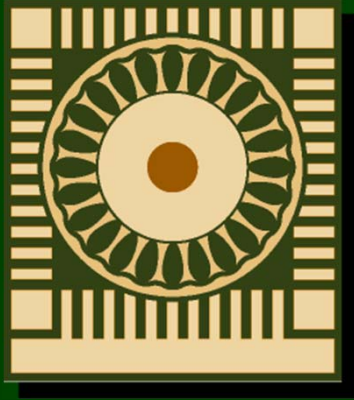


**PLANNING COMMISSION
MEETING
THURSDAY, May 12, 2016**

PRESENTATIONS



CITY OF
HAYWARD
HEART OF THE BAY

Airport Overlay Zone Ordinance
May 12, 2016
Planning Commission Work Session

David Rizk
City of Hayward Development Services Director



Why Adopt New Regulations?

- **Land uses and development** within the Airport Overlay Zone consistent with federal and state laws
- 49 U.S.C. § 47107 – establishes the **City's contractual obligations** to the federal government
- 14 C.F.R. Part 77 – governing allowable **heights** of structures surrounding airports
- State Aeronautics Act, California Public Utilities Code §21670 related to **noise and safety**
- Caltrans Division of Aeronautics **2011 California Airport Land Use Planning Handbook**
- Implements **General Plan Policy**



Airport Overlay Zone Ordinance

- Proposed regulations would not apply to airport property
- Proposed regulations would not apply to unincorporated Alameda County (e.g., San Lorenzo) since City of Hayward has no land use authority in those areas



HAYWARD



Airport Overlay Zone Ordinance – Southland Mall



HAYWARD



Airport Overlay Zone Ordinance – Infill Provisions

Infill development may be allowed by the approving authority, with consideration of the following criteria:

- The maximum size of a parcel or parcels on which infill is to be allowed;
- The extent to which the site must be bounded by similar uses (and not extend the perimeter of incompatible uses);
- The density and/or intensity of development allowed relative to that of the surrounding uses; and
- Other applicable development conditions (such as easement dedication requirements or special structural noise level attenuation criteria) which must be met.



*Airport Overlay Zone Ordinance – **Nonconforming Provisions***

- No increase in density for nonconforming residential uses;
- No expansion of nonconforming nonresidential uses, unless:
 - such expansion complies with the Infill Development provisions
 - no increase in usage intensity per Appendix G of the Handbook
- Must be consistent with the nonconforming provisions of the Zoning Ordinance



Nonconforming Provisions Related to Southland Mall

A nonconforming commercial or industrial center or complex may be established or replaced by another similar nonconforming use when the Planning Director finds:

- (1) That the nonconforming use is **similar to or less intensive** than the ones originally allowed in the center or complex;
- (2) That the nonconforming use **will not adversely affect** or be materially detrimental to adjoining properties; and
- (3) That the use of the entire center or complex **has not been vacant or discontinued** for a period of six or more calendar months.



Airport Overlay Zone – Land Use, Density and Intensity

Table 1 – Airport Overlay Zone – Allowable Land Uses
(Areas within AOZ and Outside Specific Plans)

Land Uses	Safety Compatibility Zones					
	1 Runway Protection Zone	2 Inner Approach/ Departure Zone	3 Inner Turning Zone	4 Outer Approach/ Departure Zone	5 Sideline Zones	6 Traffic Pattern Zone
Maximum Intensities (all uses) per Single Acre (People/Gross Acre) (Per Figure 4B-4G in the California Airport Land Use Planning Handbook)	0	180	450	600	450	No Limit (Large stadiums and similar uses should be avoided.)
Non-Residential Land Uses						
Maximum Site-wide Average Non-Residential Intensity (People/Gross Acre) (Per Figures 4B-4G in the California Airport Land Use Planning Handbook)	0 (Exceptions can be permitted for agricultural activities, roads, and automobile parking provided that FAA criteria are satisfied.)	80	150	200	150	No Limit (Large stadiums and similar uses should be avoided.)
➤ Note: Land uses within safety zones 2 through 5 should be clustered, to the greatest extent practical, to preserve open space. No development shall be clustered in a manner that would exceed the intensity limits listed above.						
Offices (approx. 100 s.f./person)	X	C	C	C	C	P
Small eateries/drinking establishments (approx. 15 s.f./person)	X	X	C	C	C	P
Medium sized business (approx. 30 s.f./person)	X	C	C	C	C	P
Mixed use retail centers with restaurant facilities (approx. 45 s.f./person)	X	C	C	C	C	P
Retail center with no restaurant facilities (approx. 30 s.f./person)	X	C	P	P	P	P
Residential Land Uses						
Maximum Site-wide Average Residential Density (Dwelling Units/Gross Acre) (Per Figure 4-D in the California Planning Land Use Handbook)	0	0	Allow infill in accordance with Section 10-8.10(d).	Allow infill in accordance with Section 10-8.10(d).	Allow infill in accordance with Section 10-8.10(d).	No Limit (Noise and overflight should be considered.)
➤ Note: Land uses within safety zones 2 through 5 should be clustered, to the greatest extent practical, to preserve open space. No development shall be clustered in a manner that would exceed the intensity limits listed above.						
Short-term lodging facilities (≤ 30 nights): hotels, motels, etc. (approx. 200 s.f./person)	X	X	C	C	C	P
Long-term lodging facilities (> 30 days): extended-stay hotels, dormitories, etc.	X	X	X	X	X	P

