faith-based organizations, school-based organizations, mobile home park associations, homeowners associations, disability advocates and neighborhood groups to provide outreach and regular updates on the project. In addition, the City is maintaining an “interested parties” list for those who have requested regular updates about the Housing Element, Climate Action Plan, Environmental Justice and Hazards Element Updates. See Appendix A for full list.
- The City developed flyers in English and Spanish advertising the project. A total of 48,500 flyers were mailed out to homeowners, multi-family housing complexes and individuals living in mobile home parks. In addition, City staff handed out flyers at 18 locations throughout Hayward including the BART stations, farmers markets, supermarkets, retail establishments and laundromats and at community events.

Community Events



HISTORY OF HAYWARD



Before the 1700s: Indigenous Communities

The Ohlone are the predominant Indigenous group of the Bay Area, including the Chocheonyo and the Karkin in East Bay and the Muwekma tribe throughout the region.

Ohlone were hunters and gatherers. The Yrain and Tuban who lived in the areas that became Hayward used the salt ponds to cure hides and preserve food.¹

1700s through 1800s: Missions and Rancheros

In the late 1700s, Spanish explorers threatened Ohlone existence and culture due to exposure to European diseases, harsh living conditions, and forced cultural and religious assimilation through its Missions.

In the early 1800s, California was claimed as part of the Mexican Republic. The Mexican government provided large land grants to individuals including the area that became Hayward and surrounding lands.

Mid-1800s: California & Hayward

California joined the Union in 1850.

William Hayward purchased a portion of Rancho San Lorenzo and built a general store at the corner of A Street and Mission Blvd.

In 1868, the Southern segment of the Hayward Fault ruptured, triggering a M7.0 earthquake. Nearly every building in the Hayward area was destroyed or significantly damaged in the earthquake.

Hayward was incorporated in 1876.

1930s through 1940s: Mid-Century Migration

Job opportunities in California and the Bay Area encouraged waves of migration. Generally, African Americans worked in factories and shipyards and Mexican migrants worked in agriculture as part of the Bracero program.

Between 1940 and 1960, the population of Hayward grew from 6,736 to 72,700 people, similar to the population boom throughout the Bay Area and California.²

Practices such as redlining³ and racial covenants, directed people of color to certain neighborhoods and limited bank loans to purchase property. Housing discrimination led to people of color moving into unincorporated neighborhoods surrounding Hayward, such as Russell City (the present-day area between Chabot College and Hayward Airport) and Kelly Hill (Fairview).

Between 1942 and 1945, more than 600 Japanese Americans or 150 families, from the area were forced to leave their homes and businesses and were detained in 10 internment camps throughout the Western U.S.⁴

1950s through 1970s: Civil Rights and Social Justice Movement

California and Bay Area population continued to grow but jobs decreased after the war effort. Housing options continued to not meet community needs.

Civil Rights and social justice established national and state policies, including the Civil Rights Act, Fair Housing Act, Voting Rights Act, and the California Environmental Quality Act.

During this era, government actions, such as urban renewal, displaced communities of color and segregated neighborhoods throughout California. For example, a nearby community called Russell City, which was home to African American, Latin/Latine, and low-income residents, was added to Hayward's boundary. This process displaced these residents when the area was redeveloped into an industrial center.

1980s to today: Modern Era

The economy and workforce characteristics changed as traditional manufacturing was replaced with technology, service, and supporting economies.

Limited housing options in California continue to result in increased housing costs. Government actions and lack of affordable housing options have led to segregation, gaps in wealth and homeownership, and unequal health impacts for communities of color.

The City of Hayward is currently the sixth-largest city in the Bay Area with approximately 159,000 residents and an increasingly diverse population. Hayward is experiencing gentrification, displacement, and loss of communities of color similar to surrounding Bay Area communities.

Photo credits to the Hayward Area Historical Society | ¹Wilkinson, Megan. 2002. What Ever Happened to Russell City? Serrano, John. 1945. "Brief History of Hayward." The Hayward Journal. | ²Bay Area Census. 2021. <http://www.bayareacensus.com/tables/Hayward03.htm> | ³Redlining is the systematic denial of various services by agencies of the federal government, local governments, and the private sector, either directly or through selective price increases. https://en.wikipedia.org/wiki/Redlining#cite_note-2 | ⁴This data encompasses people who lived in Hayward, Castro Valley, San Lorenzo, San Leandro, El Eden, Ashland, and Cherrypark. | ⁵Japanese American Internment. 2021. <https://www.britannica.com/event/Japanese-American-Internment> | ⁶The Ohlone of California, Jack S. Williams (2003). Ohlone House, de Saisset Museum, Santa Clara University. | ⁷The Ohlone of California, Jack S. Williams (2003). Mission de San Francisco de Asis.

HOUSING IN HAYWARD



Housing Crisis

The Bay Area's housing affordability crisis is decades in the making. There is not enough housing which causes prices to increase. This hits low-income households the hardest.

People are spending more and more of their income on housing and less on other basic needs.



How does the Housing Element help with the housing crisis?

The Regional Housing Needs Assessment requires that cities and unincorporated areas of counties to plan for new housing to accommodate projected growth. HCD identifies the number of housing units needed across all income levels for the San Francisco Bay Area for the eight-year RHNA cycle. As part of the Housing Element, the State determines:

- How much housing needs to be built in each City.
- The income levels new housing needs to serve.

These become goals for the City. The City then has to try to encourage development to meet the goals set by the State. To meet the housing goals, the Bay Area Council of Governments (COG) assigned 4,624 units to Hayward. The City must now find places where developers can build 4,624 homes. The locations must be available throughout the City. The City must also make sure the local laws and requirements don't prevent homes from being built.



What is a Housing Element?

The Housing Element is a chapter of the General Plan that is required by the State. It is a guide that helps a City think about what types of housing exist and what types of housing programs are needed to help its community members. Hayward last updated its Housing Element in 2014 and is now due for an update on other basic needs.



What does a Housing Element include?



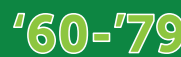
91.5% of Hayward renters and 77.7% of Hayward homeowners spend more than 30% of their income on rent.



Hayward offers a variety of housing types including single family homes, duplex triplex, apartments, and condominiums.



The most common type of housing in Hayward is single family homes.



Most of the housing stock was built in 1960 – 1979.



A little over half of homes in Hayward are occupied by owners.



For more information scan the QR code to visit our website!

Please send all housing questions and comments to: housingelementupdate@hayward-ca.gov

ENVIRONMENTAL JUSTICE IN HAYWARD



ENVIRONMENTAL JUSTICE

Environmental justice is defined by the State as, "the fair treatment and meaningful involvement of people of all races, cultures and incomes as part of the development and implementation of environmental laws and policies." Environmental justice provides an important opportunity to alleviate problems that previous government activities have not addressed. As part of this update, the City will include a new Environmental Justice chapter in the General Plan.

IDENTIFYING UNEQUAL IMPACTS

While pollution impacts all communities, low-income persons and communities of color experience those impacts at a higher rate. Historically in the United States, low-income and minority communities tend to be located closer to toxic or polluted environments including toxic waste-producing businesses, landfills, and energy facilities. These facilities cause health issues for nearby communities. Environmental justice shines a light on these issues and fights abuses and biased practices against these disadvantaged communities. Disadvantaged communities suffer the most from economic, health, and environmental issues. These problems can include poverty, unemployment, air and water pollution, exposure to hazardous chemicals, and health impacts such as high rates of asthma and heart disease, among others.



For more information scan the QR code to visit our website!

NEW ENVIRONMENTAL JUSTICE ELEMENT

The new Environmental Justice Element will seek to create goals and policies to:



Reduce Pollution Exposure



Promote Access to Public Facilities



Promote Access to Healthy Foods



Promote Safe & Sanitary Homes



Promote Physical Activity



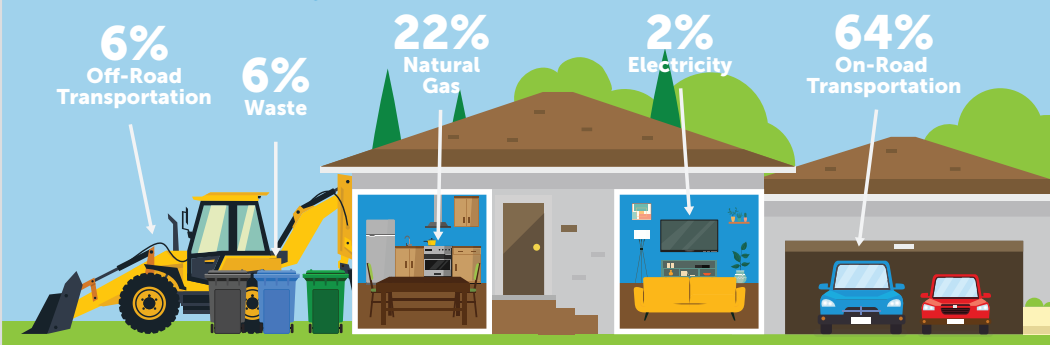
Promote Civic Engagement

Please send all environmental justice questions and comments to housingelementupdate@hayward-ca.gov

CLIMATE CHANGE IN HAYWARD

ROADMAP TO CARBON NEUTRALITY*

Hayward's 2019 Greenhouse Gas Emissions



Climate Change Impacts

- Higher Temperatures
- Extended Periods of Drought
- Increased Risk of Wildfire
- Intense Rain and Flooding
- Damage to Property
- Poorer Human Health
- Worsened Air Quality Problems
- Higher Energy Costs

Climate Action Plan Process



Scan the QR code to tell your Climate Story.

Please send all climate questions and comments to: environment@hayward-ca.gov

*The City of Hayward's goals are to reduce emissions by 55% by 2030 and achieve carbon neutrality by 2045. Carbon neutrality means net zero community GHG emissions by reducing existing GHG emissions and balancing remaining emissions using new technology and strategies.

SAFETY, HAZARDS, AND ADAPTATION IN HAYWARD

The Safety Element will cover hazards related to Seal Level Rise, Floods, Tsunamis, Earthquakes and Wildfires.

How to Get Involved and Learn More

The City of Hayward is updating key elements of the City's General Plan and we want to hear from you! This website provides all the information you will need to stay up to date and provide feedback on the project, including upcoming community events, City public meetings, reports and resources, and other opportunities.



For more information scan the QR code to visit our website!



Earthquakes

An earthquake is a sudden and violent shaking of the ground caused by the earth's crust moving. An earthquake may cause events, including tsunamis, landslides, and liquefaction.



Urban flooding

Urban flooding, is flooding that occurs after periods of extended, high intensity rainfall in developed, populated areas.



Rising Sea Level

Sea Levels, which are impacted by global warming, are projected to rise by at least 55 inches during the next 100 years. As sea levels rise, the Hayward shoreline, as well as industrial, commercial, and residential areas along creeks and drainage ways, will become more and more vulnerable to water inundation during both normal high tides and flooding during major storm events.

To learn more about potential impacts of sea level rise in Hayward, please read the Hayward Regional Shoreline Adaptation Master Plan.

<https://www.hayward-ca.gov/shoreline-master-plan>



Tsunami

A tsunami is a long high sea wave caused by an earthquake or other disturbance.



Wildfires

A wildfire is an unplanned, unwanted, uncontrolled fire in an area of combustible vegetation starting in rural areas and urban areas.

Please send all Safety Element questions and comments to: housingelementupdate@hayward-ca.gov

Bilingual Informational Gallery Event

The City prepared an interactive, in-person, mobile gallery with posters in English and Spanish on the topics of history of Hayward, the Housing Element, the Climate Action Plan, Environmental Justice and Hazards to provide people with the opportunity to learn about the project on their own time. The housing element poster explained the housing crisis, what a Housing Element is, chapters included in the Housing Element, how the Housing Element helps with the housing crisis, and statistics of housing in Hayward through a visually-appealing poster. Gallery event posters included Spanish translation and a QR code where participants could go to the project website for additional information. Starting in January 2022, the galleries were placed at the Downtown Hayward Library, City Hall and were used at events at the Farmers Market, BART, the NAACP Offices, Chabot College, and the Alameda County Transportation Offices which has approximately 400 Hayward employees.



August 2022

NAACP Events

On April 30, 2022 and May 21, 2022, City staff attended community meetings at the Hayward NAACP Branch Office, located at 1218 B Street. The Hayward NAACP meetings provided an opportunity for African Americans and other minorities to learn about the Housing Element and to provide input on some of the issues they are facing in trying to secure affordable, quality housing in Hayward. The April 30 event was attended by approximately six people and the May 21 event was attended by approximately 40 people. In addition, staff from the Housing Division presented information on housing resources and assistance for people who may need some assistance in paying their rent and utilities due to the COVID-19 pandemic. Community comments received at these events included concerns about access to affordable housing and transportation options, limitations on rent increases, not requiring stringent background and credit checks for rental housing and subsidized housing specifically, and general inquiries about rental and mortgage assistance programs.



Hayward Promise Neighborhood

On May 21, 2022, City staff attended a Hayward Promise Neighborhood (HPN) community meeting at Tyrrell Elementary School on May 12, 2022. The HPN was established with a federal grant from the US Department of Education, and it supports a collaborative partnership between government agencies, non-profits, businesses, and educators to support residents and students who attend partner schools within the Hayward Unified School District. The HPN provides comprehensive, high-quality educational and social support to ensure the long-term health, safety, and economic well-being of the Jackson Triangle and South Hayward Harder-Tennyson neighborhood.

There were approximately seven people in attendance from the Community Childcare Council of Alameda County who live and work in Hayward as well as mothers whose children attend Tyrrell Elementary School. The majority of attendees spoke Spanish and translation services were provided. General comments from the attendees included:

- Widespread concern that the cost of housing is too high.
- Request to apply for and be eligible for affordable housing opportunities as they become available in the community.
- Request for first time homebuyer's programs
- Request for landlord/community meetings to discuss housing problems and tenants' rights.
- Concerns about the neighborhood and safety including a concern about the high number of liquor stores in South Hayward compared to other parts of Hayward; increasing safety for pedestrians including pedestrian crossings and street lights; and, concerns about increases in homeless individuals within neighborhoods.

Housing Element 101 Informational Meetings with Committees, Planning Commission, and City Council

In the Fall of 2021, the City held Housing Element 101 informational meetings for the Housing and Homeless Task Force, the Planning Commission, and City Council to notify the public and decision-makers about the Housing Element Update. At the meetings, City staff provided an overview of recent State Laws, took comments on updates to the Affordable Housing Ordinance and introduced the Housing Element process. The meetings were public workshops and posted on publicly available agendas. While members of the public attended the meetings, there were no public speakers on the item. Task Force, Planning Commission, and Council comments centered on the following topics:

- Prioritize Housing Element outreach to underserved and hard to reach groups by getting out into the community; conduct outreach at schools and colleges; work with advocacy groups to reach special needs groups to determine actual housing issues and needs; and ensure that materials are translated into other languages.
- Keep equity and Affirmatively Furthering Fair Housing goals at the center of the project. Include policies to expand fair housing, reduce racial and income segregation, increase affordable housing opportunities, and use the housing element to educate about past policies such as redlining and housing discrimination.
- Focus on housing affordability and how to make high density housing more livable.
- Explore creative opportunities, actions and programs around financing affordable housing.
- Describe the barriers to market rate and affordable housing development and discuss ways the City can reduce barriers to development.

Individual Meetings and Focus Groups

January through May 2022, City staff met with representatives from various advocacy and interest groups including Community Resources for Independent Living (CRIL), the Hayward Promise Neighborhood, and NAACP to notify and partner with the groups to get the word out about the Housing Element Update.

On June 10, 2022, the City conducted a focus group with CRIL consumers. While CRIL advertised the opportunity widely, a total of four individuals participated and provided insights into the combined issues of housing and transportation accessibility for individuals with disabilities. Three of the individuals are renters and one is a homeowner who works with CRIL consumers. Specific issues raised during the focus group included: the high cost of housing, particularly for individuals on fixed incomes; the need to live with roommates, caregivers or others to assist with the activities of daily living; difficulty accessing and navigating public transportation and rideshare systems to get to work, doctor appointments and other locations; the desire to see infrastructure improvements (sidewalks, trails, open space and parks) built to be accessible to individuals with disabilities; the desire to see affordable housing constructed in close proximity to commercial and service uses; and, ensuring that landlords maintain and upgrade buildings to ensure accessibility for all individuals.

The City will continue to reach out to various groups to see if there is an interest in conducting additional focus groups.

August 2022

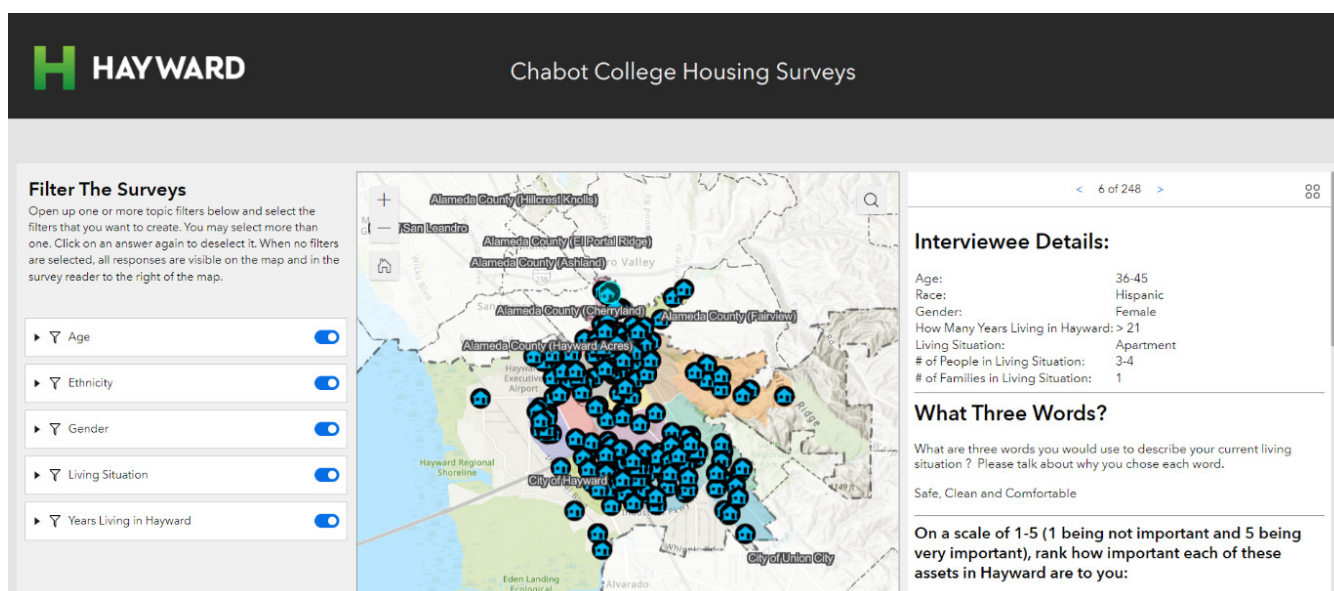
Community Partner: Chabot College

Chabot College is a public community college in Hayward, as part of the Chabot-Las Positas Community College District. Chabot College has served the communities of Hayward, Union City, San Leandro, Castro Valley, San Lorenzo, Ashland, Cherryland, Fairview, and Sunol for over 50 years, and is a nationally recognized leader in community college innovation of education experiences.

The City contracted with Chabot College to have students from two English classes interview Hayward residents around the issues of housing including housing conditions and concern about eviction or not being able to pay mortgages; experiences with neighbors; experiences with discrimination; perceptions of concentrations of poverty within Hayward; perceptions of homelessness; experiences of environmental pollution; rankings of importance for schools, transit, jobs, retail, libraries and other community assets; and hopes and dreams for the future. The students interviewed 388 Hayward residents and the responses were mapped by the City's Geographic Information Systems technicians and is available at maps.hayward-ca.gov. The interviews are summarized in Attachment A and quotes from the interviews are included throughout this document. Figure 1 shows the location of interviewees that participated in the housing survey.

