

**PLANNING COMMISSION MEETING
THURSDAY, MARCH 28, 2019**

PRESENTATIONS

STAFF PRESENTATION

**ITEM #1 PUBLIC HEARING
Ph#19-023**

**28538 HUNTWOOD AVENUE
14 TOWNHOMES**



Huntwood Townhomes

Planning Commission Public Hearing
Jay Lee, Associate Planner
March 28, 2019

Introduction

Applicant: James Chao

Owner: Zhong Yin Liu

Requested Entitlements

- VTTM to subdivide 1.21-acre site into 19 parcels
- SPR to construct 14 townhomes with common open space areas and related site improvements

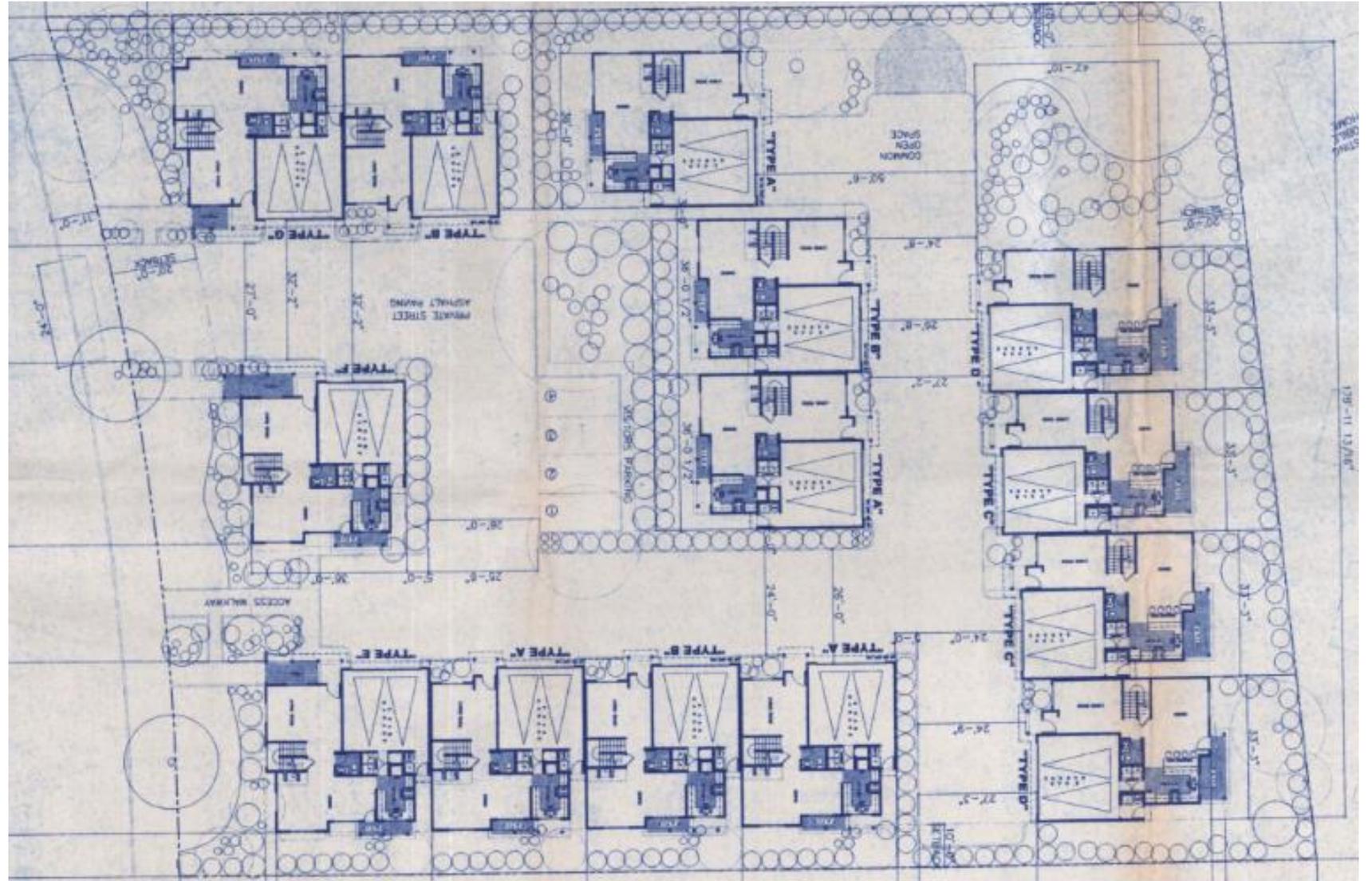
Existing Conditions

- ❖ Tennyson/Alquire Neighborhood
- ❖ Surrounded by residential development
- ❖ RM Zoning District and MDR GP land use designation