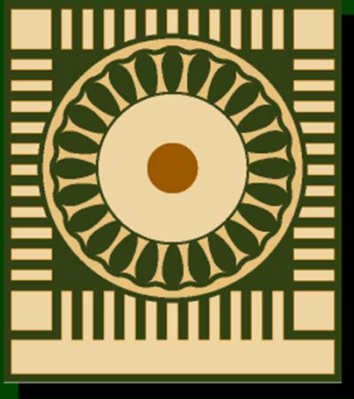


Airport Overlay Zone Ordinance

Other provisions of the Ordinance:

- Airspace Protection (Sect.10-6.40)
- Noise (Sect. 10-6.50)
- Aircraft Overflight Notice – Safety Zones 5 and 6 (Sect. 10-6.60)
- Open Land (Sect. 10-6.70)





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Questions?





DEVELOPMENT SERVICES

Jeannie Hamilton, AICP
Associate Planner

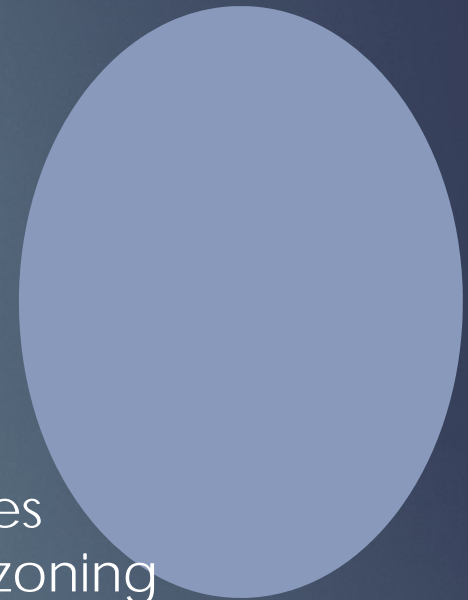
March 24, 2016

Planned Development Zoning and Vesting Tentative Tract Map



Olympic Station (645 Olympic Avenue)

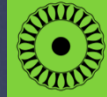
- ▶ The subject project is for 23 single-family detached homes on a 2.5 gross acre site.
- ▶ The Planned Development Zoning includes exceptions to the lot standards of the RS zoning district such as minimum lot size and setbacks.
- ▶ The proposed Tentative Tract map includes fee simple lots, a private street, and a common open space lot.



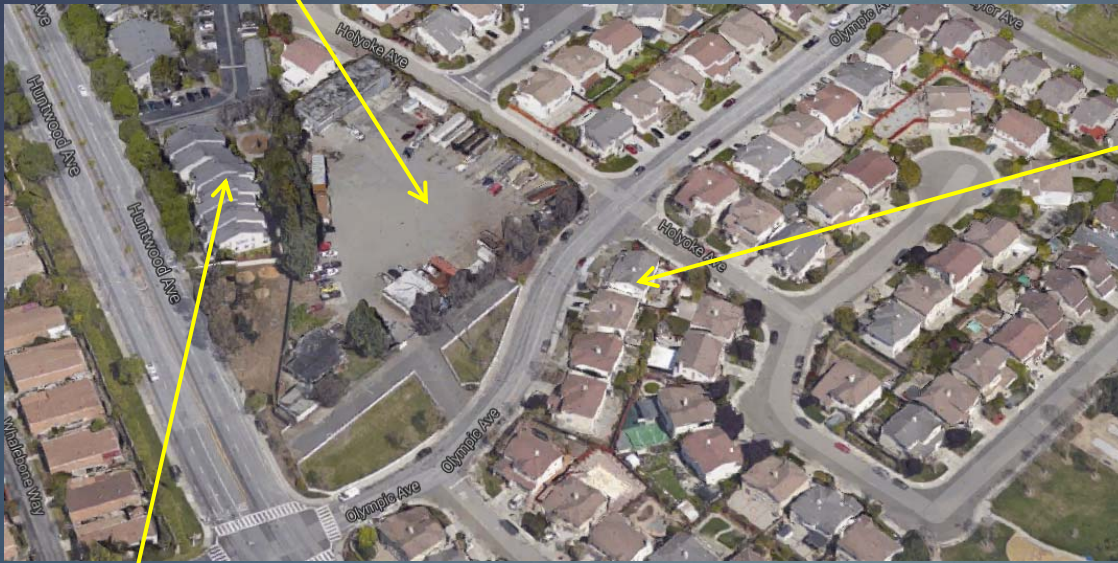
Olympic Station Aerial and Photo



Olympic Station Surrounding Uses



Subject Site



Typical single-family
adjacent to the south
and east.