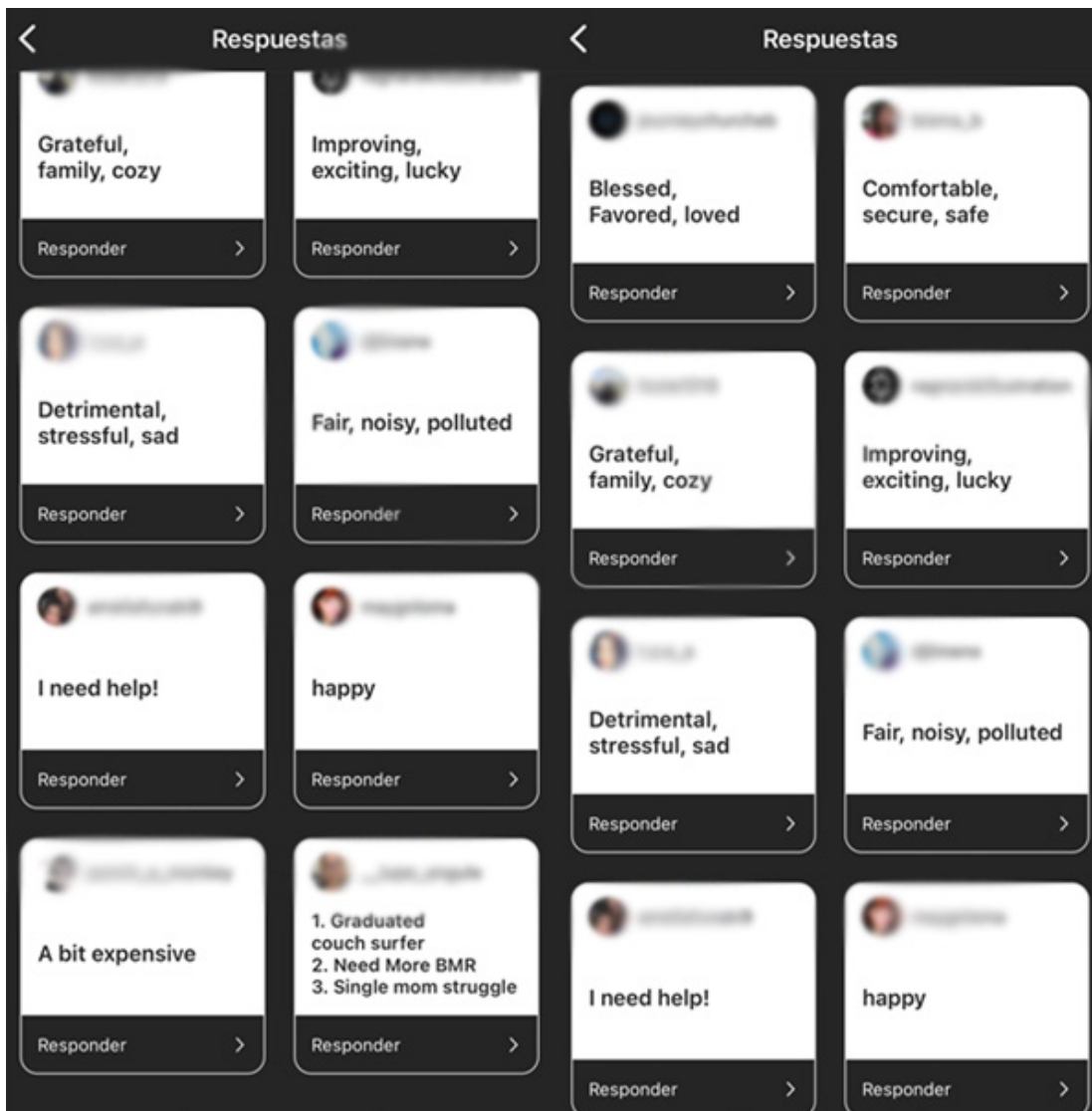
On April 25, 2022, City staff attended an event at Chabot College where professors and approximately 30 students discussed topics related to housing, gentrification and displacement, pollution and dumping, and other findings from the interviews. Both interviewers and some interviewees attended the meeting to listen to student presenters. City staff present at the event were able to provide translation services as needed.

Figure 1 – Chabot College Housing Surveys



Project Website

To further facilitate the distribution and gathering of information, the City created a separate project website dedicated to the Housing Element update. The project website provided detailed background information on the Housing Element, frequently asked questions, links to upcoming and past event materials, links to articles and videos on the topics of Housing, Climate Change, Environmental Justice among other resources. The videos on housing included such as the legacy of redlining, the History of Russell City in Hayward and explainers on zoning among other topics (<https://haywardhousingandclimateupdate.com/learn-more/>). Project materials associated with the Housing Element update were regularly posted on the project website, including documents from the gallery event, information for upcoming events, and virtual workshop PowerPoint presentations and video recordings. A link on the website enabled people to sign up for project email updates and provide comment at any time throughout the project process.



August 2022

To encourage public engagement and to connect the Housing Element work to people's lived experiences, the City posted a story on Instagram asking Hayward residents what three words they would use to describe their housing situation and added a banner on the project website directing people to share their "three word stories" around their housing situation in Hayward.

The input provided through Instagram and project website included the following:

- "Not Senior Friendly"
- "Blessed, Loved, Expensive"
- "Noisy, Dirty, Congested"
- "Own, Respect, Blessed"
- "Real Bad Mold"
- "Comfortable, Inaccessible, Cost-Effective"
- "Things Getting Worse"
- "Pretty Darn Good"

The three-word theme was carried through the interviews conducted by Chabot students which are included as an attachment to this report.

In addition to the three-word stories, people posted general comments through the website that encompassed the following themes:

- A desire to see more assisted living options and deed restricted low-income housing for seniors.
- A letter from YIMBY/Greenbelt Alliance urging the City to consider rezoning to allow for higher density development.
- A desire to see more high density and mixed income housing near transit.
- A letter from a consortium of various community-based organizations providing guidance and recommendations on public participation.
- An ordinance to prevent smoking in multi-family residential complexes.
- A letter from a Hayward resident and UC Berkeley graduate student commenting on AFFH requirements, the City's Balancing Act tool and assumptions related to development in certain areas, and general comments on counting ADUs and other sites in the inventory.
- Concern around increased air pollution related to traffic and questions about how the City and region will provide water necessary for increased housing and population given the ongoing drought in California.

The project website is available at: <https://haywardhousingandclimateupdate.com/>.

Balancing Act: Housing Sites Simulation

The City made available a housing sites simulation from April 8, 2022 to May 13, 2022. The sites simulation gave the public an opportunity to provide comments and recommendations relating to housing in Hayward. The activity was sent out via email lists to interested parties and was advertised on the City’s social media and website. There were 19 participants that provided 44 comments on 1,722 potential housing sites. The input provided by the participants is included in Table 1. Input gathered through this activity was used to guide the City’s site selection process.

Table 1 – Balancing Act Simulation Summary

FOCUS AREA	RECOMMENDATIONS
Caltrans Corridor	<ul style="list-style-type: none"> Build higher density housing in South Hayward near BART station Create a pedestrian-friendly, transit-oriented “Main Street”
Downtown Area	<ul style="list-style-type: none"> Build high-density residential development Encourage walkability to dining, entertainment, and services in Downtown while also promoting new housing development Remove parking minimums because of walking distance to BART station
Mission Boulevard	<ul style="list-style-type: none"> Revitalize the area due to empty and underutilized lots Concern regarding limited resources and opportunities for walkability Build affordable housing or homeless shelter in the area
Residential and Mixed-Use Area	<ul style="list-style-type: none"> Add more housing in North Hayward Include mid-density townhomes around commercial development and amenity hubs, since Hayward has a lot of infill sites
Citywide	<ul style="list-style-type: none"> Prioritizing residential development on empty lots first Concern about the identified locations generally requiring cars for transportation due to limited public transit Increase density along major corridors, including Tennyson and Industrial, to encourage small businesses and public transit use Limit residential development near the hills because of earthquakes and landslides as well as areas located near the shore because of climate change-induced sea level rise

August 2022

Housing Survey

The City prepared and distributed Surveys inquiring about housing, access to resources, and experiences with discrimination to all individuals in the City of Hayward. The project website hosted an online housing survey for 60 days (from January 10 to March 10, 2022). The surveys were translated into Spanish and Mandarin. To encourage participation, the City advertised a drawing for five \$50 Hayward business gift cards for individuals who completed the survey. There were 64 survey participants (60 surveys completed in English, 3 surveys completed in Spanish, and 1 survey completed in Chinese). The input provided by the participants included the following major themes:

- **High Cost:** Difficulty finding affordable housing, paying the deposit for rental housing, and monthly rental housing costs were identified as housing challenges personally experienced by survey participants.
- **Housing Accessibility:** Affordability, homeownership, and availability of housing were identified the most urgent housing issues in Hayward.
- **Need More Homes:** Entry level or starter homes, co-living housing, apartments, and condominiums were identified as housing types needed in Hayward.
- **Housing Types:** Mixed support of diversifying housing types and increasing housing overall in Hayward.

City Council and Planning Commission Study Session

On June 23, 2022, the Planning Commission held a Work Session on the draft Housing Resources, Inventory and Housing Plan of the 2023-2031 Housing Element. At that meeting, the Commissioners asked clarifying questions such as how many properties on the sites inventory are publicly owned, how many units are at risk of conversion from affordable to market rate housing during the next cycle, whether the sites inventory identified tenure of housing units, and the technical definition of "cost burdened." One Commissioner voiced concerns about the loss of local control due to recent State Laws. Other Commissioners suggested that the City Council consider ground leasing publicly owned properties to developers rather than selling the land; voiced a desire to see mixed income and mixed tenure projects so that low- and moderate-income households could have the opportunity to purchase homes; and said that education and outreach related to resources and assistance should remain a major priority in the next cycle. One member of the public spoke and agreed that resources should be allocated to a mix of rental and ownership opportunities at all levels of affordability.



On July 5, 2022, the City Council held a Work Session on the Housing Resources and Inventory and Housing Plan. At that meeting, Councilmembers asked questions about specific sites and how the inventory was derived; expressed a desire to protect industrial and commercially zoned land; asked general questions about the RHNA and the numbers in Hayward relative to the region and the area median income of Hayward versus the region; examine eviction rates, foreclosures and understand the investors who are purchasing housing in Hayward; recommended that the City partner with Chabot College and Cal State East Bay to expand housing for students; wanted to ensure the Housing Element prioritized seniors and other households on fixed incomes; and, expressed concerns about the ongoing drought and impacts of water supply on potential development.

At that meeting, four members of the public spoke about the need for affordable housing; opportunities for low income households to be able to purchase homes; additional housing for seniors and individuals with disabilities and special needs; the desire to see complete streets, services and assistance for individuals with disabilities and special needs; and, a concern about displacement. One individual representing the Carpenters Union asked the City Council to adopt a policy in the Housing Element requiring developers to use union labor that provide apprenticeship programs, retirement and health benefits.

Draft Housing Element Available for Public Input

On July 27, 2022, the City hosted a virtual Housing Element Workshop on Zoom. The meeting was advertised on the project website, directly emailed to over three hundred individuals who requested to be updated about the project and advertised on social media. There were 17 participants in the meeting



(although 45 individuals registered for the meeting), which started off with a brief poll which indicated that the attendees were split between homeowners and renters and lived in zip codes throughout Hayward. Attendees were also asked to submit three words to describe their housing situation and we used those words to develop the word cloud on this page. The discussion focused on greatest housing needs including individuals experiencing homelessness and the need for wraparound services; the need for affordable housing for students, workers and renters who are being priced out of the Hayward market; creative solutions to the housing crisis such as providing housing vouchers to be used as hotels/motels or converting hotels to transitional housing; questions about vacancy rates and updates to the Inclusionary Housing Ordinance; and questions about future approved and planned development in the Hayward hills.



Draft Housing Element Available for Public Input

Hayward's Draft 6th Cycle Housing Element was posted from July 14, 2022 through August 14, 2022. Fourteen responses were received during the public review period from multiple members of the community and organizations such as Bay Area Rapid Transit (BART), Campaign for Fair Housing Elements and YIMBY Law, East Bay for Everyone, Transform CA. In response to public comment, City staff made changes to the Sites Inventory and revised the housing policies and programs to reflect public input on the Draft Housing Element. A comment matrix with the commenter, comment, and City response is provided in Appendix A.

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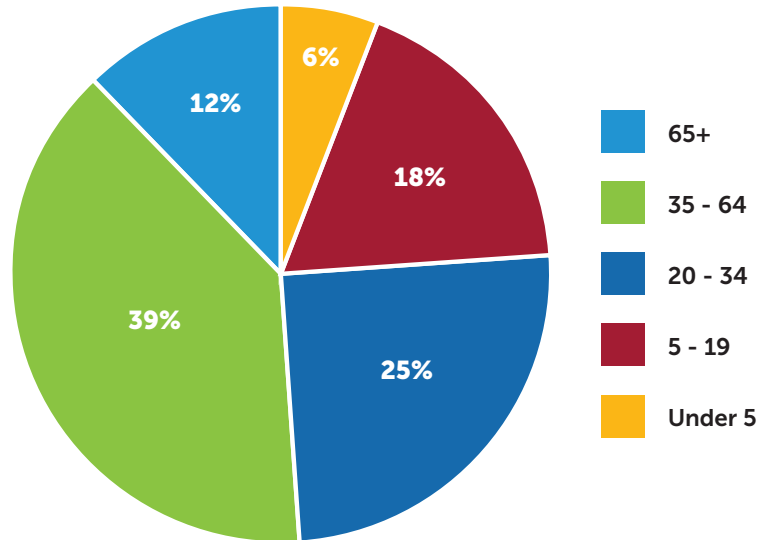
2. Housing Needs Summary

2. Housing Needs Summary

2.1 INTRODUCTION

The primary goal of the housing element is to ensure adequate housing for all of Hayward’s present and future residents. Housing needs are determined by the City’s population and its existing housing stock. An assessment of the demographic, socioeconomic, and housing characteristics in Hayward is required to help the City effectively target its programs and resources toward households with the greatest need. This chapter discusses the characteristics of Hayward’s population and housing stock to identify the extent and context of unmet housing needs in the city.

AGE CHARACTERISTICS

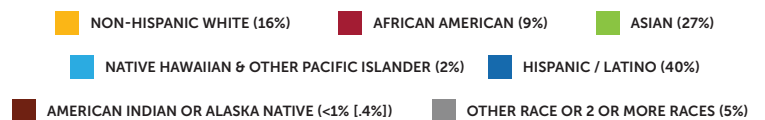
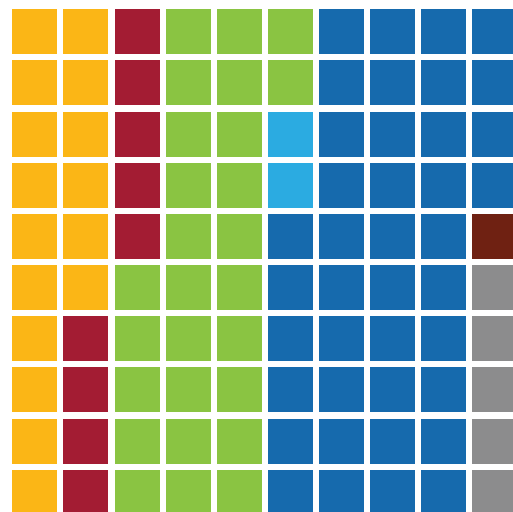


Source: Bureau of the Census, 2000. Bureau of the Census, 2010. ACS, 2019.

2.2 POPULATION TRENDS

Hayward’s population is both growing and shifting. Since 1990, Hayward’s population grew by 44 percent. Along with the increase in population size, Hayward has become increasingly diverse. Groups with the largest percent growth are Hispanic/Latino, followed by Asian residents. In addition to the diversification of the population, age groups have also shifted. From 2000 to 2019, older aged adults 65+ have increased by 35 percent. Adults aged 35-64 also grew by 27 percent, marking a steady increase of median age of 31.9 in 2000, to 35.5 in 2019. Conversely, those under 5 years old dropped by almost 13 percent. In addition, those aged 5-19 years decreased by nearly 8 percent. Residents in Hayward are typically increasing in age, while the City’s younger age groups are also steadily declining.

RACE & ETHNICITY



Source: Bureau of the Census, 2000. Bureau of the Census, 2010. ACS, 2019.

2.3 EMPLOYMENT TRENDS

Housing affordability should be informed by the types of jobs and income levels of those residing in Hayward. Housing that meets the needs of local residents is important for increasing the quality of life by reducing commute times to travel to and from work destinations. Incomes associated with different types of jobs and the number of workers in a household determines the type and size of housing a household can afford. Those earning more at higher-paying jobs can afford broader housing opportunities, while those with lower-paying jobs have limited housing options. In addition, employment growth can increase the housing needs and demand.

With proximity to major transportation corridors to major firms throughout the San Francisco Bay region, Hayward is attractive to major firms in bio-medical and industrial corporations like Baxter Bio Pharma, Illumina, Plastikon Industries Inc., and Kobe Precision among others. In addition, public employers are popular employers including the Alameda County Sheriff’s Department, California State University East Bay, Hayward Unified School District and the City of Hayward.

In recent years, employment trends are changing. From 2000 to 2019, the manufacturing sector fell by 5 percent, whereas the education/health/services sector had overtaken manufacturing as the largest percentage of workers in the city. Nearly one-third of the residents are employed in either education/health/services or professional services.

HAYWARD TOP EMPLOYER SECTORS: NUMBER OF JOBS AND MEDIAN WAGE (2020)

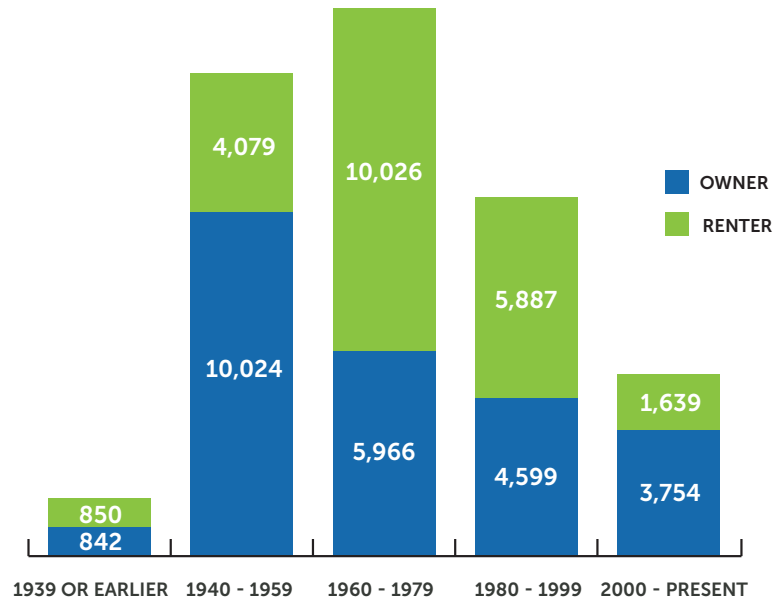


Source: City of Hayward Displacement Study, 2020

2.4 HOUSING STOCK

Growth in population is outpacing the available housing stock in Hayward. From 2000 to 2019, the number of housing units built grew by 9 percent while the total population grew by nearly 18 percent. The term “tenure” refers to whether a unit is owned or rented. typically Since the 1990s, there has been a steady decline in construction of units is ownership development. This indicates that supply is not keeping pace with demand, and that a large portion of housing is likely in need for rehabilitation or repair due to gradual physical deterioration over time because housing over 30 years old is more likely to have rehabilitation needs. Additionally, over 56 percent of the housing units built since 2000 has been ownership housing resulting in fewer housing opportunities for households where homeownership is inaccessible.

HOUSING UNITS BY YEAR BUILT

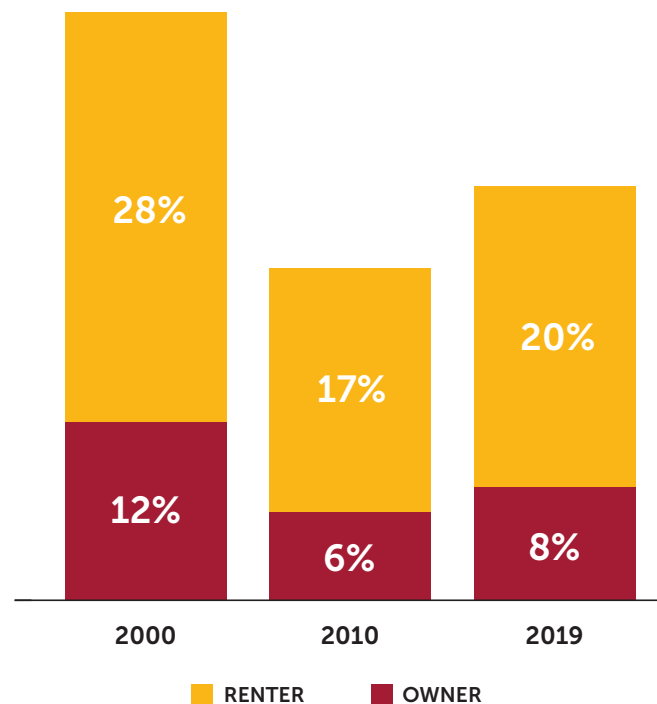


Source: American Community Survey 2015-2019

2.5 HOUSEHOLD CHARACTERISTICS

Household composition also influences the housing needs of a community. Individuals living alone have different needs than families who require more space or larger housing units. Though the number of households has remained relatively constant since 2010, family households married with children declined by 13 percent from 2000 to 2019, while single-person households increased by nearly 16 percent in this timeframe. In addition, only 20 percent of the rental units in the City are 3 bedrooms or more while 79 percent of ownership housing is 3 bedrooms or more. The lack of rental housing for large families contributes to overcrowding.

PERCENT OF OVERCROWDED RENTER AND OWNER HOUSEHOLDS



Source: Bureau of the Census, 2000 Census; American Community Survey, 2006-2010 and 2015-2019.