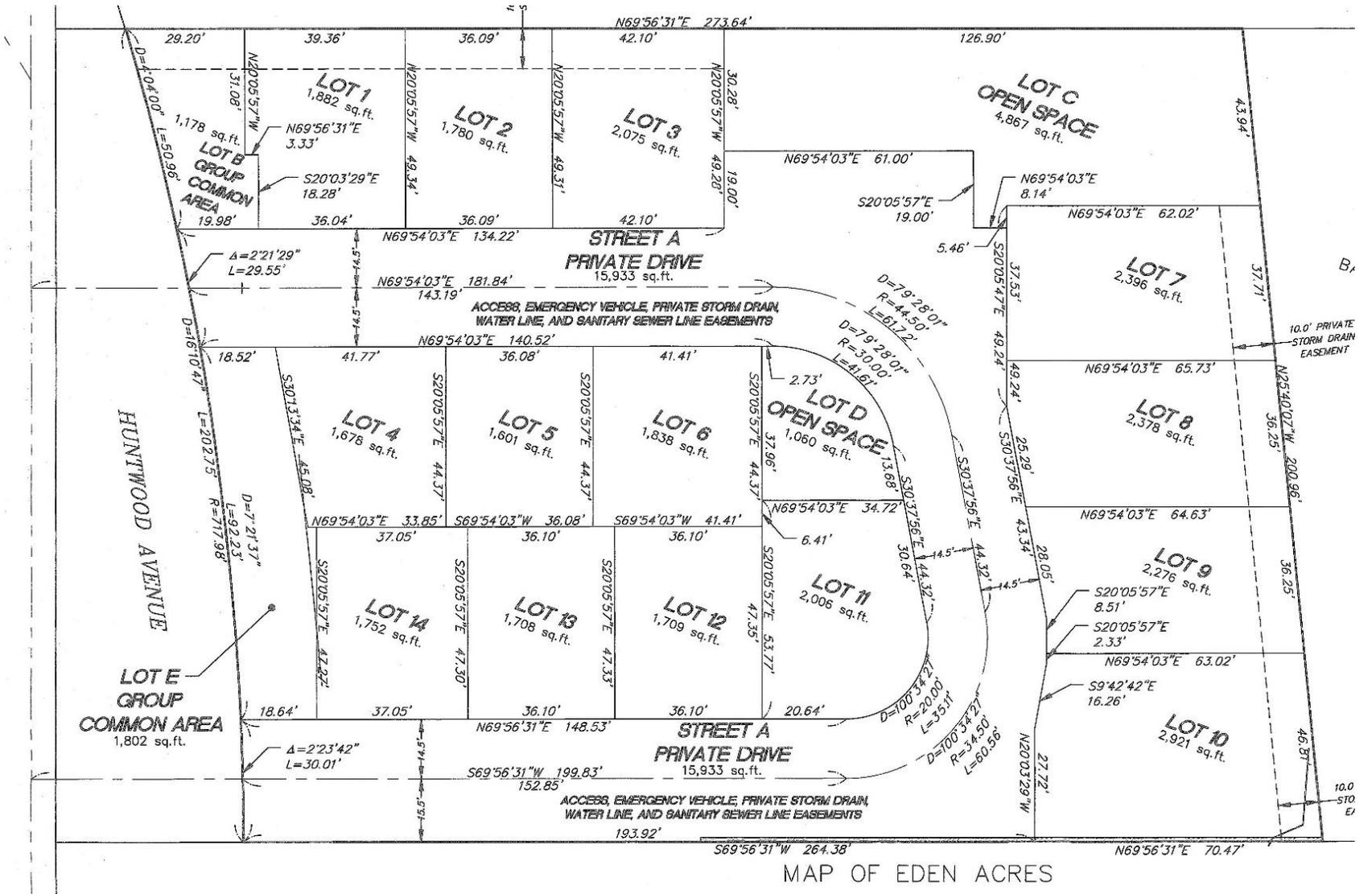
Old Site Layout

- ❖ Dead ends
- ❖ One entrance/exit



New Site Layout

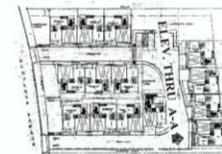
- ❖ Looped private street system and utilities
- ❖ Improved circulation and layout





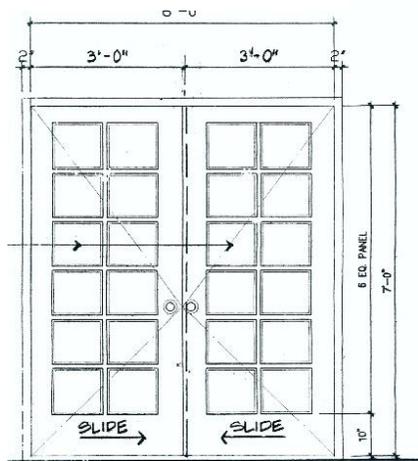
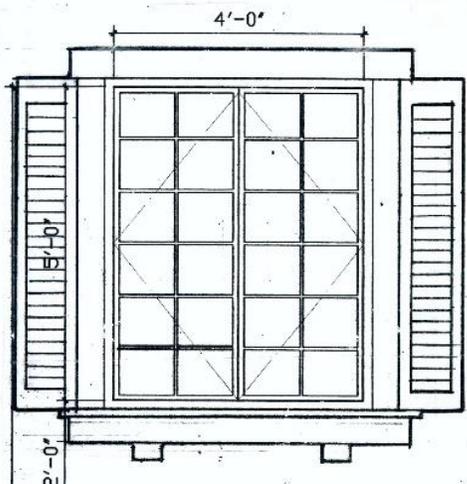
ELEVATION THRU A-A

SCALE: 1/8" = 1'-0"



ELEVATION THRU B-B

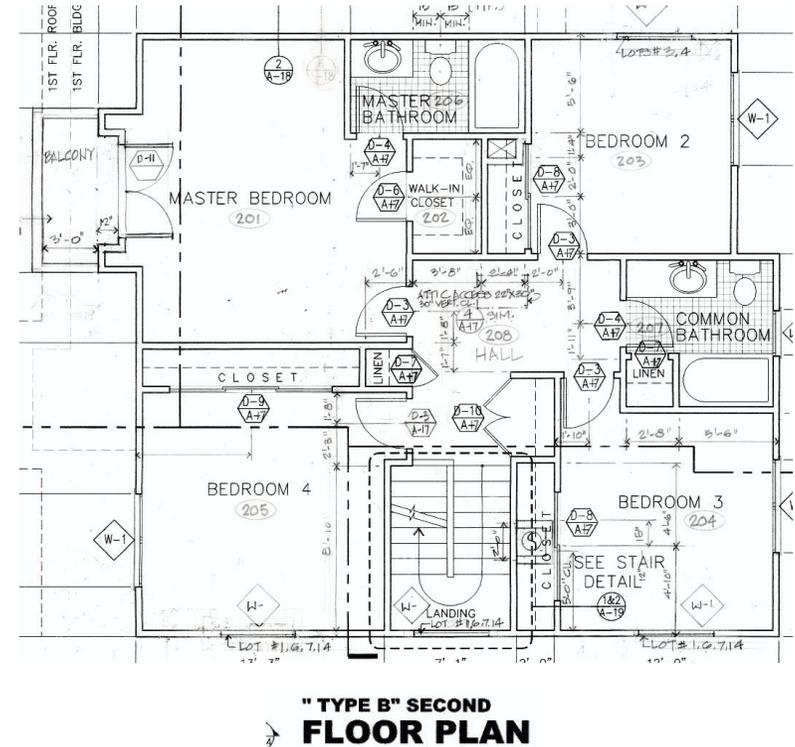
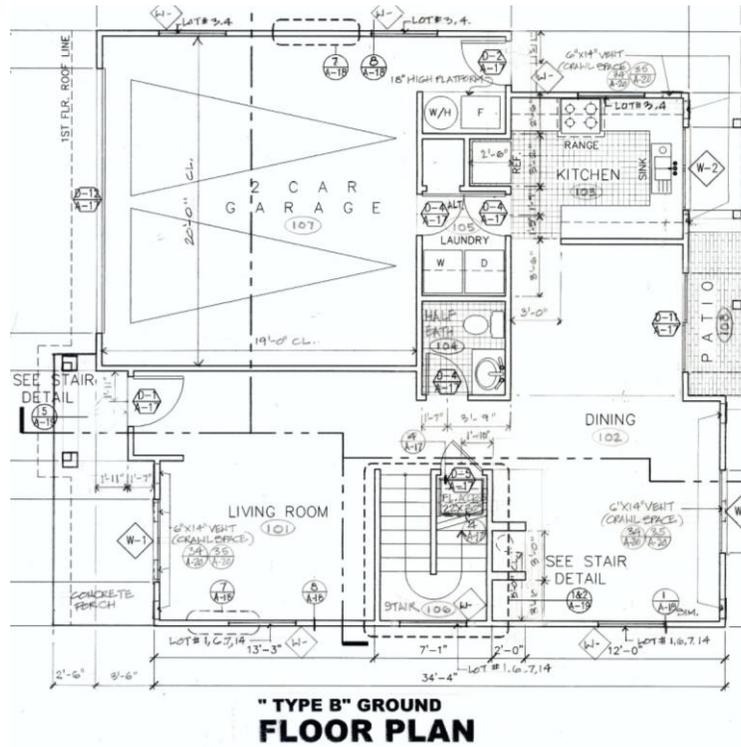
SCALE: 1/8" = 1'-0"