Adjacent 2-story
apartments to the
north on
Huntwood Ave.

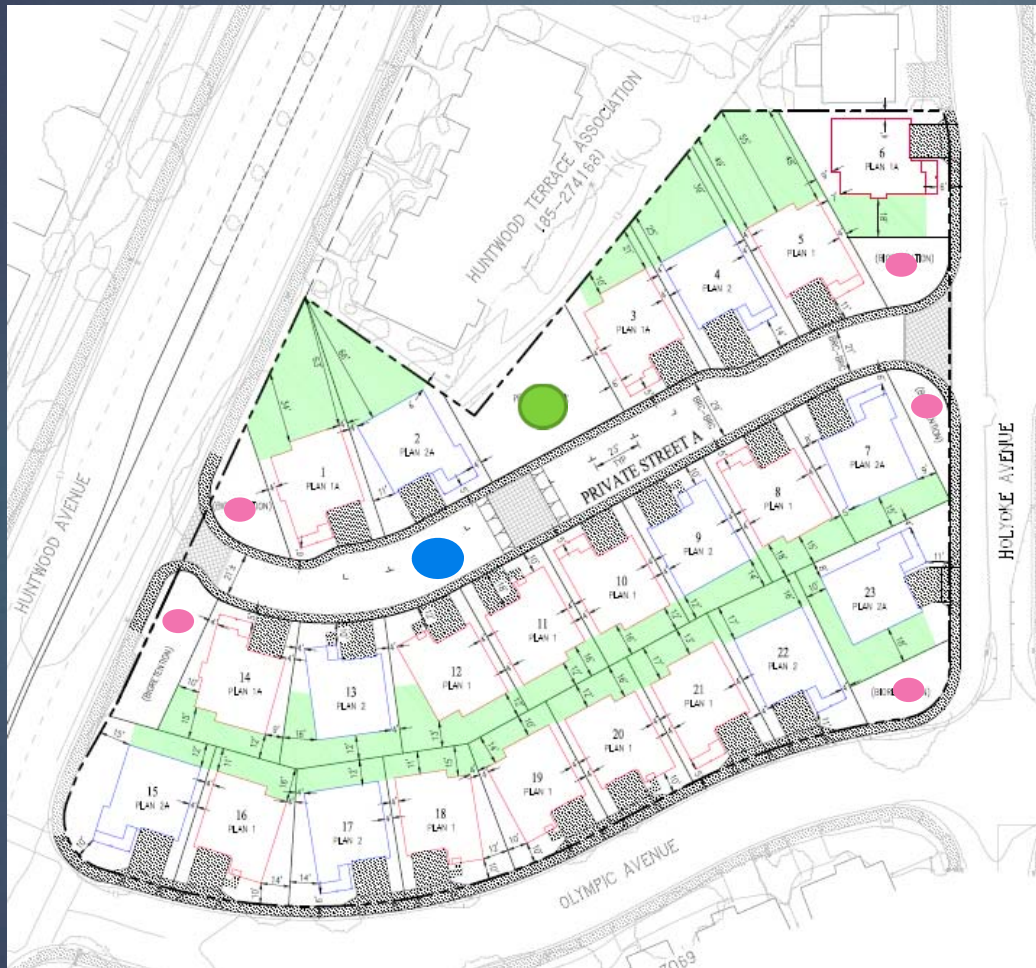


Olympic Station



- Units front onto street w/porches
- Architectural details
- Electric Vehicle ready
- 2-car garage and driveway
- Variety of finish materials
- Private street and open space

Olympic Station Proposed Site Plan



- 23 single-family detached homes
- 2-car garage and driveway apron
- Private rear yards (green areas)
- Private common open space/gathering area
- Private street maintained by HOA
- Front yard landscaping maintained by HOA
- Bio-retention areas placed at key corners of project providing enhanced landscaped edge

Staff Recommendation Olympic Station



- ▶ Staff recommends that the Planning Commission recommend to the City Council approval of the Planned Development rezoning and Vesting Tentative Map subject to standard and special conditions as presented in the Staff Report.

Questions & Discussion