August 2022

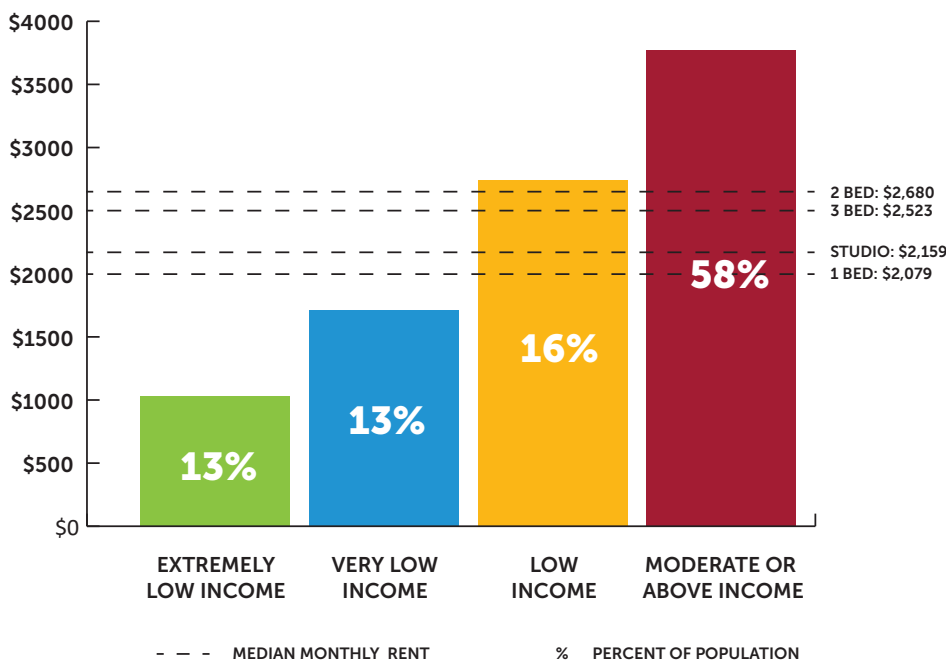
Households may also experience varying difficulties in affordability and housing problems based on tenure. Slightly less than half of Hayward’s households are renters. Renters are more vulnerable to housing issues and are often the first to be priced out of communities, experience cost burden, or be forced into households in overcrowded or substandard conditions. To alleviate rising costs, households double-up or rent rooms, which results in overcrowding. In part, this is due to increasing rents over time, as opposed to homeowners locking in monthly payments for the duration of the mortgage as they build equity. Stagnant and low-income wages coupled with increasing rents decreases disposable income to meet basic needs and save for financial goals which exacerbates the wealth gap between renters and homeowners. In addition, overcrowding tends to accelerate the physical deterioration of housing.



2.6 HOUSING AFFORDABILITY

From 2015 to 2020, home values increased by 41 percent, and median monthly rent is commonly above \$2,000 per month. These costs are out of reach for residents, specifically those with very

HOUSING AFFORDABILITY BY INCOME LEVEL COMPARED TO MEDIAN MONTHLY RENT



Source: HUD; Comprehensive Housing Affordability Strategy (CHAS), 2014-2018.

low income or low income. As a result of high home values and rents, residents have less to spend on other basic necessities. For housing to be affordable, a household should not pay more than 30 percent of their pre-tax income on housing. If households spend more than 30 percent on housing, they are cost burdened. Similarly, households paying 50 percent or more of their income on housing are considered to be severely cost-burdened. Being overburdened by rent can lead to overcrowding, substandard living situations, and lack of

money to spend on basic necessities such as food, education, or healthcare. Across all income levels, renters that are severely cost-burdened comprise a higher percentage of households than homeowners that are severely cost-burdened. In Hayward, half of renters are cost burdened, compared to 30 percent of household owners that are cost burdened.

Alameda	
Townhouse	
Median sales price	\$834,800
Annual income needed to afford mortgage	\$161,350
Single-Family	
Median sales price	\$1,204,300
Annual income needed to afford mortgage	\$229,220

2.7 SPECIAL GROUPS

Certain segments of the population may face more difficulty in finding decent, affordable housing due to their needs and circumstances. Special needs may be related to employment and income, family characteristics, disability, or household characteristics. Special accommodations may be required for these groups such as on-site supportive services, or unique building design. For example, many seniors live on a fixed income, making it difficult for seniors to maintain housing as rents increase. Single-parent households, most of which are female-headed, require special considerations because they often experience a higher housing cost burden relative dual income households.

“
I feel like people look down on me as a single father and my situation with the kids. I always feel like people always have an opinion about me and how I handle living with two kids.

– Jabar,
Cross Streets: Amador St & Elmhurst St
Age: 36-45



Considerations for special groups including seniors, single-parent households, people living with disabilities, people living below the poverty line, and college students should be taken to ensure housing opportunities are created that meet their needs. Large households are those with 5 or more persons living in the household, and often find it difficult to find housing that accommodates the necessary number of bedrooms if the housing market does not meet their needs. This can lead to overcrowding for these larger households. These special groups may be assisted by an increase of affordable housing especially near services such as community centers, grocery stores, commercial businesses, and public transportation.



25%

Senior-headed households



25%

Female-headed single family households



19%

Large households



~9%

Have disabilities



~9%

Live in poverty



~9%

Students

Source: American Community Survey (ACS), 2015-2019

In Hayward, 27 percent of households are senior headed households, 25 percent are female-headed single family households, 19 percent are large households, and around 9 percent have disabilities, around 9 percent are living in poverty, and around 9 percent are students.

2.8 DISPARATE IMPACTS

Historically, racist lending and property insurance policies, zoning requirements, and criminal records policies have excluded people from housing opportunities and choices solely based on a person's race or color of their skin. Today, these discriminatory practices are referred to as disparate impacts, and are still prevalent today and further discriminate against someone's disability, religion, sexual orientation, or familial status. The Fair Housing Act prohibits discrimination in housing and housing-related services and works to ensure that every person be treated with respect and dignity and ultimately have an equal right to housing.

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3. Projected Housing Needs

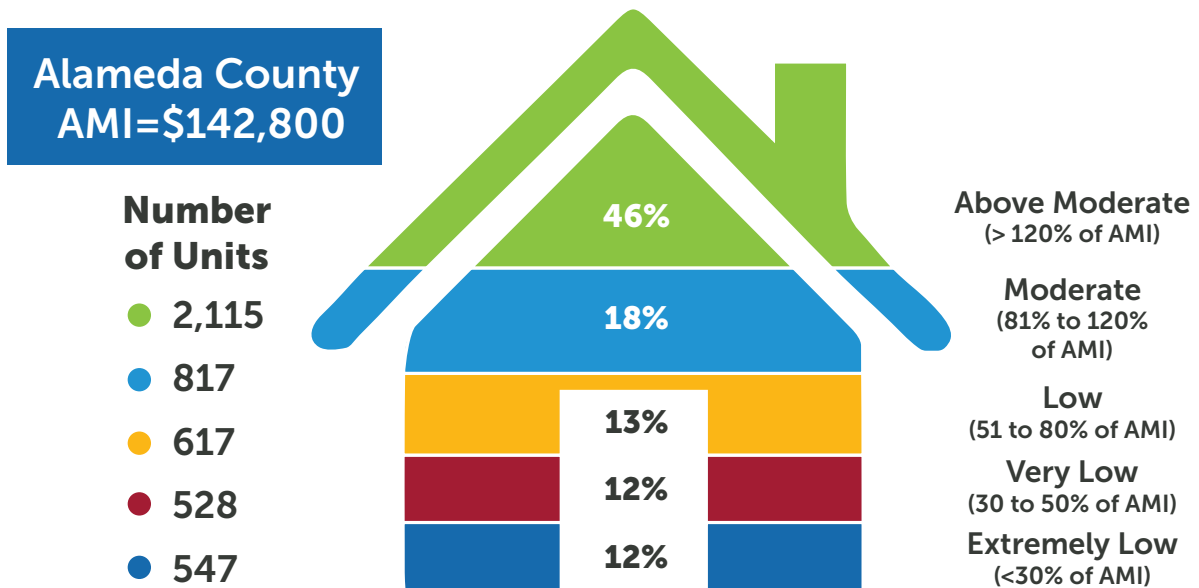
3. Projected Housing Needs

3.1 INTRODUCTION

State Housing Element Law (Govt Code 65580 et. seq.) requires regional Metropolitan Planning Organizations (MPOs) to identify each member jurisdictions' "fair share allocation" of the RHNA provided by HCD. Each city and county must demonstrate their capacity to accommodate their local share of regional housing needs in the community's housing element. Each jurisdiction holds the responsibility for meeting their RHNA numbers.

The Association of Bay Area Governments (ABAG), the MPO for Hayward, adopted its 6th cycle RHNA Allocation Methodology in December 2021. Each local government must demonstrate how it will accommodate the RHNA in the Housing Element by 2023. ABAG considered several factors for determining the allocation, which weighed both projected and existing housing need. Projected need of housing was informed by household growth, future vacancy need, and replacement need, while existing need considered transit accessibility, jobs accessibility, and residual need in disadvantaged communities weighing factors such as overcrowding. The distribution of the RHNA across all four income categories factored in a social equity adjustment, which allocated a lower portion of lower-income RHNA jurisdictions that already had high concentrations of such households in comparison the County, and inversely, allocated a greater proportion of said households to jurisdictions lacking an existing concentration of lower-income households. The social equity adjustment also includes the goal to Affirmatively Further Fair Housing (AFFH), which adjusted the distribution of RHNA in jurisdictions either very low or very high resource areas.

RHNA ALLOCATION





Projected housing needs are broken down by income level categories based on definitions in the California Health and Safety Code (Section 50079.5). HCD calculates these limits as “extremely low,” “very low,” “low,” “median,” “moderate,” and “above moderate” and publishes these at the county level.

Hayward’s share of regional future housing needs is 4,624 total units for the January 2023 through January 2031 planning period. In the prior planning period, Hayward was allocated 3,920 housing units during the 2015-2023 5th Cycle Housing Element. The current 6th Cycle RHNA for the planning period of 2023-2031 represents an increase of approximately 18 percent over the previous RHNA cycle.

While the City is not responsible for the actual construction of these units, the City is responsible for ensuring that there is adequate land zoned to accommodate the housing allocation and for creating the regulatory framework in which the private market could build the number of units and unit types included in the RHNA allocation. This includes the creation, adoption, and implementation of policies, zoning standards, municipal code changes, and/or economic incentives to encourage the construction and feasibility of various types of units.



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4. Housing Resources

4. Housing Resources

4.1 INTRODUCTION

The following section provides a summary of vacant or underutilized land available to accommodate future housing, an overview of the resources available to support continued development, preservation, and rehabilitation of housing in Hayward. The full Sites Inventory analysis is located in Appendix C. This section also includes a list of federal, state, and local programs that provide financial assistance to support the City in meeting its housing goals.

4.2 LAND RESOURCES

A critical part of the Housing Element is the Sites Inventory, which identifies a list of sites that are suitable for future residential development. State law mandates that each jurisdiction ensure availability of an adequate number of sites that have appropriate zoning, development standards, and infrastructure capacity to meet its fair share of the regional housing need at all income levels. This inventory of sites is a primary tool that assists in determining if a jurisdiction has enough available land to support its RHNA, given the current regulatory framework.

The City's available land and adopted Land Use Element of the General Plan offers adequate capacity to accommodate the City's RHNA for all income categories. Zoning code amendments and rezoning is not necessary to implement the RHNA allocation. New residential development in the City of Hayward is expected to occur primarily in the areas covered by the Downtown Specific Plan, Mission Boulevard Specific Plan, and Former Route 238 Corridor which are in close proximity to commercial services and high frequency transit and allow for high density development.



My biggest dream is to have a granny unit in my back yard as there is enough space...to bring this dream to reality, I need enough funds and go through all the city ground rules to make it happen. I might have to have a second plan if the above doesn't work out.

**– Geovanni,
Cross Streets: Eldridge Ave &
Inglewood St
Age: 56 and older**

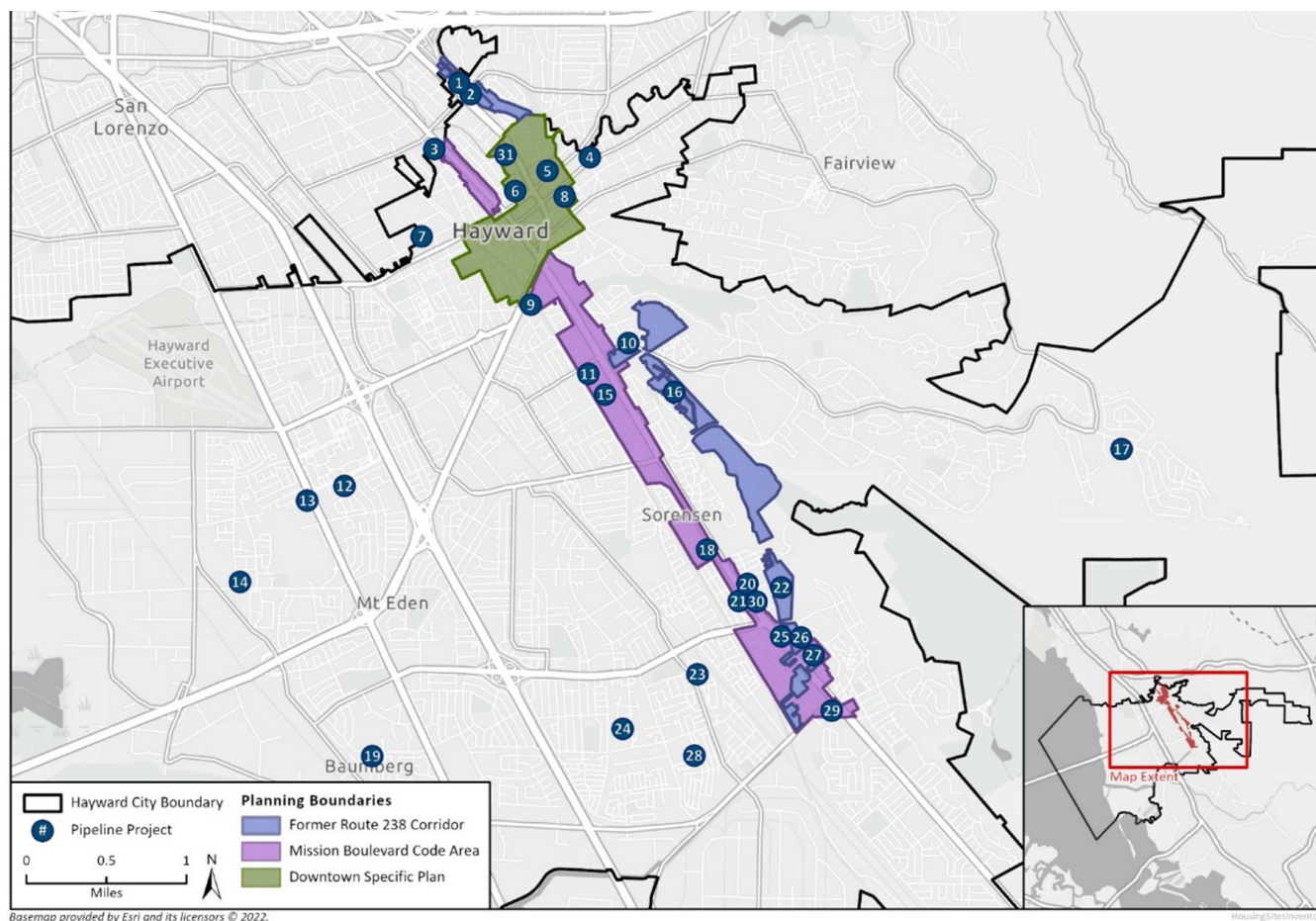
Accessory Dwelling Units

The City has seen an increasing activity of junior and accessory dwelling units (J/ADUs) since State laws passed in 2018 that facilitated the development of these secondary units. Given the increasing permit applications for J/ADUs in Hayward, this Housing Element assumes credits of J/ADUs towards the City’s RHNA. Assuming that annual J/ADU permits will average 40 units per year, the City assumes a total of 320 ADUs that will be permitted between 2023 and 2031. The annual projection comes from the average number of permitted ADUs between 2018 and 2021 in the City.

Entitled and Proposed Developments

The Housing Element can apply units in pipelines projects towards RHNA if it can be demonstrated that the units be built by the end of the 6th cycle’s planning period. The City has identified 1,895 units in 28 projects that have been planned, approved, or proposed but not yet permitted. Of these projects, 5 are 100 percent affordable, 13 projects have an affordability component in compliance with the City’s Inclusionary Housing Ordinance, and 10 projects consist solely of market-rate units affordable to above-moderate households (see Table C-3 in Appendix C). These projects are generally clustered along the Mission Boulevard Code as well as within Hayward’s Downtown. Figure 2 shows the geographic location of the projects currently in the pipeline in addition to Appendix C, Housing Resources.

Figure 2 – Pipeline Projects



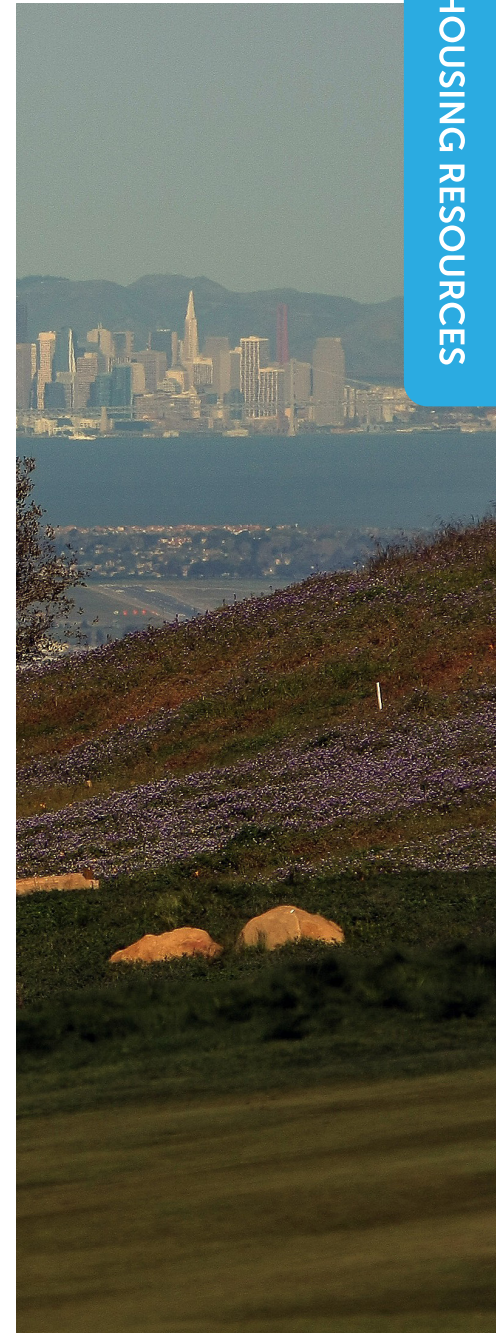
Identification of Sites Suitable for Housing

New residential development is expected to occur primarily in the areas covered by the Downtown Specific Plan (DSP), the Mission Boulevard Code area (also known as Mixed Use Corridor PDA), and Former Route 238 Corridor. Development codes in these areas create a vision for resilient, safe, walkable, attractive neighborhoods and allow for high-density mixed-use development. Specifically,

- The DSP shifts from districts solely shaped by allowable uses to a more hybrid approach that accommodates more mix of uses and considers the physical character of development (building form, design, and function) that contribute to neighborhood quality and characteristic. This shift towards a form-based code is intended to provide increased predictability to property owners and developers throughout the development permitting process and achieve more compact walkable neighborhood environment. The Development Code develops PlaceTypes ranging from Neighborhood Edge, Neighborhood General, Urban Neighborhood, Downtown Main Street, Urban Center to achieve an integration of a multi-modal circulation system and new pedestrian oriented public spaces.
- The Mission Boulevard Code implements similar goals for compact and mixed-use development through the application of zoning districts to include: Corridor Neighborhood, Neighborhood Node, Corridor Center, Civic Space, and Planned Development, with applied zoning overlays to regulate portions of the corridor. These include Transit Oriented Development, Commercial Overlay Zone 1 and Commercial Overlay Zone 2.
- Finally, Former Route 238 Corridor will accommodate large-scale, affordable mixed-use projects across the parcel groups. The City has entered into an agreement with Caltrans to dispose of the properties by 2027, thus the City retains ultimate control over the type, density, amenities and amount of affordable housing built on the Caltrans properties.

Estimation of Dwelling Unit Capacity

The Housing Element employs a comprehensive and iterative methodology to estimate dwelling unit capacity on a given parcel. As required by state law, the methodology must include sites that have a high potential to be developed with housing in the cycle, and reflect a reasonable estimate of the dwelling unit capacity of eligible sites that is informed by past trends and substantial evidence. In its methodology, State law has established “default” density standards for the purpose of estimating potential units by income range. In its methodology, the City assumed that realistic development capacity of the chosen sites is less than the full development capacity allowed by the parcel’s zoning or land use designation; however, the City has reviewed and approved projects with Density Bonuses that exceed allowable density during the 5th cycle. See Appendix C, Table



C-3 for a table showing the percentage of development relative to the maximum density allowed for Planned, Approved and Pending Projects approved during the 5th Cycle Housing Element.