Architecture

Floor Plan

- ❖ Type B: 1,897 sq. ft.
- ❖ Type D: 1,888 sq. ft.
- ❖ 4 BR / 2.5 BA
- ❖ Two-car garage



Land Use Compatibility

- ❖ Infill development
- ❖ Surrounded by mix of residential uses
- ❖ Fire Station #7 and Tennyson Park nearby



Development Standard	HMC Requirement	Proposed Project
Min. Lot Size	Consistent w/ bldg. footprint	Consistent w/ bldg. footprint
Max. Lot Coverage	40%	33%
Min. Front Yard Setback (Perimeter)	20 ft.	20 ft.
Min. Side Yard Setback (Perimeter)	10 ft.	10 ft.
Min. Rear Yard Setback (Perimeter)	20 ft.	20 ft.
Max. Bldg. Height	40 ft.	24 ft.
Parking	14 covered / 16 uncovered	28 covered / 5 uncovered
Open Space	4,900 sq. ft.	10,582 sq. ft.
Affordable Housing	On-site unit or in-lieu fee	In-lieu fee

Zoning Regulations

Staff Recommendation

Approve Vesting Tentative Tract Map No. 8456 and Site Plan Review Application No. 201705535 with a new condition of approval:

"Parking on private driveways shall be prohibited."



Questions?

PRESENTATION

ITEM #2 PUBLIC HEARING

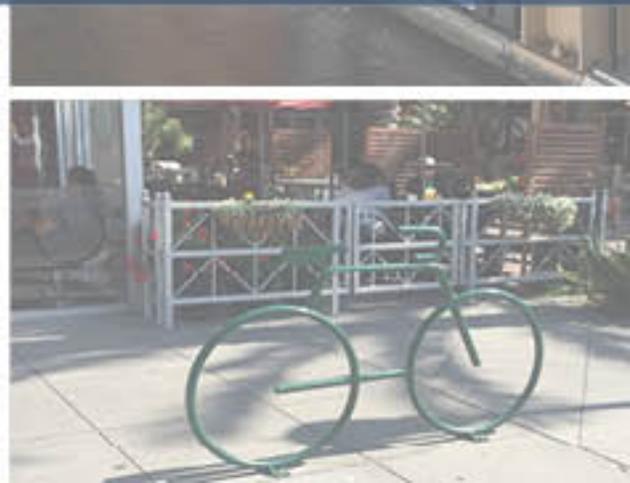
Ph#19-024

DOWNTOWN SPECIFIC PLAN



CITY OF HAYWARD DOWNTOWN SPECIFIC PLAN

Planning Commission Hearing
March 28, 2019



INTRODUCTION

City of Hayward

Damon Golubics, Senior
Planner

Lisa Wise Consulting, Inc.

Kathryn Slama, Senior
Associate

Placeworks

Terri McCracken, Associate
Principal

Kittelson

Damian Stefanakis, Principal

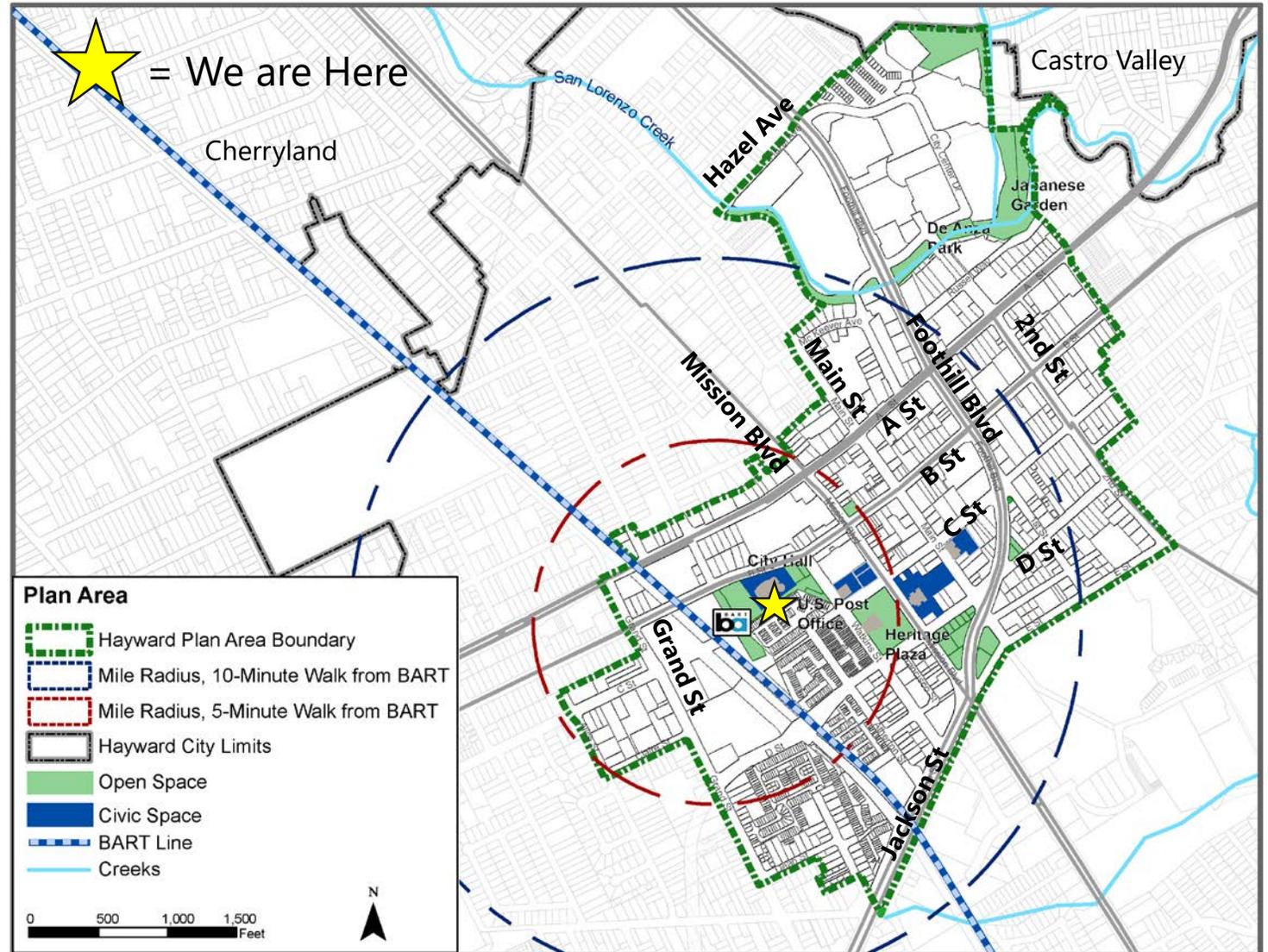
AGENDA

- 1 Project Overview
- 2 Downtown Specific Plan and Code
- 3 Public Comments
- 4 Environmental Impact Report
- 5 Next Steps

PROJECT OVERVIEW

What is the Project?

- New Downtown Specific Plan
- Updated Zoning Regulations
- 320 acres
- 3,427 Units
- 1.9 Million Square Feet Non-Residential



Guiding Principles



**Promote Downtown
as safe, lively, and
business friendly**



**Improve the
circulation network
to better serve
downtown
businesses,
residents, and
visitors**



**Preserve the
history, arts, culture
of downtown**



**Build on and enhance
natural features and
open spaces**



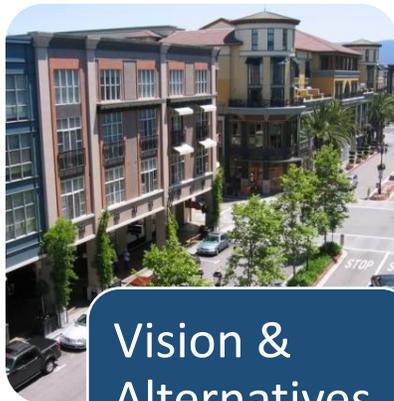
**Establish
downtown as a
regional
destination**

Project Process



Kickoff & Research

- What is Downtown like today?



Vision & Alternatives

- What do we want Downtown to become?



Draft Specific Plan & Code

- Strategies to achieve the vision



Review Specific Plan & Code

- Evaluate and prioritize
- Recommendation



Adoption

Sept 2016 –
Feb 2017

Feb 2017 –
Aug 2017

Sept 2017 –
Dec 2018

Jan 2019 –
Mar 2019

April 2019

Public Outreach Summary

- 275+ Community Participants
- 15+ Public Events
- 20+ Hours One-on-one Interviews
- 6 Meetings with City Council & Planning Commission
- Online Survey and Website



LONG TERM VISION

“ Downtown Hayward is a regional *destination*, celebrated for its distinct **history, culture, and diversity**; providing shopping, entertainment, employment, and housing options for residents and visitors of all ages and backgrounds; that is accessible by bike, foot, public transit, and car.”

DOWNTOWN SPECIFIC PLAN AND CODE

ORGANIZATION OF THE PLAN

Chapter 1 Introduction

Plan area setting, key opportunities, and the public outreach overview

Chapter 2 Vision & Community Design

Community's vision, public realm improvements, and land use plan

Chapter 3 Mobility

Mobility plan- pedestrian, bicycle, transit, and automobile

Chapter 4 Infrastructure & Services

Water, sewer, stormwater, and public facilities

Chapter 5 Implementation

Goals, policies, programs, timeline, and funding sources

Chapter 6 Development Code

Zoning regulations



HAYWARD DOWNTOWN SPECIFIC PLAN

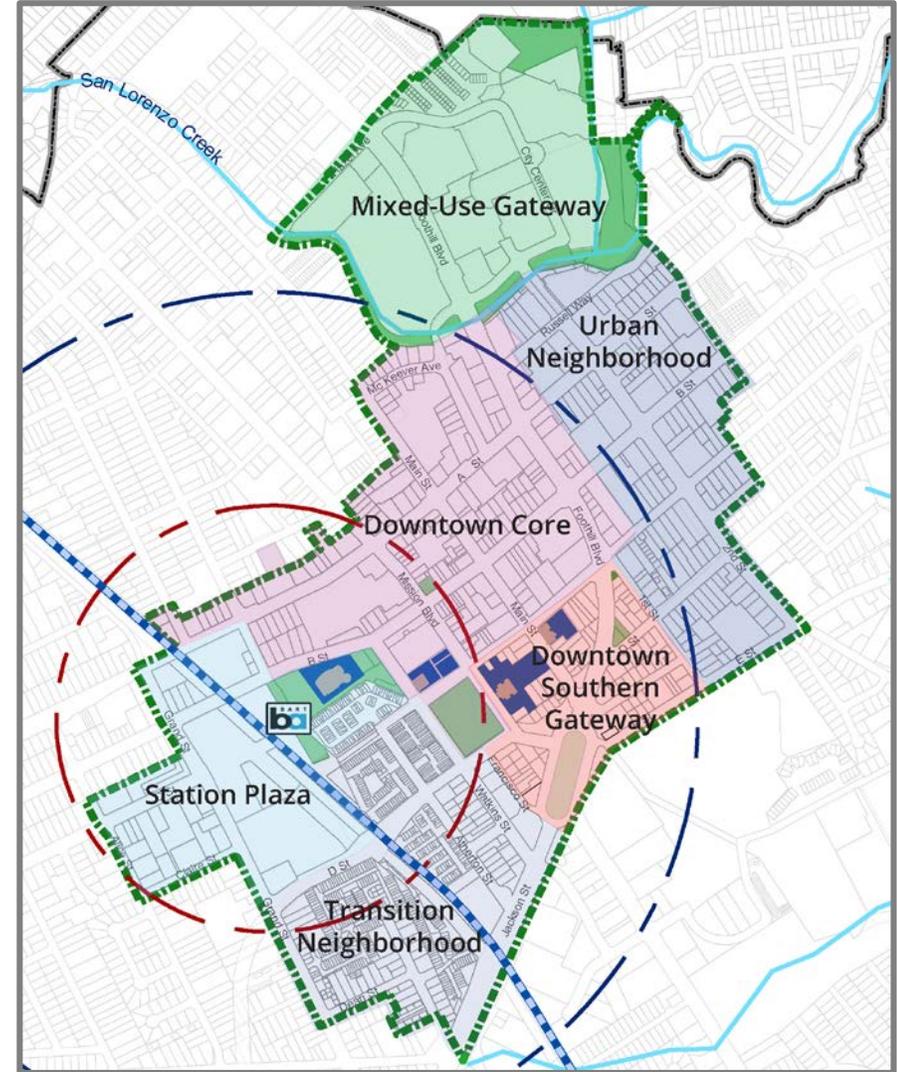
City of Hayward, California
Public Hearing Draft | January 2019