Steep slopes, protected wetlands or watercourses, open space and parking requirements, and irregularly shaped parcels all impact the ability to achieve the maximum density allowed on the site. Based on that finding, the City assumes the realistic capacity of the Sites Inventory to be 75 percent of the maximum density under the applicable zoning or general plan designation.

Dwelling Unit Capacity Under Current Zoning Code

Under the current zoning code, the City can accommodate a total of 3,504 total units on vacant or underutilized sites in the Downtown Specific Plan (DSP) Area, the Mission Boulevard Code, and Former Route 238 Corridor.

- Downtown Specific Plan – With the maximum allowed density of 110 units per acre, a total of about 20 acres can support the development of nearly 1,606 potential new units in the DSP.
- The Mission Boulevard Code supports varying densities ranging from 35-55 dwelling units per acre to 100 dwelling units per acre, accommodating the potential development of 1,424 new units.
- The Former Route 238 Corridor plan facilitates 510 the development of 510 new units, at the maximum of 35 dwelling units per acre to 55 dwelling units per acre on the remaining sites.

Table 2 shows the dwelling unit capacity of each planning area and Figure 3 shows the geographic locations of the vacant and nonvacant opportunity sites that have been identified as part of this Housing Element.

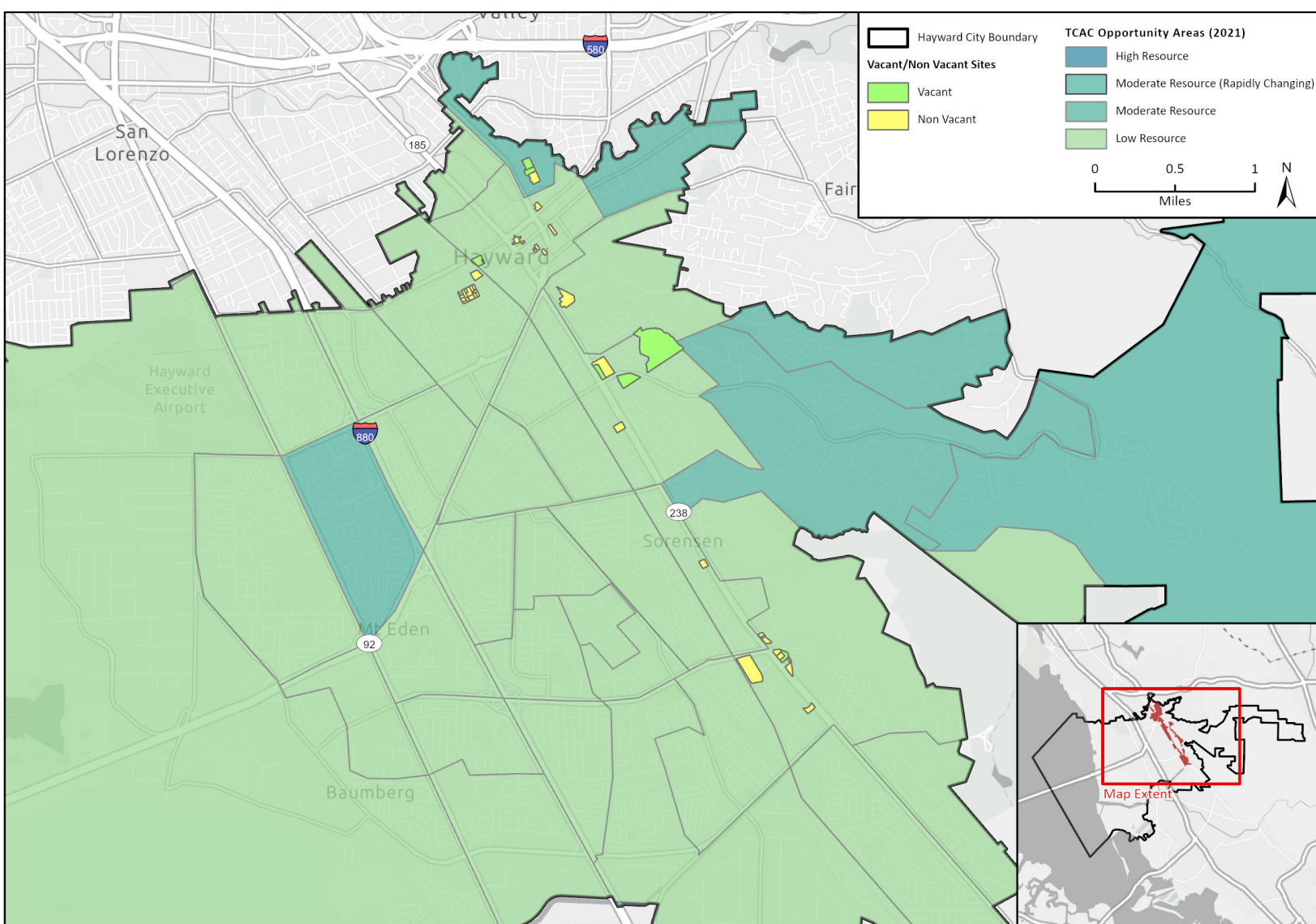
Table 2 – Current Zoning – Dwelling Unit Capacity

General Plan Land Use Designation	Acres	Number of Parcels	Maximum Allowed Density (dwelling units per acre)	Potential New Units
<i>Downtown Specific Plan Area</i>				
Central City – High-Density Residential (CC-HDR)	0.44	2	110	35
Central City – Retail and Office Commercial (CC-ROC)	19.19	27	110	1,571
Total	19.63	29	-	1,606
<i>Mission Boulevard Code</i>				
Corridor Neighborhood (MB-CN)	11.7	5	35 – 55	428
Corridor Center (MB-CC)	7.6	8	55 – 100	521
South Hayward BART Site - Planned Development (PD)	5.9	1	100*	439
Total	25.2	14	-	1,388
<i>Former Route 238 Corridor</i>				
Corridor Neighborhood (MB-CN)	4.9	1	35	412
Sustainable Mixed Use (SMU)	10.0	1	55	412
Total	14.9	2	-	510

Summary of Adequate Sites

Based on the current zoning, the City has a surplus of development capacity of 1,095 units including pipeline projects, ADU assumptions, and include both vacant and underutilized sites. About 63 acres of land on 13 sites can facilitate the development of 1,607 lower income units based on the current densities permitted in the respective Zoning Districts resulting in a lower income unit surplus of 657 units. There is also the potential for 798 Moderate income units on 18 sites, resulting in a total moderate income unit surplus of 159 units. In the Mission Boulevard Code area alone, a total of 816 lower-income units can be developed on vacant or underutilized sites. The results of the residential Sites Inventory are presented in Table 3 and further detailed in Table A, Housing Element Sites Inventory of Appendix C, Housing Resources of the Housing Element.

Figure 3 – Opportunity Sites



Basemap provided by Esri and its licensors © 2022.
 Additional information provided by City of Hayward, 2022 and TCAC/HCD Opportunity Area Maps, 2021.

Hayward Sites Inventory

Table 3 – Residential Dwelling Unit Potential and RHNA

	Lower Income	Moderate Income	Above Moderate Income	Total
RHNA Allocation	1,692	817	2,117	4,624
Planned and Approved Units	550	82	1,263	1,895
ADUs Anticipated	192	96	32	320
Remaining RHNA	950	639	820	2,409
Downtown Specific Plan Area	791	434	381	1,606
Mission Boulevard Code	816	164	408	1,388
Former Route 238 Corridor	0	200	310	510
Total Units on Vacant Sites	508	226	425	1,159
Total Units on Underutilized Sites	1,099	619	627	2,345
Total Units on Vacant and Underutilized Sites	1,607	798	1,099	3,504
Total Unit Surplus	657	159	279	1,095

4.3 FINANCIAL RESOURCES

The City of Hayward receives financial resources through government programs that encourage housing production that meets the needs of all income levels. These financial resources are intended to support cities and counties in streamlining processes for affordable housing development, subsidize rents, subsidize the development of rental and ownership housing, and preserving existing housing stock. In addition to government funding, the City implements programs using a variety of local funding including the Inclusionary Housing Fund, the Rental Housing Program Fund, and the General Fund.

Community Development Block Grant Funds

Through the Community Development Block Grant (CDBG) program, HUD provides funds to local governments for a range of community development activities. The primary CDBG objective is the development of viable urban communities, including decent housing, a suitable living environment, and expanded economic opportunity. Eligible activities must meet one of three national objectives: benefit low- and moderate-income families, aid in the prevention of slums or blight, or meet other urgent community development needs.

Hayward utilizes CDBG funds to stabilize neighborhoods, provide public services, and preserve and upgrade the existing housing stock. Annually, the City receives approximately \$1.5M to meet these goals. In 2021, the City was awarded \$2.1 million in CARES Act CDBG supplemental funding which was used to support programmatic work in response to the COVID-19 pandemic. Much of this programmatic work supported the city's most vulnerable communities and included Rent Relief Grants and shelter services for unhoused residents.

HOME Investment Partnership Program

Hayward receives an annual entitlement under the Alameda County HOME Consortium. HOME funds can be used for activities that promote affordable rental housing and lower-income

homeownership, including but not limited to: building acquisition, new construction, reconstruction, moderate or substantial rehabilitation, first-time homebuyer assistance, and tenant-based assistance. One federal priority for use of these funds is the preservation of at-risk housing stock. In 2021, Hayward was allocated approximately \$482,000 in HOME funds.

SB2 Grants

In 2017, Governor Brown signed a 15-bill housing package aimed at addressing the State's housing shortage and high housing costs. Specifically, it included the Building Homes and Jobs Act (SB 2, 2017), which establishes a \$75 recording fee on real estate documents to increase the supply of affordable homes in California. The number of real estate transactions will vary from year to year, and thereby the fees collected are expected to fluctuate.

SB2 Grants provide funding and technical assistance to help cities and counties prepare, adopt and implement plans and process improvements that streamline housing approvals and accelerate housing production. The City will be using these funds to achieve housing goals by completing three projects:

- Rezoning approximately 1,558 properties (approximately 289 acres) zoned Single Family Residential District to Medium or High Density Residential District to match the underlying General Plan designation and creating an overlay zoning district with CEQA review to up zone properties currently zoned for single family and create objective design and development standards to maximize unit potential and allow for a variety of housing types.
- Develop Objective Design Standards to allow for streamlining for compliant projects.
- Update the City's density bonus with CEQA clearance to allow for tiering. The City will explore ways to provide additional density bonus beyond state law requirements.



I would wish Hayward city would come together to help homeless people to find work and shelter. Maybe if Hayward were to receive a grant from the government to help towards you know, people who are in need of housing. I mean, housing is expensive for anybody right now. Unless you're rich. You know, it's really hard to buy a house or else you have like a mortgage and that kind of stuff. People need to work together."

**— Ernesto, Homeless
Age: 56 and older**

Local Early Action Planning (LEAP) Grants

In the 2019-2020 Budget Act, Governor Gavin Newsom allocated \$250 million for all regions, cities, and counties to do their part in meeting their identified community needs by prioritizing planning activities that accelerate housing production. With this allocation, HCD established the Local Early Action Planning Grant Program (LEAP) with \$119 million for cities and counties. The City of Hayward is utilizing LEAP funding to accelerate housing production and implement the 6th Cycle Housing Element. These actions include:

- Prepare and adopt General Plan Updates (including the 6th Cycle Housing Element update, Environmental Justice Element and Safety Element);
- Develop innovative programs and policies that will be embedded within the updated Housing Element to fund housing development, ownership, and rental opportunities for all income levels and to provide housing-related services and programs for all segments of the population.
- Development an Accessory Dwelling Unit program that analyzes impediments to development of ADUs in Hayward and provide services and strategies to address those impediments.

4.4 ADMINISTRATIVE RESOURCES

This section describes administrative resources available to Hayward. These include building, code enforcement, housing programs, and partnerships with nonprofit organizations that help Hayward achieve the goals and objectives laid out in this Housing Element.

City of Hayward Planning Division

The Planning Division of the Development Services Department provides and coordinates development information and services to the public. Specifically, the Planning Division provides staff support to the City Council and Planning Commission in formulating and administering plans, programs, design guidelines and legislation for guiding the city's development in a manner consistent with the community's social, economic, and environmental goals.

The Planning Division is tasked with ensuring that land uses and new development in Hayward comply with City codes, the General Plan, City Council and Planning Commission



policies, and California law. Approval of projects through the planning process is required before the City issues grading or building permits. Advanced planning programs provided by the division include a comprehensive General Plan update (including periodic update of the Housing Element), preparing and amending specific plans and design guidelines, and conducting special land use studies as directed by the City Council.

City of Hayward Housing Division

The Housing Division of the City Manager’s Office assists residents in identifying resources to help address their housing needs. The Housing Division oversees and implements the Residential Rent Stabilization and Tenant Protection Ordinance, the Tenant Relocation Assistance Ordinance, the Mobile Home Space Rent Stabilization Ordinance, the Affordable Housing Ordinance and the Housing Trust Fund. The Housing Division provides technical assistance including informational workshops to tenants, property owners, and developers about the various legislation and coordinates funding for and ensures that developers and property owners are compliant with income restrictions for affordable housing. Further, the Housing Division coordinates with the Community Services Division to ensure General Fund and CDBG funding is allocated to homeless service providers, community service providers, fair housing and legal assistance, and assistance to vulnerable populations.



City of Hayward Code Enforcement Division

The Code Enforcement Division of the Development Services Department provides regulatory enforcement services for local, state and federal codes. Through education and responsive enforcement, Code Enforcement works with private property owners, property managers and residents to preserve and promote safe and healthy communities. Code Enforcement oversees the Rental Housing Inspection Program by conducting a combination of mandatory and complaint driven inspections of rental housing. The Residential Rental Inspection Program (RRIP) was adopted in 1989 and is intended to protect residents by providing access to safe and healthy housing. The RRIP applies to all rental housing and all hotel and motel units.



County of Alameda

The Housing Authority of the County of Alameda (HACA) operates several programs funded by the U.S. Department of Housing and Urban Development (HUD) that provide rental housing or rental assistance for low-income families, the elderly, people with disabilities, and others, in much of Alameda County. The programs include:

- Section 8 Housing Voucher Program
- The Project-Based Moderate Rehabilitation Programs
- Section 8 Helping Veterans Achieve Housing Stability – The Veterans Affairs Supportive Housing (VASH) Voucher Program
- Mainstream Voucher Program
- Family Obligations

Affordable Housing Providers

Affordable housing providers are a critical resource for accomplishing the goals and objectives of this Housing Element. This can be accomplished through private/public partnerships. Since 1997, the City of Hayward, the Former Hayward Redevelopment Agency, and the Hayward Housing Authority has been successful in supporting the development of 18 affordable housing projects through private/public partnerships which provide 1,278 units of affordable housing to low and very low-income households. The City continues to expand this portfolio of affordable housing. In 2018, the City Issued a Notice of Funding Availability and awarded development subsidy loans to three non-profit affordable housing development projects that will add an additional 258 units of affordable housing. Additionally in 2021 and 2022, the City negotiated development and disposition agreements with two affordable housing providers to develop an additional 278 units of affordable housing.

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5. Housing Constraints

5. Housing Constraints

5.1 INTRODUCTION

Providing decent and affordable housing is a primary goal for the City of Hayward. While the City may adopt policies and actions that promote development of new affordable housing, there are a variety of constraints that hinder development, some of which are outside of the control of a local jurisdiction. Constraints include governmental constraints such as permitting processes, zoning codes and development standards and environmental regulations; market constraints which include construction costs including labor and materials, availability and cost of land and market demand for housing; and, community concerns and opposition. This section provides an overview of these potential housing constraints.

5.2 GOVERNMENTAL CONSTRAINTS



Local policies and regulations set forth by the City are designed to balance both the housing needs and protect the health and safety of residents. Land use regulations, fees and exactions, building requirements, and residential development standards among other factors may increase the cost of development, improvement, and maintenance for housing.

Land Use Controls

In 2014, the City adopted its current General Plan to guide development through 2040. The Land Use Element sets the vision, goals, and policies for the City's urban form and land use patterns and establishes land use categories that define the use and building intensity throughout the city. Various designations range from rural estate density to Central-City High Density residential, with allowable densities increasing in range. Each General Plan land use designation has a corresponding Zoning District which regulates uses, setbacks, lot coverage, parking requirements, open space requirements, height and other aspects of physical development that could be considered constraints. In 2019, the City adopted the Downtown Specific Plan and in 2020, the City updated the Mission Boulevard Form Based Code to encourage the development of high density, mixed-use development near transit, commercial uses, and services. Recent updates to State Law including but not limited to Density Bonus updates, Senate Bill 9 and Senate Bill 35 have provided mechanisms for developers to circumvent the more onerous land use controls in lower density areas, or request exceptions to the standards in exchange for some level of affordability in the proposed housing development.



Permit, Processing, and Procedures

Timeframes for permit and approval processes vary depending on the type of project. Processing time needed to obtain development permits and required approvals is a common concern by the development community as a prime contributor to the high cost of housing. The development review process in Hayward may include Site Plan Review or Use Permit approval, approval of a Parcel Map or Tentative Map for subdivisions, a Zone Change or General Plan Amendment to change allowable density or development standards. These “entitlement” procedures typically include concurrent environmental review.

Depending on the magnitude and complexity of the development proposal, the time for entitlement review and approval may vary considerably in cost and time to process. For example, a Site Plan Review for a small multi-family development that is processed administratively and is exempt from CEQA could take as little as six months to entitle whereas a residential development that requires a Zone Change, Tentative Map and preparation of an Initial Study could take up to a year and a half to entitle depending on the completeness and quality of the plans and the complexity of the site.

Impact & Development Fees

In addition to entitlement fees, developers are also responsible for paying impact and development fees such as park impact fees, traffic impact fees, utility fees, school district fees and affordable housing fees among others, which contribute to the overall cost per unit and can be a constraint to the development of housing.

5.3 MARKET CONSTRAINTS





Many factors affecting housing costs are related to the regional housing market. Land value, construction material and building costs and increasingly availability, and labor costs all contribute to the overall cost of housing. These costs and delays can hinder the production of affordable housing and increase housing costs for residents. In addition, the availability of financing can limit funding for new developments as well as access to homeownership for some segments of the population.

Housing Context

In 2021, the median home value in Hayward was \$874,000, a 67 percent increase from 2015 median home values. Factors that impact housing costs include construction costs and economic variability such as recessions. Since the 2008 recession, national construction costs for multi-family projects have risen by 25 percent. Historically, new home sales decline by nearly 15 percent on a national average during recessions. However, the COVID-19 pandemic created a global economic recession that had different implications. Low interest rates, households spending more time at home and thereby increasing the demand for housing, and homeowners reluctant to list their home during a pandemic created more demand for housing as home values soared across the state.

Other costs such as construction and land costs can drive up the cost of development. Specifically, construction costs to provide affordable units onsite in a higher-density condo project is estimated to be 20 percent higher on a per square foot basis than for townhomes. The cost of developable land is dependent on quantities of available vacant parcels for residential development. Land in the Bay Area is limited which drives up the cost of land. The total cost to acquire a parcel, relocate occupants (if applicable), and potentially mitigate for hazards can be costly and increase housing development. Combined, this poses a significant constraint to the development of affordable units, because the rent or sale prices must be high enough to justify the cost of development for developers.

Market Activity

Market activity is influenced by a myriad of factors. The availability of developer and potential homeowner financing options both impact the ability to finance the project or purchase a home. In 2020, nearly 9 percent of government backed loans and 8 percent of conventional loans were denied in Hayward. In market downturns, home improvement financing is generally

August 2022

less accessible, and in 2020, around 37 percent of home improvement loans were denied in Hayward. In addition, loan denial rates vary by race, leaving people of certain race and ethnicity vulnerable to changing markets. Countywide, American Indian or Alaskan Native individuals had the highest loan denial rate, at almost 20 percent. Black or African American individuals were also denied at a higher-than-average rate, at 17 percent. Asian and white individuals were denied at lower percentages.

Median home values in Hayward are less than median home values in Alameda County; however, they are outpacing the growth in percentage compared to the county. As of 2021, the median house value grew by 67 percent since 2015 in Hayward, compared to a 60 percent growth in Alameda County. The cost of growth may reflect the feasibility for new developers to develop new units with rising construction costs, cost of land, and market variability, as higher rents can offset the cost of development. The high cost of new construction (such as construction costs and labor) paired with expensive land costs can constrain residential development in areas with more restrictive development standards and lower achievable market rents.

5.4 COMMUNITY CONCERNS & OPPOSITION TO HOUSING DEVELOPMENT

In addition to governmental and market constraints on housing production, there are also local non-governmental constraints that can halt or prevent housing production. In recent decades, community opposition to new housing production, especially affordable housing, has emerged throughout Alameda County and other California cities. Complaints including traffic concerns, environmental concerns, and the preservation of neighborhood character have been known to delay projects through California Environmental Quality Act (CEQA) lawsuits, which are significant constraints to housing development as they add time and cost for developers.



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6. Fair Housing

6. Fair Housing

6.1 INTRODUCTION

The following section provides a summary of contributing factors that serve as barriers to opportunity and fair housing choice in Hayward. The full Fair Housing Assessment (Affirmatively Furthering Fair Housing (AFFH) discussion is in Appendix F. The section also provides an overview of programs and policies aimed at addressing barriers, thereby, increasing equitable access and opportunity to safe and affordable housing regardless of race.