CHAPTER 2- VISION & COMMUNITY

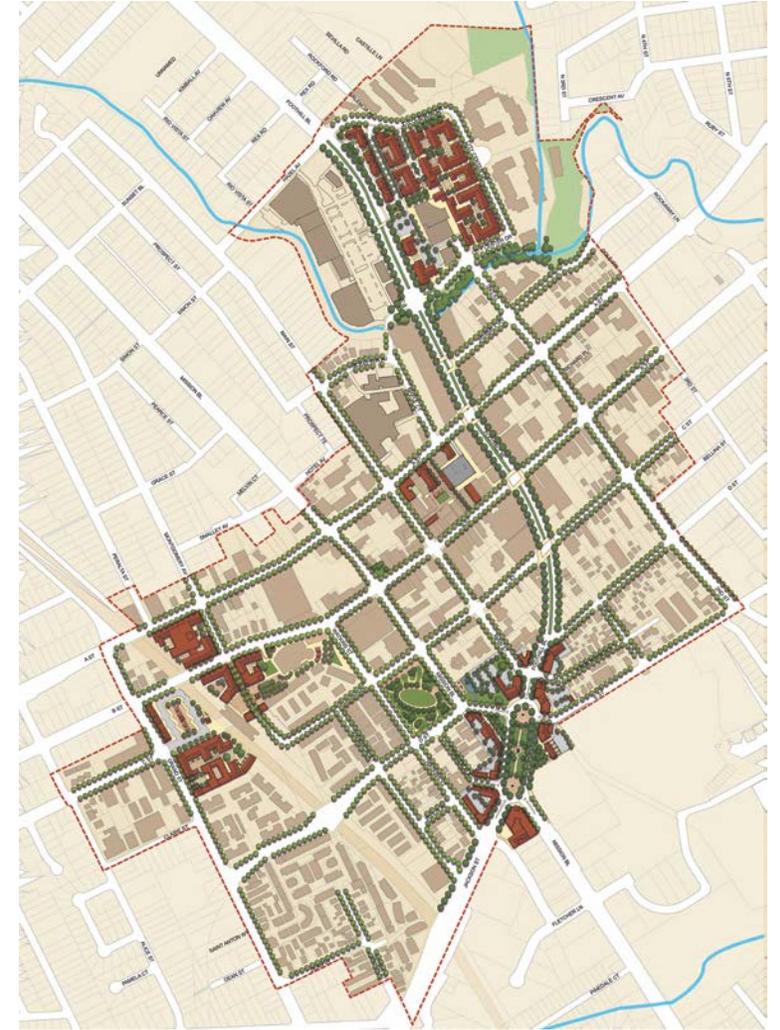
LAND USE PLAN

Downtown is divided into five place types:

1. Mixed-Use Gateway
2. Downtown Core
3. Downtown Neighborhoods
4. Station Plaza
5. Downtown Southern Gateway



CHAPTER 2- VISION & COMMUNITY



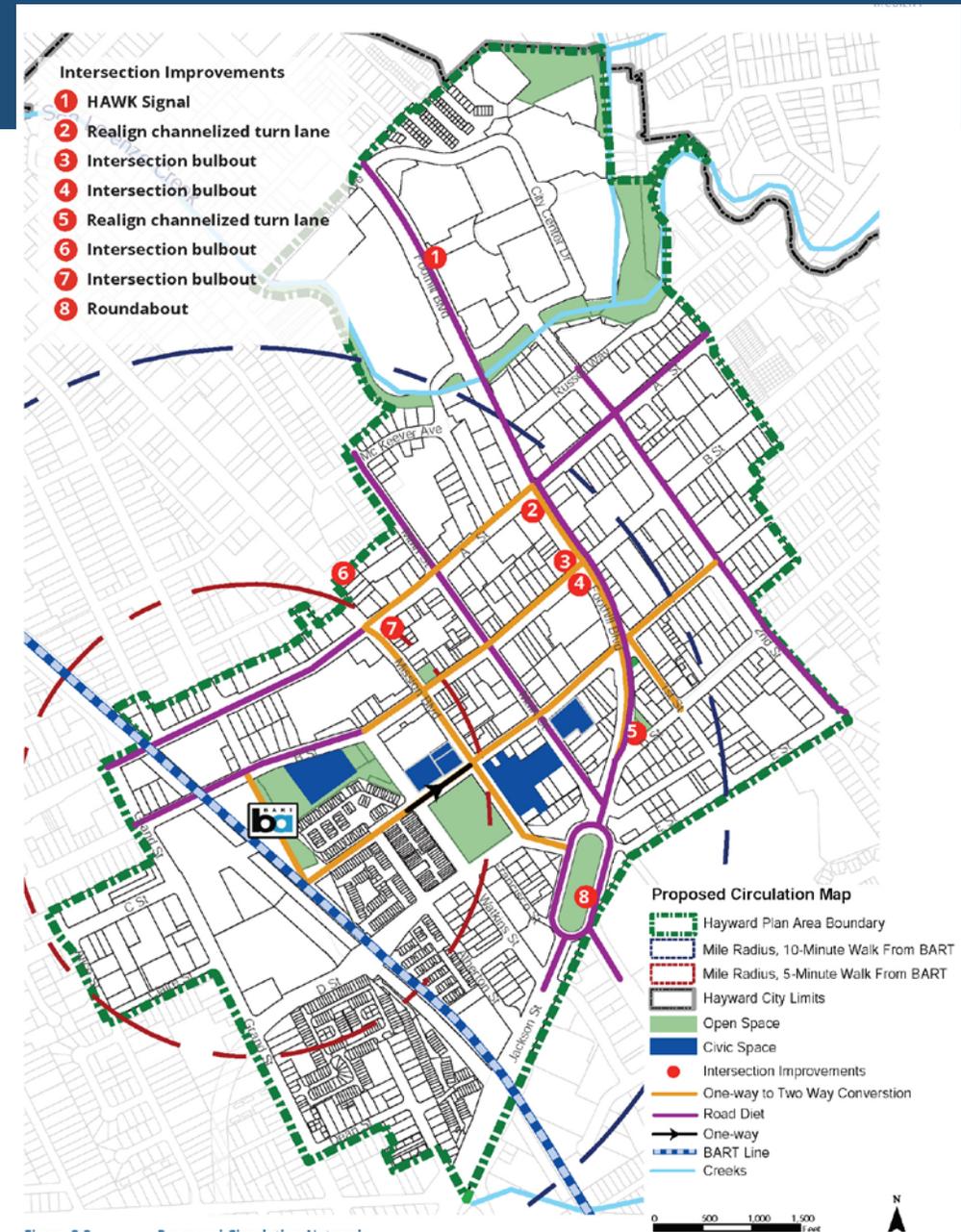
CHAPTER 3 - MOBILITY

MOBILITY PLAN

Mobility recommendations grouped by phase:

- Short Term (Under 5 years)
- Mid Term (5-10 years)
- Long Term (11-15 years)
- Final Vision Buildout (15-20 years)