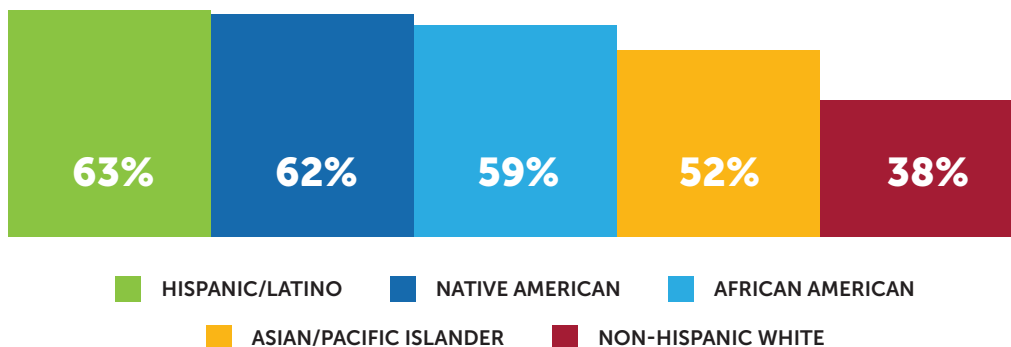
6.2 CONTRIBUTING FACTORS

Pursuant to AB 686, the Housing Element must include an analysis and determination of consistency with AFFH requirements. AFFH is defined as:

“Taking meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics. These actions must, taken together, address significant disparities in housing needs and in access to opportunity, replace segregated living patterns with truly integrated and balanced living patterns, transform racially and ethnically concentrated areas of poverty into areas of opportunity, and foster and maintain compliance with civil rights and fair housing laws.”

Past and present exclusionary governmental policies and discriminatory practices in the housing market including but not limited to redlining, racial steering and discrimination in federal policies related to government backed mortgages and private lending has resulted in neighborhoods with concentrated poverty, deteriorating housing stock and infrastructure, limited access to opportunity, unsafe environmental conditions, underfunded schools, a wealth gap between white households and households of color, among other disproportionate housing problems. In an effort to affirmatively further fair housing throughout Hayward, this AFFH document identifies the contributing factors that serve as barriers to fair housing choice and access to opportunities, and prioritizes actionable programs to increase fair housing choice and promote equitable access to opportunity.

HOUSEHOLDS EXPERIENCING HOUSING PROBLEMS BY RACE/ETHNICITY





Race and Ethnicity and Access to Resources

Historic exclusionary governmental policies, discrimination in mortgage lending practices and long-term disinvestment in communities have created patterns of racial and ethnic segregation and facilitated racial and ethnic concentrations of poverty across neighborhoods. Examining ethnic and racial geographic trends within a city is necessary in understanding fair housing concerns, including access to economic opportunity and safe and affordable housing. Race and ethnic composition varies across Hayward. Geographically, non-Hispanic white and, to a lesser degree, Asian populations were concentrated in Hayward's eastern neighborhoods. In contrast, neighborhoods along the western end of Hayward had predominately Asian residents, and neighborhoods throughout the city-center were predominately Hispanic/Latino. Similar to race and ethnic composition, access to resources also varies across the City. Approximately 90 percent Hispanic/Latino, 85 percent of Asian American/API, 82 percent of Black/African American and 79 percent of non-Hispanic White residents in Hayward are living in areas of low resource or high segregation and poverty. In comparison, 10 percent of Hispanic/Latino, 14 percent of Asian/API, 17 percent of Black/African American and 20 percent of non-Hispanic white residents are living in moderate resource areas throughout Hayward. Of the 50 census tracts in Hayward, a total of 32 are considered Low Resource, 14 are considered Moderate Resource, and 4 are considered High Resource. In Comparison, 35 percent of census tracts in Alameda County are considered Low Resource, 25 percent of the census tracts are considered Moderate Resource, and 40 percent of census tracts are considered High Resource.

Income

Between 2015 and 2019, Hayward had a median household income of \$85,744, approximately 13 percent lower compared to the County. Within Hayward, household distribution is highest (greater than \$125,000) in neighborhoods located along the eastern and western edges of the city. Neighborhoods with the lowest median household incomes (between \$55,000 and \$125,000) in Hayward are concentrated throughout central and south Hayward. In comparison, neighborhoods located within the western and eastern segments of Hayward had the lowest rate of low to moderate income populations in the city. Similar trends were prevalent for poverty rates across Hayward, as higher rates of poverty were estimated within central and south Hayward compared to neighborhoods in the periphery.



Housing Stock

According to 2014-2018 Comprehensive Housing Affordability Strategy data, approximately 48 percent of total households in Hayward experienced at least one housing problem (units having incomplete kitchen facilities, incomplete plumbing facilities, more than one person per room, and households with a cost burden greater than 30 percent). Housing problems in Hayward disproportionately affect households of color, as Hispanic/Latino (63 percent), Native American (62 percent), African American (59 percent), and Asian/Pacific Islander (52 percent) experience the highest rates of housing problems in the City. Geographically, the oldest share of housing built (built in year 1950 or earlier) is most prominent in central Hayward, indicating that housing in these areas may be in the most need of repairs and/or rehabilitation.

6.3 FAIR HOUSING GOALS AND PRIORITIES

Fair housing issues and contributing factors were identified to develop meaningful actions that provide access to safe, affordable, and vibrant housing for Hayward residents and are further discussed in Appendix F, Fair Housing Assessment. Actions to address fair housing issues are included in the housing programs located in Chapter 7, Housing Plan. They include educational outreach programs that ensure residents are aware of their rights and responsibilities regarding fair housing and furthermore investing in programs that eliminate housing discrimination. Other actions by the City include the establishment of programs that protect its residents from displacement in areas of new development, and providing rental assistance for lower-income households who are overpaying for housing. These metrics and milestones will promote inclusive communities, increase housing opportunities, and address racial/ethnic and economic disparities in the city.



7. Housing Plan

7. Housing Plan

The Housing Plan identifies the City of Hayward’s housing goals, policies, and programs. The overall strategy is to present a balanced and diverse array of programs which address the main issue areas of construction, preservation of affordable housing, conservation of naturally occurring affordable housing, rehabilitation, and administration. Hayward’s Housing Plan includes the six following themes:

1. Preserving, Conserving, and Improving Existing Housing
2. Assisting in the Development of Affordable Housing
3. Providing Adequate Housing Sites
4. Removing Constraints on Housing Development
5. Housing for Persons with Special Needs
6. Equal Housing Opportunities for All Persons

The Housing Plan seeks to address community needs as identified in Appendix B, Housing Needs Assessment, governmental constraints as identified in Appendix D, Housing Constraints, and patterns of segregation and barriers that restrict access to opportunity for protected classes as identified in Appendix F, Fair Housing Assessment. Programs from the 2023-2031 Housing Element have been carried forward where applicable, as identified in Appendix E, Review of Past Accomplishments. The Housing Plan aligns with the work that the City has already completed and is planning as provided in the City’s Strategic Roadmap and other related plans for the coming years.

7.1 GOALS, POLICIES, AND PROGRAMS

The goals and policies contained in the Housing Element address the identified housing needs in Hayward and are implemented through a series of housing programs. Housing programs define the actions the City will take to achieve specific goals and policies. Housing programs include programs currently in operation as well as new programs that address identified housing constraints and fair housing issues. This section provides a housing program description as well as qualitative and quantitative objectives for each program.

Preserving, Conserving, Improving, Existing Housing Stock

Preserving, conserving and improving the housing stock helps maintain investment in the community and promotes affordable housing. A survey administered by the City indicated that 55 percent of survey participants rated the condition of their residents as “excellent” while 45 percent or participants had housing problems that would require minor to major rehabilitation. As described in Appendix F, Fair Housing Assessment Section 8.1, Housing Problems, most of

the housing stock in Hayward is more than 30 years old. Typically, housing over 30 years old is more likely to have rehabilitation needs that may include new plumbing, roof repairs, foundation work, and other repairs. Some older housing units may have health risks such as lead paint and asbestos. Further, housing problems in Hayward disproportionately impact households of color. Preventing these problems from occurring and addressing them when they do occur protects the safety and welfare of residents and assists in meeting housing needs throughout Hayward, particularly the most vulnerable residents. The City will focus its efforts on rehabilitation, code enforcement, rental housing inspection, preserving existing affordable units, and implementing anti-displacement policies and programs to take a proactive approach to preserving, conserving and improving the current housing stock. An important part of preserving the existing affordable housing stock is ensuring that subsidized affordable housing units maintain their affordability and do not convert to market-rate units. Policies in this section focus on improving the existing housing stock and assisting in the preservation of affordable housing.

Goal H-1: Maintain and enhance the existing housing opportunities, viable housing stock and neighborhoods within Hayward.

POLICIES

H-1.1: Code Enforcement: The City shall enforce adopted code requirements that set forth the acceptable health and safety standards for the occupancy of housing units.

H-1.2: Preserve Affordable Single-Family Housing: The City shall preserve the existing single-family housing stock occupied by lower-income households by rehabilitating single-family, owner-occupied conventional and mobile homes.

H-1.3: Residential Rehabilitation: The City shall administer residential rehabilitation programs that assist lower-income households to ensure the safety and habitability of housing units and the quality of residential neighborhoods.

H-1.4: Preserve At-Risk Units and Naturally Occurring Affordable Housing: The City shall avoid the loss of publicly assisted and unassisted (“naturally occurring”) affordable housing units and the resulting displacement of low-income residents by providing funds, as available, to nonprofit developers to be used for the acquisition of subsidized housing developments at risk of converting to market rate units.

H-1.5: Funding for Accessibility Retrofits: The City shall provide funding to homeowners for home retrofits that improve accessibility.

PROGRAM H-1: Minor Home Repair Program

The Minor Home Repair Program provides rehabilitation grants up to \$10,000 to qualified lower-income households, including elderly and/or disabled homeowners, to make minor home repairs to address health and safety problems, correct code deficiencies, and improve the exterior appearance of homes. Priority will be given to work that corrects health and safety issues, and to accessibility modifications for people who have disabilities.

ACTIONS	OBJECTIVE AND TIMEFRAME
Action 1.1: Provide housing rehabilitation assistance to lower-income, elderly, and/or disabled households.	Annually assist ten households with larger repairs and 40 households with smaller repairs.
Action 1.2: Continue existing partnerships with nonprofit housing rehabilitation agencies such as Rebuilding Together Oakland/East Bay and Habitat for Humanity East Bay/Silicon Valley to provide property rehabilitation assistance to targeted Hayward homeowners.	Ongoing.
Action 1.3: Disseminate information regarding rehabilitation standards, preventative maintenance, and energy conservation measures to eligible homeowners.	Maintain current information on the City’s website and disseminate to at least 100 qualified homeowners annually.
Implements the Following Policies	H-1.2, H-1.5, H-1.3, H-2.5
Responsible Agency	City Manager’s Office
Funding Sources	CDBG

PROGRAM H-2: Residential Rental Inspection Program

The Residential Rental Inspection Program safeguards the stock of safe, sanitary rental units within the city and protects persons entering or residing in rental units through systematic inspection of rental housing throughout the city. The program focuses attention on rental housing in higher-density areas with priority given to units displaying signs of substandard conditions. Properties outside higher-density areas are routinely monitored for indicators of substandard conditions unless they are the subject of a complaint and prioritized for inspection. All rental units are subject to inspection. The program has a goal of inspecting units once every five years. In addition to an annual per-unit fee, fees are charged for every unit in which a violation is found. Penalties are also assessed for lack of timely correction of violations.

ACTIONS	OBJECTIVE AND TIMEFRAME
Action 2.1: Systematically inspect rental units throughout the city to safeguard the stock of safe, sanitary rental units within the city and protect persons entering or residing in rental units.	Annually inspect 250 single-family homes and 750 multi-family units. Focus attention on rental housing in higher density areas with the goal of inspecting these units every three to four years.
Action 2.2: Amend the Hayward Municipal Code (HMC) to comply with Section 17970.5 of the California Health and Safety Code requiring that upon a rental tenant complaint, the respective landlord a) conducts a mandatory inspection and b) specifies specific actions that can be taken to mitigate any hazards present.	Amend the HMC by January 2025.
Action 2.3: Disseminate information to residents about the mandatory rental inspections and up to-date information on the City’s adopted laws and regulations specific to housing.	Maintain current information on the City’s website and provide information to a minimum of 100 renter households annually through workshops, non-profits or advocacy groups, and direct outreach at the Permit Center and in the field.
Action 2.4: Provide annual trainings during the planning period to improve capacity of Code Enforcement staff to work with diverse communities, in a culturally competent manner with a focus on problem solving and with connections to social and economic support services.	Begin providing annual trainings to staff by 2024.
Implements the Following Policies	H-1.1, H-1.2, H-1.3
Responsible Agency	Development Services
Funding Sources	General Funds

PROGRAM H-3: Preservation of At-Risk Affordable Housing

This program is intended to support the preservation or acquisition of restricted affordable units and unrestricted affordable units that could potentially convert to market-rate units during the planning period. The City will monitor all units and assist property owners in maintaining the affordability of these units and assist tenants if preservation is unsuccessful.

ACTIONS	OBJECTIVE AND TIMEFRAME
<p>Action 3.1: Monitor the status of the five projects and 295 units at risk of conversion to market-rate units during the planning period and seek to preserve these affordable units for extremely low-income households and very low-income households. The five projects include:</p> <ul style="list-style-type: none"> ■ Hayward Villa ■ Josephine Lum Lodge ■ Sycamore Square ■ Wittenberg Manor II ■ Weireb Place 	<p>Annually.</p>
<p>Action 3.2. Reach out to property owner to inquire about their plans for the property with the expiring regulatory controls and assess the risk of loss of affordable housing units.</p>	<p>Send correspondence to property owner three years prior to termination of regulatory controls. Objective is to ascertain risk of loss of affordable units and identify if the City as resources to preserve the units.</p>
<p>Action 3.3: Inform property owners of their obligation to comply with noticing requirements stipulated under state law to ensure that qualified non-profit entities from the State's qualified entities list are informed of the opportunity to acquire the affordable property and that tenants are informed about their rights and potential resources. If the property was built before July 1, 1979, inform property owner that rent increase limits stipulated in the City's Residential Rent Stabilization Ordinance will apply post conversion to market rate.</p>	<p>Send notice to property owner three years prior to potential project conversion. Provide follow-up with contacts one year and six months prior to conversion if property owner fails to comply. Objective is to ensure qualified non-profit entities are notified of acquisition opportunities and to ensure tenants are aware of the impending changes.</p>
<p>Action 3.4: Contingent of funding availability, in the event that a property is scheduled for conversion, contact property owner regarding funding availability. If the property owner intends to sell the property encourage sale to a qualified non-profit entity.</p>	<p>Inform property owner three years prior to potential project conversion whether funding is available to preserve the affordability restrictions. The objective is to incentivize the sale to a qualified non-profit entity.</p>
<p>Action 3.5: Include naturally occurring affordable housing at risk of conversion to higher rates as an eligible project type for funding under the City's Notice of Funding Availability (NOFA) to preserve these units through long-term affordability covenants as a condition of funding.</p>	<p>Subject to availability of Inclusionary Housing Trust funds, issue NOFA at least once during compliance period and establish an affordable housing development pipeline inclusive of project that convert market rate housing to affordable housing.</p>

ACTIONS	OBJECTIVE AND TIMEFRAME
Action 3.6: Support qualified affordable housing developers that acquire and convert naturally occurring affordable housing to restricted affordable housing meet state or federal funding application requirements that subject to City review or support. The City may choose not to support projects that pose a high risk of displacement of existing tenants.	On a case-by-case basis.
Action 3.7: As necessary, provide technical assistance to tenants to access other affordable housing resources.	Ongoing on a case-by-case basis.
Implements the Following Policies	H-1.4, H-6.4
Responsible Agency	Development Services, City Manager
Funding Sources	HOME, Inclusionary Housing In-Lieu Fees, Housing Choice Vouchers, and other federal and state housing funds

Assisting in the Development of Affordable Housing

Providing affordable housing is essential for a healthy community. Seeking funding from varied sources increases the opportunities for the development of affordable housing units. The City works with both non-profit and for-profit developers in the production of affordable for-sale and rental housing. Recognizing a variety of housing needs, the City supports the development of affordable housing opportunities ranging from creation of rental housing that meets the needs of extremely low, very low, and low income households to creation of ownership housing for lower and moderate income households to improve housing stability, help instill a pride of ownership, and increase wealth building opportunities.

Goal H-2: Assist in the provision of housing that meets the needs of all socioeconomic segments of the community.

POLICIES

H-2.1: Homeownership Housing: The City shall encourage the development of ownership housing and assist tenants to become homeowners to increase owner occupancy rate within the parameters of federal and state housing laws.

H-2.2: Provide Incentives for Affordable Housing: The City shall promote the use of density bonuses and waive or reduce park, transportation and other impact fees to facilitate the development of new housing for extremely low-, very low-, and low-income households.

H-2.3: Inclusionary Housing: The City shall enforce the Inclusionary Housing Ordinance to ensure that a certain percentage of new residential units will be made affordable to lower- and moderate-income households or to ensure the payment of affordable housing in-lieu fees to subsidize the development of affordable housing.

H-2.4: Integration of Affordable Housing: The City shall encourage a mix of affordability levels in residential projects and encourage the dispersal of such units to achieve greater integration of affordable housing throughout the community.

August 2022

H-2.5: Partnership with Affordable Housing Developers: The City shall maintain a funding process to award affordable housing in-lieu fees to affordable housing builders to support the development of affordable housing

H-2.6: Financial Assistance: The City shall identify new funding sources and strategies to support affordable housing.

PROGRAM H-4: Affordable Housing Development Assistance

The City of Hayward is committed to increasing the supply of affordable housing. The City will prioritize households at the extremely low-income level and seek new funding opportunities and partnerships to greater improve housing conditions amongst the vulnerable and lower-income communities.

ACTIONS	OBJECTIVE AND TIMEFRAME
Action 4.1: Partner with qualified housing developers to identify affordable housing development opportunities with emphasis on promoting housing choices that serve the needs of special needs populations, including seniors, homeless, female-headed households, large families, low-income, and/or persons with disabilities.	Subject to availability of Inclusionary Housing Trust funds, issue NOFA at least once during compliance period and establish an affordable housing development pipeline of at least three affordable housing projects.
Action 4.2: Monitor availability of State and federal funding and support developers with their applications for state and other local development incentives and funding programs that provide financial assistance to develop affordable housing for special needs populations.	Annually, review proposed development budgets and schedules for City funded affordable housing projects to identify the need for City support with funding applications. Upon request, provide support for non-city funded affordable housing development project.
Action 4.3: Subject to funding availability, provide development subsidy for at least three affordable housing developments. Prioritize subsidy for financing for rental housing units affordable to lower-income households and households with special needs and projects that promote the City's goals relating to transit-oriented development and jobs/ housing balance.	Assist in the development of at least 200 lower income units over the eight-year planning period.
Action 4.4: Use state, federal, and local In-Lieu Fees to reimburse the cost of land for the development of extremely low-, very low-, low-, and moderate-income housing.	Any development subsidy awarded to affordable housing developers can be applied to acquisition costs at the time the project closes all project funding
Action 4.5: Subsidize the development of affordable housing through disposition of City-owned land where feasible and provision of development subsidy when available.	Support at least two affordable housing developments on City owned land during the planning period.
Implements the Following Policies	H-2.4, H-2.5, H-2.6, H-3.10
Responsible Agency	Development Services, City Manager
Funding Sources	State and federal funds, local funds (In-Lieu Fees, General Fund)

PROGRAM H-5: Density Bonus

Consistent with State law (Government Code Sections 65915 through 65918), the City offers residential density bonuses as a means of encouraging affordable housing development. In exchange for setting aside a portion of the development as units affordable to lower- and moderate-income households, developing senior or student housing or installing on-site childcare, the City shall grant a density bonus over the otherwise allowed maximum density, a reduction in parking standards, up to four regulatory incentives or concessions and unlimited waivers to development standards. These units must remain affordable for a period of no less than 55 years and each project must enter into an agreement with the City to be monitored by the Housing Services Division for compliance.

The density bonus increases with the proportion of affordable units set aside and the depth of affordability. For market-rate projects, the maximum density bonus a developer can receive currently is 50 percent when a project provides 15 percent of the units for very low-income households, 24 percent for low-income households, or 44 percent for moderate-income households. 100 percent affordable housing projects can receive up to 80 percent increase in density or unlimited density when the project is within 1/2 mile of major transit. Incentives and regulatory concessions may include, but are not limited to, fee waivers, reduction or waiver of development standards, in-kind infrastructure improvements, an additional density bonus above the requirement, mixed-use development where it normally wouldn't be permitted, or other financial or regulatory incentives or concessions.