** Implemented as funding is available or per Council priority*



CHAPTER 5 - IMPLEMENTATION &

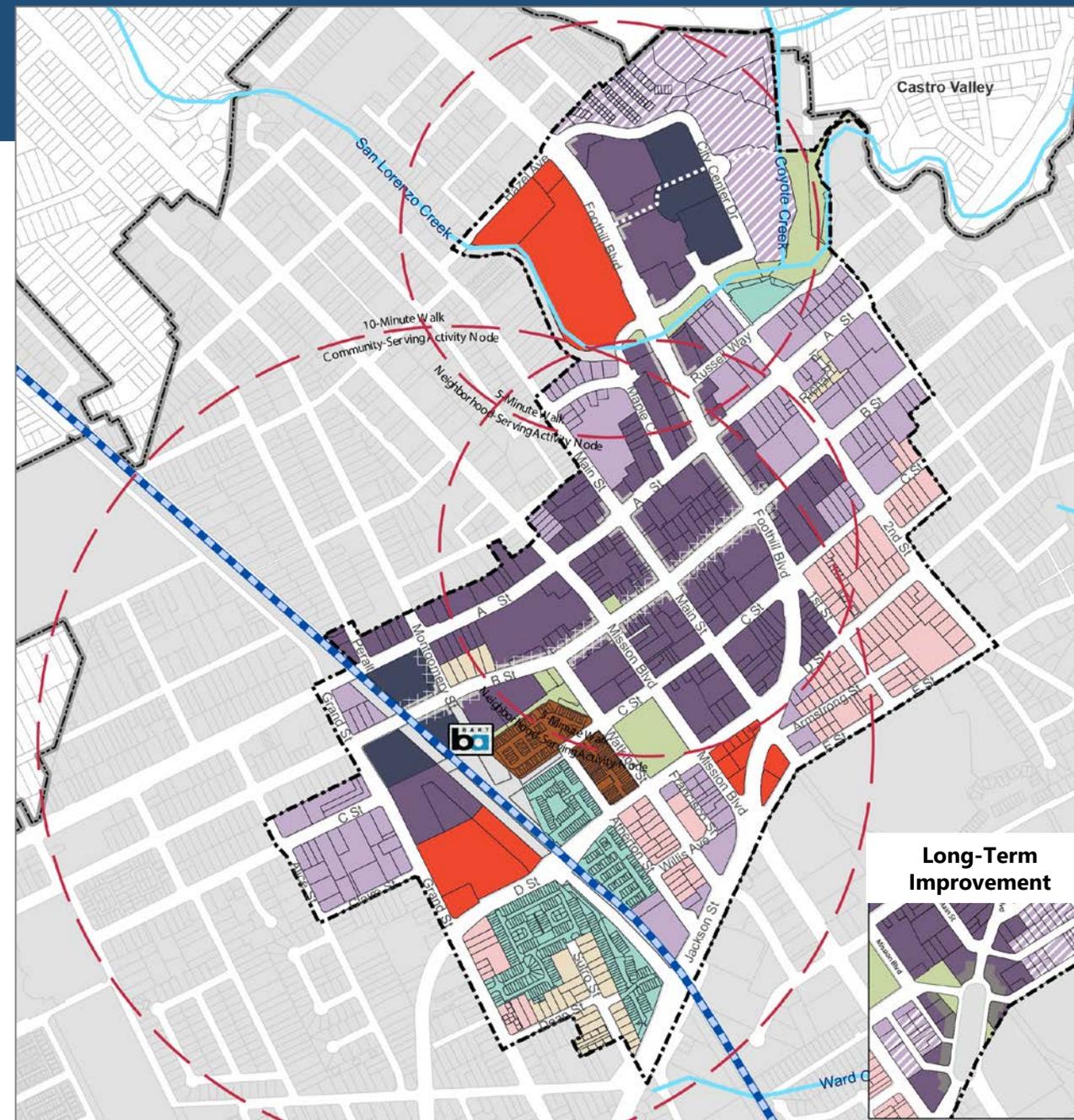
GOALS

Big Picture Direction for Downtown

1. Land Use
2. Community Design
3. Housing
4. Circulation
5. Parking
6. Economic Development
7. Infrastructure

Goal 1: Land Use				
Downtown is transformed into a vibrant, walkable City center that serves as a regional destination to live, work, and play for City residents, neighboring communities, and local college students.				
Policy LU 1 Diversity of Uses	Attract more downtown visitors, including families and college students and faculty from Cal State University, East Bay, and Chabot College, by offering a wide array of retail, dining, services, and entertainment uses that create a dynamic environment and depend on pedestrian foot traffic.			
Policy LU 2 Transit Supportive Development	Create an urban environment and development regulations in the Plan Area for transit supportive development that benefits from and promotes a rapid transit public transportation system.			
Policy LU 3 Opportunity Sites	Encourage the development and improvement of opportunity sites that have the potential to attract developer interest in the Downtown and generate more economic activity.			
Policy LU 4 Marketing Campaign	Support marketing programs that emphasize Downtown's unique economic opportunities and attractions and encourage the development of a unique brand that distinguishes the Downtown as the cultural and economic center of the City.			
Policy LU 5 Consistent Citywide Policy	Ensure that updates to Citywide policies and regulations support the Downtown vision, goals, and development standards.			
Program	Responsible Party	Timeframe	Proposed Funding Source	Guiding Principle
Program LU 1	PLD	Concurrent with Specific Plan Adoption	N/A	 
Program LU 2	PLD	Concurrent with Specific Plan Adoption	N/A	 
Program LU 3	PLD	Concurrent with Specific Plan Adoption	N/A	

CHAPTER 6- CODE



PUBLIC COMMENTS

PUBLIC COMMENT SUMMARY

Economic Development

- Flexibility in retail
- Attract anchor-tenants
- Vacancies/vacant storefronts
- Union requirements, labor apprenticeship
- Ground floor commercial
- Attract new businesses, small business

Mobility

- Multi-modal improvements
- Connectivity (to and within Downtown)
- ADA accessibility and inclusivity
- Parking requirements & unbundled parking
- “The Loop” two-way phasing
- Roundabout function and cost

Land Use and Design

- “Family-friendly” spaces & activities
- Parks and open space
- Better lighting & signage
- Well-designed buildings
- Affordable housing
- Historic preservation

Implementation

- Anti-displacement
- Include property and business owners
- Working with BART and AC Transit
- Incentives and community benefits
- Be cautious about too many added fees
- Consider cost of improvements

RECOMMENDED CHANGES

Program LU-7: Amend General Plan.

Amend City Center- Retail and Office Commercial and **City Center- High Density Residential** to allow density up to 210 units per acre.

Program C-6: Street Design

Continue to ensure that street network design includes measures to manage automobile speed, safety, and comfort, such as reduction in lane width **and providing on street parking**.

Program C-13: Two-Way Conversion

add **Foothill Boulevard (between A Street and the "Five Flags" intersection)**.

RECOMMENDED CHANGES

Program TP-19: Unbundling Requirements

Add Unbundling requirements shall not adversely impact lower income households. Verifiable affordable housing projects may request modification of this program.

Mobility Phasing

- Move B Street Conversion from Long-Term to Mid-Term
- Move Mission Boulevard and Foothill Boulevard Conversion from Final Buildout to Long Term

RECOMMENDED CHANGES

Zoning Code

Allow up to 173 ft. at existing office tower location

Reduce rear setback requirements to 0' or 15' if adjacent to residential

Labor Apprenticeship

Add new policy and program to implement Building and Construction Trades Council recommendations to encourage applicants for residential and non-residential projects Downtown to use contractors who hire apprentices and provide health care.

RECOMMENDED CHANGES

- Updated vision statement to include employment opportunities
- Clarified description of Downtown mobility and “the Loop”
- Modified Code to allow accessibility/ADA adjustments
- Corrected typos

Goal 5: Travel Demand Management (TDM) and Parking (cont.)

Public transportation, walking, biking and shared rides are the preferred means of travel for most trips in Downtown thereby reducing cut-through traffic and the need for parking while also supporting economic development and sustainability initiatives.

Program	Responsible Party	Timeframe	Proposed Funding Source	Guiding Principle
Program TP 3	PLD, PW	Short	GF, PBD, ATP, CIG	
Program TP 4	PW	Short	GF, PBD, EIFD, BID	
Program TP 5	PLD, PW	Short-Mid	GF	
Program TP 6	PLD	Short-Mid	GF, PPP, CIG	  
Program TP 7	PLD, PW	Short-Mid	GF, PPP, CIG	

DISCUSSION

ENVIRONMENTAL IMPACT REPORT

CEQA Overview

- The California Environmental Quality Act (CEQA) is the State's primary environmental protection law.
- CEQA requires that public agencies disclose environmental impacts of projects that have a *physical effect* on the environment.

What is an EIR?