ACTIONS	OBJECTIVE AND TIMEFRAME
Action 5.1: Ensure that housing developers are informed about the City's density bonus program during pre development conferences, inquiries, and at application and highlight the additional development potential available.	Ongoing on a case-by-case basis.
Action 5.2: Update the Density Bonus Ordinance to bring it into compliance with State Law and remove the requirement for Planning Commission approval of Density Bonus applications. Through the update process.	Adopt updated Density Bonus Ordinance by June 2023.
Action 5.3: As part of Density Bonus Ordinance update, discuss incentives and concessions with qualified housing developers to determine if increasing density bonus for market-rate projects beyond state law is appropriate for Hayward.	Meet with four qualified housing developers annually. Adopt updated Density Bonus Ordinance by June 2023.
Action 5.4: Provide technical assistance to developers on how to use the Density Bonus incentives.	Maintain current information on the City's website and publish informational bulletin by September 2023.
Implements the Following Policies	H-2.2, H-2.4, H-3.1
Responsible Agency	Development Services
Funding Sources	General Fund

PROGRAM H-6: Inclusionary Housing

Inclusionary housing regulations help increase the availability of affordable housing stock in the city. Hayward's Inclusionary Housing program requires that a certain percentage of new residential developments units be made affordable to very low-, low- and moderate-income households, depending on whether the project is intended as ownership or rental housing. Having these programs for inclusionary requirements in place proactively as new markets for investment emerge through the city can serve as a program to mitigate displacement and meet the needs of vulnerable populations. The inclusionary housing ordinance specifies the following:

Affordable Rental Units

A total of six percent of the units must be affordable at the following income levels:

- 50 percent of affordable units restricted at very low-income.
- 50 percent of affordable units at low-income.

Affordable Ownership Units

- Ten percent of the units must be made affordable to moderate-income households.

Developers may also pay an affordable housing in-lieu fee as an alternative to providing affordable units. These fees are placed in the City's Affordable Housing Trust Fund and are used to fund affordable housing development.

ACTIONS	OBJECTIVE AND TIMEFRAME
Action 6.1: Complete a new feasibility study to determine the appropriate on-site affordable housing requirements and fees for rent and ownership of residential units that appropriately reflect market conditions.	Complete feasibility study by June 2023.
Action 6.2: Based on the findings of the feasibility study, modify the ordinance as necessary to maximize production of affordable units without adversely affecting market-rate development.	Modify the ordinance by January 2024.
Action 6.3: Following the adoption of the modifications to the Affordable Housing Ordinance, monitor the effectiveness of the current Inclusionary Housing Program to determine if modifications would be necessary. Conduct a subsequent feasibility study if monitoring results in findings that ordinance may not be maximize production of affordable units or may be adversely affecting market rate development.	Assess program by January 2027
Implements the Following Policies	H-2.3, H-2.4
Responsible Agency	Development Services, City Manager.
Funding Sources	General Fund; In-Lieu Fees

PROGRAM H-7: Housing Choice Vouchers

The Housing Choice Voucher (HCV) Program is the federal government’s major program for assisting families with very low income and people who are elderly and/or have disabilities to afford decent, safe, and sanitary housing in the private market. This program is administered by the Housing Authority of the County of Alameda (HACA). Under this program, renters with very low income receive supplemental assistance for rent so they can afford standard housing without becoming rent burdened.

Since housing assistance is provided on behalf of the family or individual, participants can find their own housing, including single-family homes, townhouses, and apartments. The participant is free to choose any housing that meets the requirements of the program and is not limited to units located in subsidized housing projects. A family that is issued a voucher is responsible for finding a suitable housing unit of the family’s choice where the owner agrees to rent under the program. This unit may include the family’s present residence. Rental units must meet minimum standards of health and safety, as determined by HACA. A housing subsidy is paid to the landlord directly by the HACA on behalf of the participating family. The family then pays the difference between the actual rent charged by the landlord and the amount subsidized by the program.

ACTIONS	OBJECTIVE AND TIMEFRAME
Action 7.1: Cooperate with the HACA to provide tenant-based rental assistance.	Assist approximately 1,844 households through Section 8 Vouchers during the planning period.
Action 7.2: Refer Housing Choice voucher holders to a list of properties compiled by HACA that actively participating in the Housing Choice Voucher Program throughout the housing cycle.	Ensure Hayward Housing Staff is aware of the HACA “For Rent” directory.
Action 7.3: Provide outreach and education to potential tenants and landlords/property management regarding State law that prohibits housing discrimination based on source of income, including public subsidies.	Annually conduct one workshop for tenants and one workshop for landlords in multiple languages.
Action 7.4: Disseminate information on HCV opportunities offered by HACA through the City website, newsletters, and brochures at public counters.	Publish material on the City’s website by June 2023.
Action 7.5: Provide support to HACA as necessary to seek additional funding that can be used, in addition to Housing Choice Voucher funds, to provide subsidies to lower income households to bring monthly rents in line with affordability guidelines.	Upon request by HACA.
Action 7.6: In collaboration with HACA, provide education to property owners and managers to expand awareness of the Housing Choice Voucher program in an effort to increase acceptance of tenant-based Housing Choice Vouchers and to facilitate mobility and provide choices for lower-income households throughout the city.	Annually conduct one workshop for tenants and one workshop for landlords in multiple languages.

ACTIONS	OBJECTIVE AND TIMEFRAME
Action 7.7: Inform HACA of affordable homeownership opportunities to provide participants of the Family Self-Sufficiency Program the opportunity to transition from renter to homeowner and begin to build assets.	Identify the appropriate contact at HACA to disseminate information to participants by June 2023. Send information about application process for affordable homeownership opportunities as they become available.
Implements the Following Policies	H-2.4, H-2.5, H-2.6
Responsible Agency	Alameda County Department of Housing and Community Development.
Funding Sources	HUD

Providing Adequate Sites

A major part of meeting the housing needs of all segments of the community is the provision of adequate sites to facilitate the development of all types, sizes, and prices of housing throughout the City. Persons and households of different ages, types, incomes, and lifestyles have a variety of housing needs and preferences that evolve over time and in response to changing life circumstances. Providing an adequate supply and diversity of housing accommodates changing housing needs of residents. The Hayward General Plan, Zoning Ordinance, and various design/concept plans establish where and what types of housing may locate in the city. To provide adequate housing and maximize use of limited land resources, new development should be constructed at appropriate densities that maximize the intended use of the land.

Goal H-3: Provide suitable sites for housing development that can accommodate a range of housing by type, size, location, price, and tenure.

POLICIES

H-3.1: Diversity of Housing Types: The City shall continue to implement land use policies that allow for a range of residential densities and housing types, prices, ownership, and size, including low-density single family uses, moderate-density townhomes, and higher-density apartments, condominiums, transit-oriented developments, live-work units, Accessory Dwelling Units (ADUs), and units in mixed-use developments.

H-3.2: Transit-Oriented Development: The City shall encourage transit-oriented developments in close proximity to BART and high frequency bus lines.

H-3.3: Sustainable Housing Development: The City shall promote sustainable housing practices that incorporate a “whole system” approach that considers sustainable siting, design, and construction of housing that is integrated into the building site, consuming less water, improving water quality, reducing energy use and the use of other resources, and minimizing development impacts on the surrounding environment.

H-3.4: Residential Uses Close to Services: The City shall encourage development of residential uses close to employment, recreational facilities, schools, neighborhood commercial areas, and transportation routes.

H-3.5: Compatible Development of Underutilized Sites: The City shall encourage compatible residential development in areas with underutilized land.

H-3.6: Flexible Standards and Regulations: The City shall allow flexibility within the City’s standards and regulations to encourage a variety of housing types.

H-3.7: Facilitate Lot Consolidation: The City shall facilitate lot consolidation to encourage the development of housing on infill sites.

H-3.8: Adaptive Reuse: The City shall support innovative strategies for the adaptive reuse of residential, commercial, and industrial buildings to provide for a variety of housing types and residential uses.

H3.9: No Net Loss Zoning: The City shall make findings related to the potential impact on the City’s ability to meet its share of the regional housing need when approving discretionary entitlements to rezone residentially designated properties or develop a residential project with fewer units or at a higher income than what is assumed for the site in the Housing Element Sites Inventory, consistent with “no-net-loss” zoning requirements in Government Code Section 65863.

H3.10: Residential Sites Inventory: Maintain a vacant and underutilized residential sites inventory and assist residential developers in identifying land suitable for residential development.

PROGRAM H-8: Ensure Adequate Sites to Accommodate Regional Fair Share of Housing Growth

The City was allocated a RHNA of 4,624 units for the 2023-2031 Housing Element planning period. With anticipated pipeline projects and projected ADUs, a total 2,215 units can be credited toward the City’s RHNA. The remaining 2,409 RHNA units (950, 639 moderate, and 820 above moderate-income units) must be accommodated through adequate sites planning. The sites inventory capacity analysis found that existing land use designations can accommodate the RHNA on vacant and underutilized land (see Appendix C, Housing Resources, for more information). Future residential growth is expected to occur primarily on vacant and nonvacant parcels in the Downtown Specific Plan area and Mission Boulevard corridor and on the former Caltrans Route 238 corridor.

ACTIONS	OBJECTIVE AND TIMEFRAME
Action 8.1: Maintain an updated inventory of housing sites and actively promote sites available for lower- and moderate-income housing development to potential developers, private and non-profit organizations, and other interested persons and organizations. Post such information on the City’s website and update as necessary to maintain accurate information.	Publish on the City’s website by June 2023 and update annually as needed.
Action 8.2: Maintain an updated list of residential housing developments that have been submitted, approved, and denied throughout the housing cycle.	Publish by June 2023 and update annually as part of the Annual Progress Report (APR).

ACTIONS	OBJECTIVE AND TIMEFRAME
Action 8.3: Comply with California law regarding reporting requirements including, without limitation, annual reporting in accordance with Government Code Section 65400.	Annually as part of the APR.
Action 8.4: Provide technical assistance and information on available parcels for lower-income developments to private or non-profit housing providers. Technical assistance includes land development counseling by City planners.	Provide technical assistance at the City's Permit Center Monday through Thursday from 9 am to 1 pm. Accept electronic correspondence and respond within two to three business days.
Action 8.5: Maintain a list of publicly owned properties with potential for residential development	Publish on the City's website by June 2023.
Implements the Following Policies	H-3.2, H-3.5, H-3.10
Action 8.6: Develop and maintain a partnership with BART to support residential redevelopment around the BART stations.	Identify and maintain a point of contact with BART and meet annually.
Responsible Agency	Development Services
Funding Sources	General Fund

PROGRAM H-9: No Net Loss Zoning

Government Code Section 65863, otherwise known as "No Net Loss" law, prevents the loss of existing housing and land available for future residential development by ensuring that cities and counties "identify and make available" additional adequate sites if a housing project is approved with fewer units by income category than what is identified in the Housing Element. In compliance with State law, the City will expand and improve upon the ongoing no net loss efforts to develop a procedure to track:

- Unit count and income/affordability assumed on parcels included in the sites inventory
- Net change in capacity and summary of remaining capacity in meeting remaining RHNA
- Actual number of units achieved and income/ affordability when parcels are developed

Unit count and income/affordability are identified in the Sites Inventory (see Appendix C).

ACTIONS	OBJECTIVE AND TIMEFRAME
<p>Action 9.1: Implement a monitoring program that evaluates the current capacity of housing sites on the Sites Inventory for all income levels throughout the duration of the planning period to ensure the City remains on track towards satisfying its RHNA target. Should an approval of development result in a shortfall of sites to accommodate the City’s remaining RHNA requirements, the City will identify and, if necessary, rezone sufficient sites within 180 days to accommodate the shortfall and ensure “no net loss” in capacity to accommodate the RHNA.</p>	<p>Implement program by January 2025.</p>
<p>Action 9.2: Maintain an administrative list of additional sites with appropriate zoning that can be added to the City’s Sites Inventory if and when an analysis provided through Action 9.1 or the Annual Progress Report indicates that sufficient sites may not exist to accommodate the City’s remaining RHNA, by income level, for the planning period.</p>	<p>Create list by June 2023 and update annually as needed.</p>
<p>Implements the Following Policies</p>	<p>H-3.1, H-3.5, H-3.10</p>
<p>Responsible Agency</p>	<p>Development Services</p>
<p>Funding Sources</p>	<p>General Fund</p>

PROGRAM H-10: Replacement Housing

Pursuant to AB 1397 (Adequate Sites) passed in 2017, the City will amend the Zoning Code to require the replacement of existing residential units on nonvacant RHNA sites as a condition of project approval for development. Specifically, sites that currently have residential uses, or within the past five years have had residential uses that have been vacated or demolished, that are or were subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of low or very low income, subject to any other form of rent or price control, or occupied by low- or very low-income households, shall replace those units affordable to the same or lower income level as a condition of any development on the site. Replacement requirements shall also be consistent with those set forth in the State Density Bonus Law.

ACTIONS	OBJECTIVE AND TIMEFRAME
<p>Action 10.1: Amend the Zoning Code to establish the replacement requirements pursuant to AB 1397.</p>	<p>Amend HMC by January 2025.</p>
<p>Implements the Following Policies</p>	<p>H-3.9, H-6.3</p>
<p>Responsible Agency</p>	<p>Development Services</p>
<p>Funding Sources</p>	<p>General Fund</p>

PROGRAM H-11: By-Right Approval for Projects with 20 Percent Affordable Units

Pursuant to AB 1397 (Adequate Sites) passed in 2017, the City will allow by-right approval process for housing development that includes 20 percent of the units as housing affordable to lower income households, on sites being used to meet the 6th cycle RHNA if the site were:

- A vacant site for RHNA identified in the previous two Housing Element cycles
- A site rezoned for RHNA after the statutory deadline of the current Housing Element cycle
- A nonvacant site for RHNA identified in the previous one Housing Element cycle

By-right approval means the jurisdiction shall not require:

- A Site Plan Review, Administrative or Conditional Use Permit
- Other discretionary, local-government review or approval that would constitute a “project” as defined in Section 21100 of the Public Resources Code (California Environmental Quality Act “CEQA”)
- A Planned Development District or

The Sites Inventory includes four nonvacant opportunity sites that would be subject to by-right approval.

ACTIONS	OBJECTIVE AND TIMEFRAME
Action 11.1: Amend HMC to implement a by-right approval process pursuant to Government Code Section 65583.	Amend HMC by January 2025.
Implements the Following Policy	H-3.9
Responsible Agency	Development Services
Funding Sources	Departmental Budget

PROGRAM H-12: Adaptive Reuse

The City has numerous older commercial buildings that are no longer being occupied by the highest and best uses or compatible uses with its surrounding neighborhoods. The economic impacts of the COVID-19 pandemic have further accelerated the decline of these properties. The City will pursue amendments to HMC to establish alternative building regulations for the conversion of existing buildings to other uses.

ACTIONS	OBJECTIVE AND TIMEFRAME
Action 12.1: Evaluate, and if appropriate, amend the HMC to remove potential constraints for adaptive reuse, such as review/approval process and minimum parking standards.	Evaluate the HMC by June 2024 and, if necessary, revise HMC within one year.
Action 12.2: Promote adaptive reuse to property owners and interested developers through public outreach.	Publish material on the City’s website by June 2023.
Implements the Following Policy	H-3.8
Responsible Agency	Development Services
Funding Sources	Departmental Budget

PROGRAM H-13: Variety of Housing Types

Government Code Sections 65583 and 65583.2 require the housing element to provide for a variety of housing types including multifamily rental housing, factory-built housing, mobile homes, housing for agricultural employees, supportive housing, single-room occupancy units, emergency shelters, and transitional housing. Providing development opportunities for a variety of housing types promotes diversity in housing price, style, and size, and contributes to neighborhood stability by offering more affordable and move-up homes and accommodating a diverse income mix.

ACTIONS	OBJECTIVE AND TIMEFRAME
Action 13.1: Explore innovative and alternative housing options that provide greater flexibility and affordability in the housing stock. This may include allowing shelters, transitional housing and tiny homes with wraparound services on site at churches, social services agencies/ nonprofits that do this work in the community and on publicly owned land.	Explore options by January 2025 and amend the HMC as needed.
Action 13.2: Review all residential zoning districts and land use designations to determine feasibility for additional development in low-density neighborhoods. Amend the HMC to allow, by right or via streamlined review process, a mix of dwelling types and sizes, specifically missing middle housing types (e.g., duplexes, triplexes, fourplexes, courtyard buildings) in lower-density residential areas.	Complete review by January 2025 and, if necessary, amend HMC within one year.
Implements the Following Policy	H-3.1
Responsible Agency	Development Services
Funding Sources	Departmental Budget

Removing Constraints on Housing Development

Pursuant to State law, the City is obligated to address, and where legally possible, remove governmental constraints affecting the maintenance, improvement, and development of housing. Removing constraints on housing development can help address housing needs in the city by expediting construction and lowering development costs.

Goal H-4: Mitigate any potential constraints to housing production and affordability to the greatest extent feasible.

POLICIES

H-4.1: Clear Development Standards and Approval Procedures: The City shall strive to create and administer clear objective development standards and streamlined approval procedures for a variety of housing types, including, but not limited to, multifamily housing and emergency shelters.

H-4.2: Offer Development Incentives: The City shall offer financial and/or regulatory incentives, such as density bonuses and fee reductions, deferrals, or waivers, where feasible, to reduce the costs and/or to remove impediments to developing affordable housing.

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PROGRAM H-14: Development Incentives

Jurisdictions can provide a variety of incentives to encourage development of affordable housing and other projects that meet community needs. The City shall incentivize both market-rate and affordable housing production to address the State’s housing shortage and high housing costs. Topics to incentivize housing production include:

- Policies related to zoning and housing approvals
- Accessory dwelling units
- Large sites
- Lot consolidation
- Impact fee deferrals, waivers and fee transparency
- Funding sources
- Public land disposition
- Streamlining the approval process

ACTIONS	OBJECTIVE AND TIMEFRAME
Action 14.1: Create “Package of Incentives” that identifies the benefits of providing on-site affordable housing	Create by January 2025.
Action 14.2: Evaluate the effectiveness and appropriateness of available incentives in encouraging development of identified sites, particularly for housing affordable to lower-income households in moderate-resource areas with available land for multi-family residential opportunities and report back to appropriate Task Force(s) and City Council on an annual basis. If incentives are not effective in encouraging and facilitating affordable housing development, the City will reassess to develop alternative strategies to incentivize development.	Report on housing programs and incentives to housing production included in the Strategic Roadmap and Incentives to Housing Production Work Plan Program once a year and update if necessary.
Action 14.3: Encourage land divisions and specific plans of large sites resulting in parcels sizes that facilitate multifamily developments affordable to lower-income households.	Ongoing on a case-by-case basis.
Action 14.4: Promote incentives to interested developers and provide technical assistance regarding the potential use of various incentives through pre-application meetings.	Ongoing on a case-by-case basis.
Action 14.5: Meet with qualified affordable housing developers to promote the use of regulatory incentives and development of inventory sites.	Regularly meet with developers at the City’s Permit Center Monday through Thursday from 9 am to 1 pm. Accept electronic correspondence and respond within two to three business days.
Implements the Following Policies	H-2.2, H-4.2
Responsible Agency	Development Services
Funding Sources	General Fund

PROGRAM H-15: Lot Consolidation

This program aims to expand opportunities for additional affordable housing developments. The City will encourage the consolidation of small parcels to facilitate larger-scale developments that are compatible with existing neighborhoods.

ACTIONS	OBJECTIVE AND TIMEFRAME
Action 15.1: Make available an inventory of vacant and nonvacant properties to interested developers and identify sites where potential consolidation can occur based on current site usage and ownership.	Publish to the City’s website by June 2023.
Action 15.2: Facilitate lot consolidation by providing appropriate technical assistance to developers to encourage negotiations between property owners.	Ongoing on a case-by-case basis.
Implements the Following Policies	H-3.7, H-3.10
Responsible Agency	Development Services
Funding Sources	General Fund

PROGRAM H-16: Expedited Project Review

The City continues to improve the efficiency of the development review process. As a response to the housing shortage in the State of California, Government Code Section 81560 was amended to restrict local rules that limit housing production. Amendments to Government Code Section 81560 changed the Permit Streamlining Act by creating a more ministerial, rather than discretionary, two-step application process. The City will continue to identify efficiencies for the development process in line with Government Code Section 81560 and further streamline the permit process. The City will also coordinate with developers to ensure a timely application and development process.

ACTIONS	OBJECTIVE AND TIMEFRAME
Action 16.1: Continue to offer free Pre-Application Review process for developers or applicants that submit a planning application. This serves as a “free” first submittal so developers can see any major costs or issues with the proposed development without spending money.	Ongoing on a case-by-case basis.
Action 16.2: Expedite review for the subdivision of larger sites into buildable lots when development application is consistent with the General Plan, applicable specific plan, and master environmental impact report.	Ongoing on a case-by-case basis.
Action 16.3: Assess existing processes to investigate additional review processes may be delegated to a streamlined, ministerial review for projects that include a percentage of affordable housing units. by January 2025 and, if necessary, revise the process within one year.	Develop recommendations
Action 16.4: Identify new or improved data and technology solutions to support faster development project review and greater access to housing and land use information such as online dashboards and other publicly accessible online resources.	Ongoing.

ACTIONS	OBJECTIVE AND TIMEFRAME
Action 16.5: Upzone approximately 1,558 Single Family District properties that have a higher density General Plan land use designation and develop Objective Design Criteria for residential development to streamline the development review process, allow missing middle housing and small lot single family development without requiring Zone Change to Planned Development District.	This process is currently underway through a Senate Bill 2 grant. Anticipate rezoning and adoption of new objective standards by December 2023.
Implements the Following Policies	H-3.2, H-3.3, H-3.4, H-3.6
Responsible Agency	Development Services
Funding Sources	General Fund & Senate Bill 2 grant

PROGRAM H-17: Accessory Dwelling Unit Program

Accessory Dwelling Units (ADUs) and Junior Accessory Dwelling Units (JADUs) represent an important opportunity to create more affordable housing for lower and moderate-income households. The State has passed multiple bills in recent years to remove constraints to the development of ADUs and JADUs (including AB 587, AB 671, AB 68, and SB 13, among others). The City’s current ADU regulations do not comply with state law. However, the City has developed an ADU/JADU Frequently Asked Questions fact sheet and streamlined Checklist based on State Law to facilitate the review and approval of J/ADUs. Further, in 2021, the City combined Planning and Building permit review in order to minimize review time for JADUs. The City will monitor ADU development trends and new legislation to update the HMC to comply with changes in ADU and JADU law. This program aims to annually monitor provisions made to ADU legislation and amend the City’s Zoning Ordinance as necessary to ensure compliance with state law.

ACTIONS	OBJECTIVE AND TIMEFRAME
Action 17.1: Pursue mechanisms to facilitate the construction of ADUs, including but not limited to: <ul style="list-style-type: none"> Pre-approved standards for ADU foundation plans or prefabricated plans. Refer property owners to programs that assist lower and moderate-income homeowners in constructing ADUs. Consider expanding/extending fee waivers for ADUs beyond state law. 	Facilitate the development of 320 ADUs over the planning period. Initiate efforts in 2023.
Action 17.2: Perform a review of ADU trends and commit to adjustments if assumptions are not met. If the City is not meeting ADU goals, implement additional action(s) depending on the severity of the gap. Additional actions could include consideration of public outreach efforts, ADU incentives, and/or rezoning to bridge the gap. Encourage equitable distribution of ADU development throughout the City through targeted outreach. Monitor review times for ADU and JADU permit applications and explore ways to streamline review.	Review ADU trends every two years starting in 2023.
Action 17.3: Provide informational workshop(s) and/or publish resources on City’s website on building ADUs and JADUs. Target outreach to property owners in low- and moderate-resource areas and provide workshops and materials in English and Spanish.	Publish material on the City’s website by June 2023 and facilitate one workshop annually in multiple languages.
Implements the Following Policy	H-3.1
Responsible Agency	Development Services
Funding Sources	Departmental budget

PROGRAM H-18: Duplexes and Lot-Splits

In 2021, SB 9 was passed to allow for the ministerial approval of certain housing development projects containing up to two dwelling units (i.e., duplexes) on a single-family zoned parcel. In addition to permitting two units on a single-family lot, SB 9 allows qualifying lot splits to be approved ministerially (i.e., without discretionary review or hearings) pursuant to a parcel map, upon meeting a number of criteria. SB 9 is designed to increase the housing stock in single-family residential zones, as it allows not only two dwelling units per parcel, but also certain lot splits with two housing units on each. The City will implement a monitoring program that evaluates the current capacity of housing sites for all income levels throughout the duration of the planning period.

ACTIONS	OBJECTIVE AND TIMEFRAME
Action 18.1: The City will amend the HMC to address the requirements of SB 9.	Amend the HMC by January 2025.
Action 18.2: Monitor state law and SB 9 projects in the City to:	Begin monitoring in January 2024.
<ul style="list-style-type: none"> ■ Monitor who is utilizing this process ■ Identify how many units are being created ■ Identify what barriers exist to implementation of SB 9 and what solutions can be developed to address those barrier ■ Encourage equitable distribution of such development throughout the City through targeted workshops and outreach 	
Implements the Following Policies	H-3.1, H-3.5, H-3.6
Responsible Agency	Community Development Department/Planning
Funding Sources	General Fund

Housing For Persons with Special Needs

The City of Hayward is a diverse community with people of all backgrounds, lifestyles, family types, and income levels. Many residents also have special housing needs. State law requires the housing element to address the needs of specific special needs groups, including seniors, persons with disabilities, large families with children, female-headed households, and individuals experiencing homelessness. Meeting the needs of these residents requires a broad range of strategies for housing and other services.

Goal H-5: Provide housing choices that serve the needs of special needs populations, including seniors, homeless, female-headed households, large families, and persons with disabilities, including developmental disabilities.

POLICIES

H-5.1: Address Special Housing Needs: The City shall address the housing needs of special populations and extremely low-income households through emergency shelters, transitional housing, and supportive housing.

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H-5.2: Housing and Supportive Services: The City shall promote housing and supportive services for households with special needs including seniors, persons with disabilities, single parents, and individuals experiencing homelessness.

H-5.3: Reasonable Accommodation: The City shall continue to implement a reasonable accommodation process for persons with disabilities to request exceptions or modifications of zoning, permit processing, and building regulations to ensure housing is accessible.

H-5.4: Support Alameda County Continuum of Care Council: The City shall support the efforts of the Alameda Countywide Continuum of Care Council in its efforts to meet the needs of homeless families and individuals.

H-5.5: Support Organizations Serving the Homeless Community: The City shall support the efforts of non-profit and community organizations that provide emergency shelter and other assistance for the homeless population, including alcohol and drug recovery programs.

H-5.6: Range of Housing for Seniors: The City shall facilitate and encourage the development of a range of housing types for seniors from which support services are readily accessible.

H-5.7: Family Housing: The City shall facilitate and encourage the development of larger rental and ownership units for families with children, including lower- and moderate-income families, and the provision of services such as childcare and after-school care when feasible.

H-5.8: Universal Design Standards: The City shall implement universal design standards or guidelines that promote accessibility for everyone regardless of age or physical ability.

PROGRAM H-19: Housing for Special Needs Populations

The HMC is periodically updated to address a wide range of issues and California and federal law. The City will continue to monitor its policies, standards, and regulations to ensure that they comply with applicable law. The City will also facilitate development that serves the needs of special needs populations, including seniors, homeless, female-headed households, large families, and persons with disabilities, including developmental disabilities.

ACTIONS	OBJECTIVE AND TIMEFRAME
Action 19.1: Provide technical assistance for development of opportunity sites near commercial and civic services and public transit for senior housing development.	On a case-by-case basis
Action 19.2: Develop incentives for the provision of childcare in multifamily housing projects. Incentives could include parking reductions and density bonuses.	Develop incentives January 2025.
Action 19.3: Prioritize funding awards for affordable housing projects that provide units that serve the needs of at least one special needs group by creating scoring criteria that encourage the inclusion of units and services needed to support individuals with special needs.	Subject to availability of Inclusionary Housing Trust funds, issue NOFA at least once during compliance period and establish and affordable housing development pipeline of at least 3 affordable housing projects.

ACTIONS	OBJECTIVE AND TIMEFRAME
Action 19.4: Provide financial support to organizations such as Project Independence, Covenant House or other programs to provide a continuum of supportive and transitional services, including tenant-based rental assistance, to emancipated youth in Alameda County (youth from 18 to 24 who have aged out of the foster care system).	Annually provide ten transition age youth with a housing subsidy.
Action 19.5: Assess the City’s capacity to accommodate individuals experiencing homelessness by comparing the most recent homeless point-in-time count to the number of shelter beds available on a year-round and seasonal basis, the number of beds that go unused on an average monthly basis, and the percentage of those in emergency shelters that move to permanent housing. If capacity is not sufficient, amend the HMC as necessary to continue to meet the City’s need (see Action 13.1).	Bi-annually with release of point-in-time counts.
Action 19.6: Support services and programs that are part of the Continuum of Care system for the homeless.	Annually as part of the City’s funding allocation process.
Action 19.7: Continue to pursue CDBG funds and other funds, as available, to support any additional need for emergency shelters, and transitional and supportive housing programs for the homeless and those who are at-risk of becoming homeless.	As needed during annual NOFA process.
Action 19.8: Continue to fund and operate the Hayward Navigation Center and Annex, which provides transitional housing and navigation services to Hayward individuals experiencing homelessness, with the goal of transitioning residents to permanent placements.	Annually as part of the City’s funding allocation process.
Action 19.9: Develop and implement a shallow rent subsidy program to provide small monthly rental subsidies to extremely low-income households with prior experiences of homelessness to prevent future homelessness and reduce housing cost burden.	Annually through January 2025, with option to extend if additional funding is identified.
Action 19.10: Develop a public education campaign to educate the Hayward community about ongoing homelessness and housing development efforts and how the homeless system of care operates to build community trust and buy-in for homelessness services and housing efforts.	Implement by January 2025.
Action 19.11: Explore funding and feasibility options for safe parking and safe camping programs to provide additional safe, secure, and sanitary options for individuals and families experiencing homelessness.	Begin exploring funding and feasibility by January 2024.
Action 19.12: Submit feasible and eligible projects for State Homekey funding as available, leveraging local resources such as HOME for operating funding.	Ongoing, based on State Homekey NOFA schedule.
Action 19.13: Develop Universal Design guidelines or standards to require the use of Universal Design Principles in new construction and/or rehabilitation of housing.	Develop ordinance by January 2025.
Implements the Following Policies	H-5.1, H-5.2, H-5.2, H-5.3, H-5.4, H-5.6, H-5.8
Responsible Agency	Development Services; City Manager
Funding Sources	CDBG; HOME; American Rescue Plan Act (ARPA); State grants

PROGRAM H-20: Community Outreach and Education

Community outreach is a key component to developing a comprehensive and inclusive housing market in the city. It is critical to engage local community groups and stakeholders from all sectors of the community in order to educate and provide inclusive housing opportunities and to understand housing needs. The goal of this program is to provide community groups that are affected by restrictions to fair and equitable housing greater opportunities for becoming informed and engaged in the City's housing and overall planning process.

ACTIONS	OBJECTIVE AND TIMEFRAME
Action 20.1: Work with local organizations such as East Bay Regional Center and La Familia to inform residents of the housing and available services.	Identify and maintain a point of contact with the local organizations.
Action 20.2: Increase accessibility by conducting public workshops at suitable times, using online methods such as Zoom, having meetings be accessible to persons with disabilities, having meetings be accessible to nearby transit centers, and provide additional resources such as childcare, translation, and food services.	Ongoing on a case-by-case basis.
Action 20.3: Develop a list of neighborhood groups and other community organizations such as Eden Community Land Trust, Hayward Area Planners Association, and HayCoCoa that advocate for protected housing groups including seniors, individuals with disabilities, large households, and other groups, and disseminate information about housing opportunities and participate in community meetings as requested.	Develop list by January 2025 and update contact information annually. Disseminate information on an ongoing basis as opportunities become available.
Action 20.4: As opportunities become available, conduct a multimedia campaign regarding available homeownership, rental, housing accessibility, and rehabilitation programs in the city.	Maintain current information on the City's website and disseminate to at least 100 individuals annually.
Action 20.5: Work with local partners to deliver monthly housing workshops on topics including local ordinances; tenant and landlord rights and responsibilities; fair housing; habitability and health and safety code; and foreclosure prevention. Determine best method of holding meetings (online, in person) and offer childcare, translation and/or food services, if desired by community.	Monthly.
Action 20.6: Develop a language access policy to ensure residents with limited English proficiency have accessible information.	Implement policy by January 2024.
Implements the Following Policies	H-5.2, H-6.1, H-6.4
Responsible Agency	Development Services, City Manager, Community and Media Relations
Funding Sources	General Fund, Rent Review Administration Fee

Equal Housing Opportunities for All Persons

The City recognizes the importance of extending equal housing opportunities for all persons, regardless of race, religion, sex, family status, marital status, ancestry, national origin, color, age, physical or mental disability, sexual orientation, source of income, or any other arbitrary factor.

Goal H-6: Ensure Fair and Equal Housing Opportunity.

POLICIES

H-6.1: Fair Housing Services: The City shall support services and programs that eliminate housing discrimination and ensure that residents are aware of their rights and responsibilities regarding fair housing.

H-6.2: Housing Discrimination: The City shall prohibit discrimination in the sale or rental of housing with regard to race, ethnic background, religion, disability, income, sex, age, and household composition.

H-6.3: Rent Stabilization, Tenant Protections & Tenant Relocation Assistance: The City shall establish programs and actions to mitigate development impacts on displacement and gentrification and offer tenant protection.

H-6.4: Fair Housing Outreach: The City shall conduct fair housing outreach and education for Hayward residents, property owners, and housing providers to ensure each understands their rights and responsibilities.

H-6.5: Address Foreclosures: The City shall strive to prevent foreclosures and alleviate individual and community issues associated with foreclosures to preserve homeownership and promote neighborhood stability.

H-6.6 Rental Assistance: The City shall continue to support rental assistance for lower-income households who are overpaying for housing.

H-6.7 Fair Chance Housing: The City shall explore opportunities to assist individuals with poor credit history, poor landlord referral/references, formerly incarcerated or otherwise require mitigating circumstances in their evaluation prior to denial.

PROGRAM H-21: Foreclosure Prevention and Counseling

The Foreclosure Prevention and Counseling program is intended to assist at-risk homeowners with foreclosure-prevention resources including counseling, refinance loans, and legal services. The City provides assistance to at-risk homeowners through partnerships with HUD-approved non-profit counseling organizations.

ACTIONS	OBJECTIVE AND TIMEFRAME
Action 21.1: Continue existing partnerships with non-profit organizations such as Housing and Economic Rights Advocates to provide mortgage delinquency, default resolution negotiation, and legal advocacy services.	Annually host 10 educational workshops in multiple languages on foreclosure prevention, provide mortgage delinquency and debt resolution services to 100 eligible homeowners and financial assistance loans up to \$15,000 to an estimated 8 eligible homeowners for three years through December 2024.
Action 21.2: Continue to pursue CDBG funds and other funds, as available, to support non-profit organizations offering foreclosure prevention services.	As needed during annual NOFA process.
Action 21.3: Continue to partner with organizations such as A1 Community Housing to provide free foreclosure prevention workshops as well as free one-on-one counseling for households at risk of foreclosure.	Monthly host three educational workshops in multiple languages on Foreclosure Prevention.
Action 21.4: Provide information about foreclosure prevention resources in the housing programs section of the City’s website, including information about the programs available for refinancing at-risk loans, and contact information for legal services agencies and HUD-approved counseling organizations in the area. Mail foreclosure prevention materials to local residents who receive notices of default and notices of trustee sale.	Maintain current information on the City’s website and disseminate to at least 100 qualified homeowners annually.
Implements the Following Policies	H-6.4, H-6.5
Responsible Agency	City Manager
Funding Sources	CDBG and other state and federal funds

PROGRAM H-22: Fair Housing Services

The City of Hayward contracts with the Eden Council for Hope and Opportunity (ECHO) to provide fair housing and tenant/landlord services. ECHO’s Fair Housing Counseling Program conducts site investigations and enforcement in response to reports of housing discrimination complaints, performs audit-based investigations to determine degrees of housing discrimination existing in designated areas, and provides fair housing education for members of the housing industry including managers, owners, and realtors. ECHO’s Tenant/Landlord Counseling Program provides information to tenants and landlords in Southern Alameda County on their housing rights and responsibilities. Additionally, ECHO has trained mediators to assist in resolving housing disputes through conciliation and mediation. The primary objective of the program is to build awareness of housing laws and prevent homelessness.

ACTIONS	OBJECTIVE AND TIMEFRAME
Action 22.1: Coordinate with organizations such as ECHO and the East Bay Community Law Center (EBCLC) to provide fair housing and tenant/landlord services, including fair housing counseling and education and tenant/landlord counseling and mediation.	Annually assist 200 persons with at least 50 percent of services in areas with higher levels of housing discrimination.
Action 22.2: Provide training for property owners and managers to have access to information about requirements of federal, state and local real estate, housing discrimination, tenant protection, housing inspection, and community preservation laws; and promote training of tenants in the requirements of federal, state, and local laws so that they are aware of their rights and obligations.	Provide two training sessions annually.
Action 22.3: Conduct an annual workshop presented by local organizations such as ECHO and Centro Legal de la Raza and/or other advocacy organizations to conduct an annual fair housing and rental housing law workshops targeted to lower-income households, senior households, and individuals with disabilities.	Hold one workshop annually in multiple languages.
Action 22.4: As funding permits, continue to support neighborhood and community groups with training, services and technical support related to fair housing.	Annually assist 20 residents.
Action 22.5: Work with organizations such as ECHO to conduct random testing at least once a year during the planning period.	Annual testing.
Implements the Following Policies	H-5.1, H-5.2, H-5.5, H-5.6 H-6.1, H-6.2, H-6.3, H-6.4
Responsible Agency	Development Services; City Manager’s Office
Funding Sources	CDBG

PROGRAM H-23: Rent Stabilization and Tenant Protections

Through the Residential Rent Stabilization and Tenant Protection Ordinance (RRSO) and the Mobile home Space Rent Stabilization Ordinance (MRSO), the City implements rent increase thresholds on covered rental units and mobile home spaces. The thresholds are intended to prevent unpredictable, large rent increases promoting more housing stability, particularly for lower income residents. The City operates the rent dispute resolution process for eligible tenants and landlords, which provides mediation and arbitration paid for through and annual fee shared by the tenant and landlord to resolve disputes regarding rent increases, health and safety issues, and reduction in services. The RRSO also creates tenant retaliation protections and just cause protections for all rental units, with few exceptions, while the MRSO protects against retaliatory evictions.

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ACTIONS	OBJECTIVE AND TIMEFRAME
Action 23.1: Continue partnership with consultant to implement the RRSO and MRSO, including the rent dispute resolution process.	Ongoing.
Action 23.2: Continue to monitor implementation and impact of the RRSO.	Annually provide update to Homelessness-Housing Task Force.
Action 23.3: Seek out and participate in opportunities to improve eviction and displacement prevention resources	Ongoing.
Action 23.4: Continue to provide tenants and landlords with information about local requirements and referrals to outside resources to assist with other tenant landlord disputes.	Ongoing.
Implements the Following Policies	H-6.6, H-6.3
Responsible Agency	City Manager
Funding Sources	Rent Review Administration Fee

PROGRAM H-24: Tenant Relocation Assistance

Through the Tenant Relocation Assistance Ordinance (TRAO), the City implements temporary and permanent relocation assistance policies. The TRAO requires landlords to pay permanent assistance when performing a no-fault eviction and to pay temporary assistance when making substantial repairs or when there is a government-issued order to vacate for health and safety reasons. The City also implements an Emergency Relocation Assistance Program for low-income tenants displaced due to natural disaster or when landlord refuses to pay required relocation assistance. Collectively, these programs are intended to provide tenants with financial resources to find alternative temporary or permanent housing when displaced from their units by no fault of their own.

ACTIONS	OBJECTIVE AND TIMEFRAME
Action 24.1: Continue cross collaboration among Housing Division Code Enforcement Division, Building Services, Fire Department to streamline communication and process for identifying eligible relocation assistance cases.	Ongoing on a case-by-case basis.
Action 24.2: Provide training to tenants and landlords to educate them about their rights and responsibilities related to relocation assistance.	Annually conduct one workshop for tenants and one workshop for landlords in multiple languages.
Action 24.3: Enforce relocation payment requirement through assessment of liens in cases where landlords fail to pay required assistance.	Ongoing.
Action 24.4: Continue to implement and monitor the Emergency Relocation Assistance Program and work to identify additional funding sources to provide ongoing program support.	Ongoing.
Action 24.5: Provide displaced tenants referrals to housing resources.	Ongoing.
Implements the Following Policies	H-1.1, H-5.1, H 6.3
Responsible Agency	City Manager
Funding Sources	Rent Review Administration Fee; ARPA

ACTIONS	OBJECTIVE AND TIMEFRAME
Action 24.1: Continue cross collaboration among Housing Division Code Enforcement Division, Building Services, Fire Department to streamline communication and process for identifying eligible relocation assistance cases.	Ongoing on a case-by-case basis.
Action 24.2: Provide training to tenants and landlords to educate them about their rights and responsibilities related to relocation assistance.	Annually conduct one workshop for tenants and one workshop for landlords in multiple languages.
Action 24.3: Enforce relocation payment requirement through assessment of liens in cases where landlords fail to pay required assistance.	Ongoing.
Action 24.4: Continue to implement and monitor the Emergency Relocation Assistance Program and work to identify additional funding sources to provide ongoing program support.	Ongoing.
Action 24.5: Provide displaced tenants referrals to housing resources.	Ongoing.
Implements the Following Policies	H-1.1, H-5.1, H 6.3
Responsible Agency	City Manager
Funding Sources	Rent Review Administration Fee; ARPA

PROGRAM H-25: Consolidated Plan Update

Hayward’s Consolidated Plan describes and prioritizes the City’s housing and community development needs, as well as activities to address those needs as defined and funded by HUD. The current Plan will be updated in 2024 to strategically align with and help implement the 2023-2031 Housing Element and strengthen place-based strategies to expand housing mobility and housing supply in high-opportunity areas. The update will also seek to improve areas through targeted investment in areas with identified fair housing impediments.

ACTIONS	OBJECTIVE AND TIMEFRAME
Action 25.1: Update funding policies to prioritize the improvement of public facilities and infrastructure projects that improve the quality of life and accessibility for all residents.	Annually as part of the NOFA process.
Action 25.2: Identify mechanisms to increase production and access to housing in high resource areas, such as through acquisition, rehabilitation and conversion of existing housing units to be affordable, the construction of ADUs, or through financial incentives in exchange for deed restriction of housing units for low-income use.	Adopt consolidated plan update by August 2025.
Implements the Following Policies	H-2.6, H-6.3
Responsible Agency	City Manager’s Office
Funding Sources	CDBG

7.2 SUMMARY OF QUANTIFIED OBJECTIVES

The City's quantified objectives for the 2023-2031 planning period are:

- Sites to facilitate new housing units, including the City's RHNA of 547 units for extremely low-income, 528 units for very low-income households, 617 units for low-income households, 817 units for moderate-income households, and 2,115 above moderate-income households
- Rehabilitation of 80 affordable units
- Construction of 200 affordable units
- Construction of 320 ADUs
- Conservation of 1,844 Section 8 Housing Choice Vouchers
- Preservation of 295 units at risk of converting to market-rate units

Table 6-1 summarizes these objectives for the 2023-2031 planning period by income group.

ACTIONS	EXTREMELY LOW INCOME	VERY LOW INCOME	LOW INCOME	MODERATE INCOME	ABOVE MODERATE INCOME	TOTAL
RHNA	547	528	617	817	2,115	4,624
Units To be Rehabilitated		20	60	–	–	80
New Construction		50	150	–	–	400
ADUs		96	96	96	32	320
Section 8 Housing Choice Vouchers to be Conserved	1,844		–	–	–	1,844
At-Risk Housing Units to be Preserved	295		–	–	–	295

Note: Government Code Section 65583 mandates that localities calculate the subset of the very-low income regional need that constitutes the communities need for extremely low-income housing. As an alternative to calculating the subset, local jurisdictions may assume that 50 percent of the very low-income category is represented by households of extremely low income (less than 30 percent of the median family income).

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Rincon Consultants, Inc.



Resumen General

Resumen General

¿QUÉ ES EL ELEMENTO DE VIVIENDA?

- Es un "elemento" o capítulo requerido en el Plan General de la Ciudad para residentes actuales y futuros en los siguientes ocho años (2023-2031)
- Evalúa la condición actual de la vivienda y las necesidades futuras de los residentes de la ciudad
- Establece metas, objetivos y políticas de vivienda para la ciudad
- Establece una estrategia para satisfacer las proyecciones de demanda de vivienda
- Muestra cómo la ciudad podrá enfrentar la demanda de vivienda para todos los niveles de ingresos, siguiendo la ley estatal

¿CUÁL ES LA RAZÓN PARA ACTUALIZAR EL ELEMENTO DE VIVIENDA?

- La vivienda es esencial para la salud y calidad de vida de las personas así como para la economía
- El elemento de vivienda debe ser actualizado cada ocho años y debe enviarse al Estado de California para cierta fecha que el Estado determina (el sexto ciclo debe ser enviado antes de enero de 2023)
- Los elementos (capítulos) de vivienda deben ser parte del Plan General de una ciudad bajo ley estatal
- Las ciudades deben cumplir con los elementos de vivienda para recibir fondos y subsidios del estado

¿DE QUÉ MANERA SE USA EL ELEMENTO DE VIVIENDA?

- El Elemento de Vivienda es el documento guía que establece las políticas de la ciudad y las directivas para los programas asociados con la vivienda con el arriendo/renta, programas de compra de vivienda, programas de inspección de unidades para arriendo/renta, y asistencia para mudarse/moverse
- Se usa como referencia al revisar proyectos de desarrollo (residenciales y no residenciales)
- Es útil para establecer políticas de vivienda como actualizaciones para la Ordenanza o Decreto del Bono de Densidad, la Ordenanza de Vivienda Económica, y actualizaciones a la Ordenanza de Zonificación, ya que éstas deben ser consistentes con el Plan General de la ciudad.
- Se usa para establecer prioridades de financiación para proveer asistencia financiera a la comunidad, como ayudas

Julio 2022

EL ELEMENTO DE VIVIENDA TIENE COMO OBJETIVO LOGRAR VARIAS METAS, A SABER:

- Acomodar las proyecciones de demanda de vivienda, siguiendo el mandato del Estado de California
- Mejorar la seguridad, calidad y condición de la vivienda existente
- Aumentar la producción de vivienda para poder satisfacer esta demanda
- Facilitar el desarrollo de vivienda para todos los niveles de ingreso, tipos de familias, incluyendo a poblaciones con necesidades especiales
- Ayudar a que haya más producción de viviendas económicas y que éstas sean realmente al alcance del bolsillo de las personas
- Mejorar la habitabilidad y la prosperidad económica para todos los residentes de la ciudad, así como promover las opciones de vivienda justa para todos
- Conservar el número de viviendas económicas existentes

La ciudad de Hayward está comprometida para mejorar el acceso a vivienda segura y de buena calidad para residentes de todos los niveles de ingreso. Promover una diversidad de tipos de vivienda, aumentar la posibilidad de desarrollo de sitios subutilizados en la ciudad, y enfocarse en que la mayoría de vivienda se ubique cerca al transporte público y los sitios de trabajo son algunas de las estrategias que se necesitan para que la ciudad pueda cumplir con su compromiso de vivienda y continuar afirmando que la vivienda es un derecho humano básico para todos los residentes, y de igual manera, cumplir estas metas de una manera que dé prioridad a la sostenibilidad y cuidado ambiental.

El Elemento de Vivienda establece el plan de la ciudad para remover barreras a la producción de vivienda para contrarrestar la escasez de vivienda y ayuda a asegurar que la ciudad está planeando para cumplir con su parte en la producción de vivienda económica y a precio de mercado.



CÓMO EL ELEMENTO DE VIVIENDA ESTÁ ORGANIZADO

El Elemento de Vivienda incluye siete capítulos que abordan las necesidades presentes y futuras de la comunidad, los recursos de vivienda, los obstáculos para construir vivienda, la vivienda económica, y un plan de vivienda. El plan de vivienda incluido en el Elemento de Vivienda está basado y revisa las metas, políticas y programas del Elemento de Vivienda actual para asegurar de que la ciudad pueda satisfacer las necesidades de vivienda de todos los residentes de Hayward hasta el año 2031, que es cuando el plan debe ser actualizado de nuevo, según el mandato de la ley estatal.

Los siguientes son los siete capítulos incluidos en el plan de vivienda:

1. Introducción: páginas 8 – 25

Introduce el propósito del Elemento de Vivienda, el contexto, documentos relacionados y resumen de la participación del público en el proceso.

2. Resumen de las Necesidades de Vivienda: páginas 26 – 33

Describe el perfil demográfico de la ciudad de Hayward y las necesidades de vivienda de la ciudad, incluyendo el tipo y nivel de economía de la vivienda.

3. Proyección de Necesidades de Vivienda: páginas 34 – 37

Muestra la Evaluación de las Necesidades de Vivienda Regional (o RHNA por sus siglas en inglés), o la “contribución justa” de unidades de vivienda que la ciudad debe proyectar construir para diferentes niveles de ingresos como se requiere por la ley estatal.

4. Recursos de Vivienda: páginas 38 – 49

Presenta una lista de recursos de tierra, financieros y administrativos tanto existentes como propuestos que Hayward tiene para satisfacer las necesidades de la ciudad a través de esta actualización.

5. Obstáculos para la Vivienda: páginas 50 – 55

Identifica retos gubernamentales, de mercado, de medio ambiente u otros retos existentes para mantener, expandir y mejorar la vivienda en Hayward.

6. Vivienda Justa: páginas 56 - 59

Provee una evaluación de los problemas de vivienda justa de la ciudad, así como un marco para que la ciudad pueda tomar acciones significativas que además de combatir la discriminación, puedan superar los patrones de segregación y así fomentar comunidades inclusivas, libres de barreras que restrinjan el acceso a las oportunidades, con base en características protegidas.

7. Plan de Vivienda: páginas 60 - 89

Presenta las metas y pasos necesarios para satisfacer las necesidades de vivienda de residentes actuales y futuros de la ciudad. Cada meta tiene políticas, programas y acciones asociados que se presentan en detalle en el plan, por ley.

Julio 2022

LA VIVIENDA CUESTA MUCHO PARA LOS RESIDENTES DE HAYWARD

El Elemento de Vivienda describe las condiciones actuales de vivienda en Hayward y proporciona los datos e información acerca de los problemas económicos y sociales que afectan a muchos residentes debido a la falta de acceso a una vivienda económica y de calidad. El Plan de Vivienda (capítulo 7) del Elemento de Vivienda provee acciones que la ciudad tomará para abordar el tema de escasez de vivienda económica y para ayudar a incrementar el número de nuevas unidades de vivienda; para asegurar que la vivienda sea segura, limpia y accesible para los residentes; para ayudar a arrendatarios y propietarios de viviendas que se puedan quedar en éstas; y para ayudar a residentes que califican a que compren vivienda y así promover la estabilidad y la posibilidad de adquirir un patrimonio para los residentes de la ciudad. Estas acciones incluyen: la producción de unidades de vivienda económica, así como satisfacer las necesidades de vivienda de las poblaciones más vulnerables, proporcionar asistencia con recursos de vivienda y abordar el tema de la vivienda justa.

La carga económica de la vivienda afecta a una porción significativa de familias en Hayward, especialmente aquellas de más bajos recursos, y familias hispanas o latines/latinx y familias negras/afroamericanas. Además, esta carga económica ha aumentado considerablemente para familias de inmigrantes, con niños, ancianos y estudiantes, así como aquellas de bajos y muy bajos ingresos.

PERSONAS CON CARGA ECONÓMICA DE VIVIENDA

ARRENDATARIOS Y PROPIETARIOS

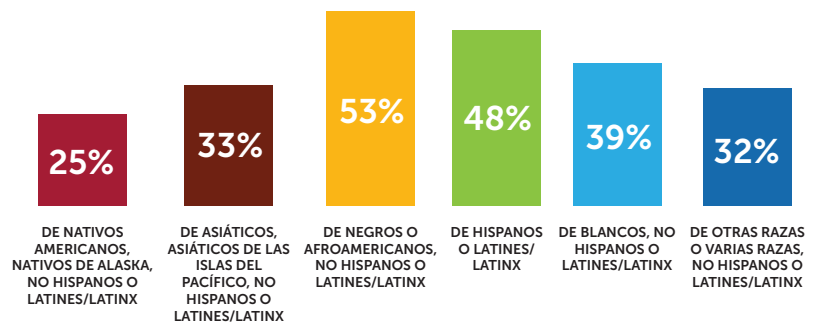
50%

ARRENDATARIOS

30%

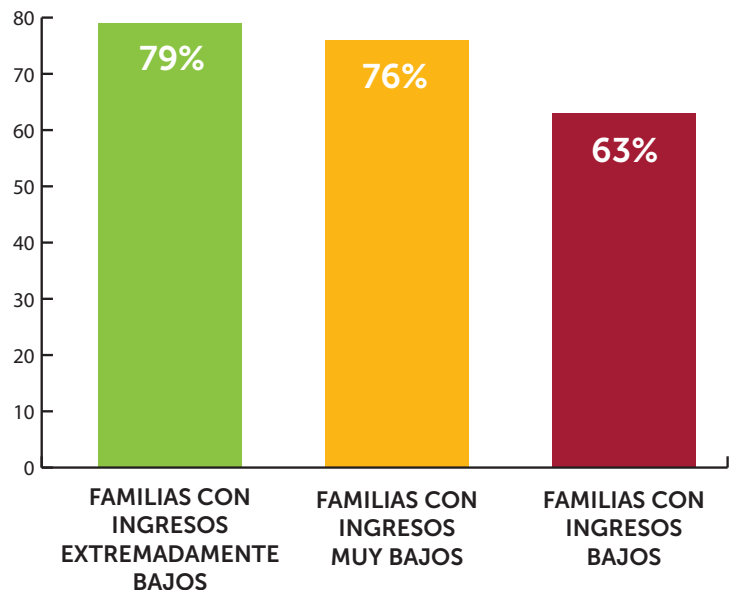
PROPIETARIOS

SEGÚN LA RAZA*



*Porcentaje de personas por grupo étnico para quienes la vivienda es una carga económica.

SEGÚN LOS INGRESOS



Fuente: HR&A Advisors

CASI LA MITAD DE TODOS LOS TRABAJOS EN HAYWARD PAGAN MENOS QUE \$40,000 AL AÑO, Y EL INGRESO MEDIO ESTÁ ALREDEDOR DE LOS \$56,000

+32%

Cambio en el valor medio de los arriendos/rentas en la última década rents over the last decade.

<10%

de los listados que podrían estar al alcance de posibles propietarios que ganan 80% o menos del ingreso promedio en el condado de Alameda.

+56%

Cambio en el valor de las viviendas en Hayward en la última década.

Fuente: Estudio de desplazamiento de la Ciudad de Hayward, 2021

LOS INGRESOS NO ALCANZAN PARA CUBRIR LOS COSTOS DE VIVIENDA

Los altos costos de la vivienda hacen difícil para muchos californianos poder ahorrar o invertir lo suficiente para poder aprovechar de los beneficios a largo plazo de ser dueños de su casa propia, o de recibir los beneficios sociales, de salud y económicos que pueden tener los individuos y familias como resultado de poder tener acceso a vivienda económica, estable y de buena calidad.

Además, esta crisis de vivienda no tiene un impacto igual en todos. Las familias de bajos recursos y los residentes de grupos de minorías étnicas y raciales son afectados de manera desproporcionada debido a la falta de empleo estable y la discriminación racial institucionalizada. Los arrendatarios típicamente tienen ingresos más bajos que los dueños de vivienda propia, y al final se quedan con menos ingresos disponibles para comida, cuidado de salud y educación.



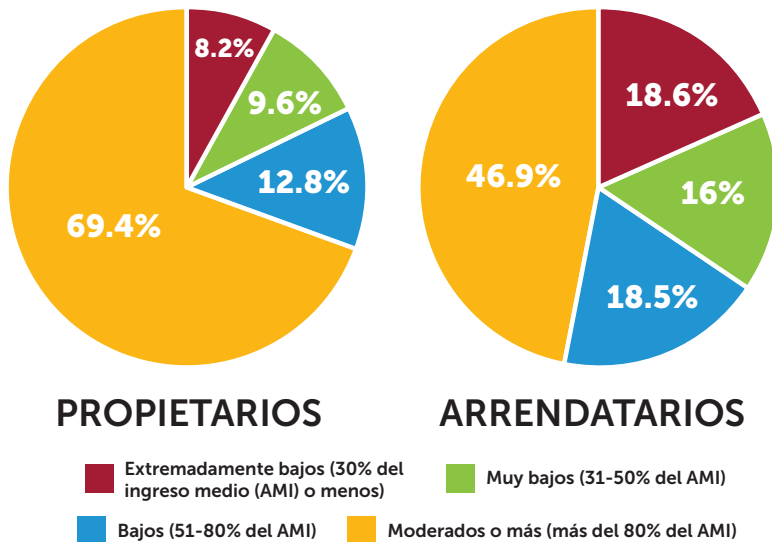
Mi esperanza más grande en mi situación actual es poder comprar una casa... yo pienso que esto realmente podría ayudarme a lograr una estabilidad en mi vida y tener una cosa menos por la cual preocuparme... En este momento comprar una casa es imposible... y tampoco pienso que sólo sea un problema único a Hayward.

– Vivian,

**Vive cerca a Schafer Rd.
con Manon Ave.**

Edad: Menos de 25 años

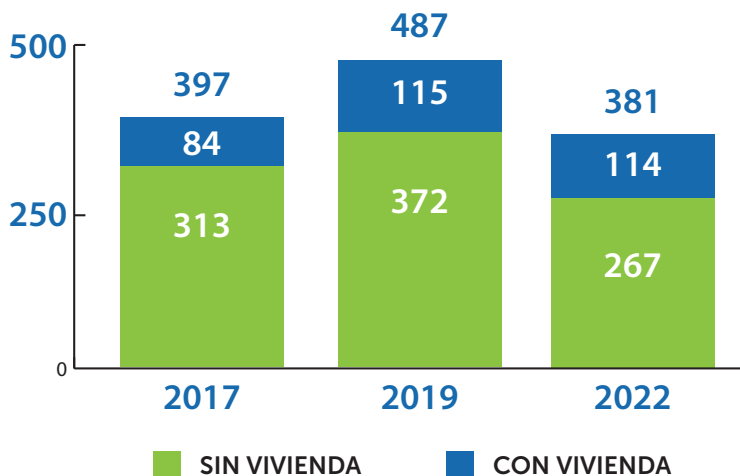
INGRESOS DE PROPIETARIOS Y ARRENDATARIOS



Extremadamente bajos (30% del ingreso medio (AMI) o menos) Muy bajos (31-50% del AMI)
 Bajos (51-80% del AMI) Moderados o más (más del 80% del AMI)

Fuente: Estrategia Integral para la Vivienda Económica (CHAS por sus siglas en inglés), 2014-2018

INDIVIDUOS CON Y SIN VIVIENDA EN HAYWARD



Basado en un conteo realizado para el Condado de Alameda en 2022

¿POR QUÉ IMPORTA TODO ESTO?

Esto es un asunto de suma importancia, ya que hay una crisis de vivienda en Hayward. Los altos costos de vivienda y falta de vivienda económica afecta a todos los residentes. La ciudad está trabajando para establecer un Plan de Vivienda para abordar y enfrentar esta crisis.

LOS IMPACTOS QUE TIENE LA CARENCIA DE VIVIENDA

La ciudad de Hayward es una de las muchas ciudades en el estado que está siendo impactada severamente por la crisis de vivienda, lo cual se puede ver en los altos índices de carga económica, personas desamparadas y sin vivienda, hacinamiento en las viviendas y el potencial desplazamiento de residentes actuales.

El gran número de personas sin vivienda continúa siendo un problema a nivel regional, estatal y nacional. Este problema está aumentando en el Condado de Alameda, mientras que en la ciudad de Hayward hubo un 28 por ciento de disminución en el número de personas sin vivienda en la cuenta más reciente realizada en 2022. Esta disminución puede deberse a muchos factores, incluyendo el aumento en el nivel de respuesta y prevención al tema por parte de la ciudad, así como a cambios a la metodología de conteo, la que resultó en una codificación geográfica más precisa de dónde estas personas estaban viviendo, lo cual, por su parte, resultó en un cambio debido a que individuos que antes habían sido contados como residentes de Hayward pueden más precisamente ser considerados bajo esta nueva metodología como residentes de las áreas no incorporadas del condado de Alameda u otras ciudades o jurisdicciones aledañas.

IMPACTOS DESPROPORCIONADOS

ANCIANOS



+71%

Ancianos para quienes el arriendo es una carga económica desde 2010

INMIGRANTES



+172%

Familias de inmigrantes para quienes el arriendo es una carga económica y que ganan más de \$35,000 al año

FAMILIAS CON NIÑOS



+153%

Familias con niños para quienes el arriendo es una carga económica y que ganan más de \$50,000 al año

ESTUDIANTES



74%

Estudiantes que están en una situación socioeconómica desfavorable

Fuente: Estudio de desplazamiento de la Ciudad de Hayward, 2021

¿QUÉ SE CONSIDERA VIVIENDA “ECONÓMICA”?

Una vivienda es económica si no cuesta más del 30 por ciento del ingreso de una persona o familia. Por ejemplo, una familia que gana \$3,000 al mes tendría que pagar un arriendo de no más de \$900 para que su vivienda se pudiera considerar económica.

¿Y ESTE PLAN RESULTARÁ EN LA CONSTRUCCIÓN DE VIVIENDAS?

Esta actualización establece una ruta y una serie de políticas para satisfacer las necesidades de vivienda de los residentes de Hayward y minimizar los obstáculos para construir vivienda durante los próximos ocho años, aunque en la realidad, esta construcción es llevada a cabo por compañías privadas y agencias sin ánimo de lucro dedicadas al desarrollo de proyectos. La mayoría de las viviendas que la ciudad está planeando podrán satisfacer las proyecciones de la Evaluación de las Necesidades de Vivienda Regional (RHNA por sus siglas en inglés), la cual provee una variedad de vivienda para varios niveles de ingreso.

¿QUÉ PUEDE USTED HACER?

Para obtener más información acerca de programas de vivienda, asistencia para personas sin vivienda, recursos para comprar casa propia e información para arrendatarios y propietarios (caseros), por favor visite el sitio web de la Division de Vivienda de la ciudad en www.hayward-ca.gov/housing

Si usted está arrendando y vive en malas condiciones o si usted es un propietario que desea realizar una inspección con nuestra división para asegurarse de que sus viviendas cumplen con los códigos actuales, por favor contacte al personal de Aplicación del Código de Hayward llamando al (510) 583-4175 o enviando un correo electrónico a rentalinspectionprogram@hayward-ca.gov.