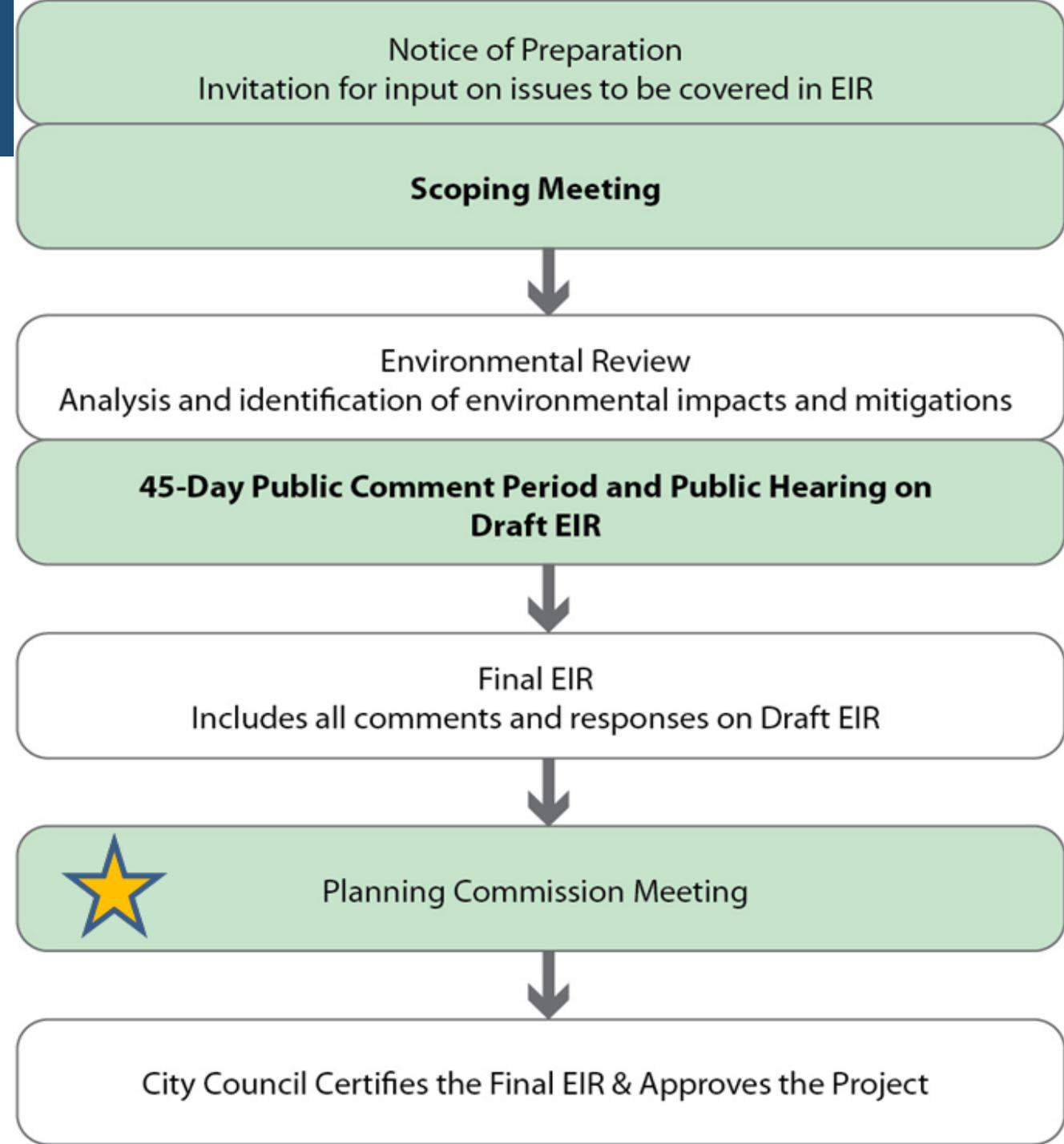
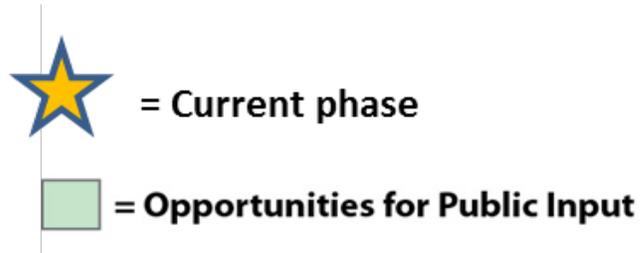
- An informational document
 - Discloses information about the effects a proposed project could have on the environment
 - Identifies mitigation measures
 - Described feasible alternatives to the proposed project
- Must be certified prior to project approval and adoption

Program-level EIR

- *Program-level* environmental review documents are appropriate when a project consists of a series of actions related to the issuance of rules, regulations, and other planning criteria (CEQA Guidelines section 15168)
- The EIR does not evaluate the impacts of specific, construction-level developments that may be allowed under the proposed project

The EIR Process

- NOP February 2018
- Scoping Meeting March 2018
- Draft EIR January 2019
- Final EIR March 2019



Environmental Issues Analyzed

- Aesthetics
- Air Quality
- Biological Resources
- Cultural & Tribal Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards, Hazardous Materials, & Wildfire
- Hydrology & Water Quality
- Land Use & Planning
- Noise
- Public Services & Recreation
- Transportation & Circulation
- Utilities, Service Systems, & Energy

Environmental Impact Conclusions

Impact Conclusion

No Impact

Less Than Significant

Environmental Topics

- Agricultural & Forestry Resources
- Mineral Resources
- Aesthetics
- Geology & Soils
- Hazards, Hazardous Materials, & Wildfire
- Hydrology & Water Quality
- Land Use & Planning
- Population & Housing
- Public Services & Recreation
- Transportation & Circulation (except LOS)
- Utilities, Service Systems, & Energy (except dry years)

Environmental Impact Conclusions

Impact Conclusion

Significant & Unavoidable

Environmental Topics

- Air Quality
- Greenhouse Gas Emissions
- Noise
- Transportation & Circulation (LOS)
- Utilities, Service Systems, & Energy (dry years only)

Mitigation Measures

- **Air Quality**
 - Avoid air quality standard violations (construction and operation)
 - Reduce criteria air pollutant emissions & toxic air contaminants to acceptable levels
- **Greenhouse Gas Emissions**
 - Reduce GHG emissions (construction and operation) to acceptable levels
- **Noise**
 - Reduce noise (construction and operation) to acceptable levels

Mitigation Measures

- **Transportation & Circulation**
 - Improve level of service at impacted intersections and roadway segments to acceptable levels
- **Utilities & Service Systems**
 - Ensure adequate water supplies during multiple dry years

Alternatives to the Proposed Project

- Four alternatives were evaluated in the Draft EIR:
 - No Project Alternative (General Plan 2040)
 - General Plan with Circulation Changes Alternative
 - Specific Plan without Circulation Changes Alternative
 - Specific Plan with Lower Intensity (30% Less) Alternative

NET DEVELOPMENT COMPARISONS OF ALTERNATIVES TO THE PROPOSED SPECIFIC PLAN

Land Use Category	Proposed Specific Plan	No Project Alternative	General Plan with Circulation Changes Alternative	Specific Plan Without Circulation Changes Alternative	Specific Plan with Lower Intensity (30% Less) Alternative
Non-Residential Square Feet	1,900,000	393,782	393,782	1,900,000	1,330,000
Residential Units	3,427	3,110	3,110	3,427	3,427
Population	7,539	6,842	6,842	7,539	7,539
Employees	6,333	774	774	6,333	4,433

Alternatives to the Proposed Project

- CEQA section 15126.6 requires the identification of an *Environmentally Superior Alternative*:
 - informational procedure
 - may not be the alternative that meets project objectives
- The Specific Plan with Lower Intensity (30% Less) Alternative is the Environmentally Superior Alternative
- No alternative fully achieves all of the project objectives

Statement of Overriding Considerations

- The City may approve the project with significant and unavoidable impacts by issuing a “Statement of Overriding Considerations” that identifies how the benefits of the project outweigh the potential adverse environmental effects.
- The “Statement of Overriding Considerations” must be included in the record of project approval

Response to Comments

- 45-day public review period of Draft EIR (January 7 to February 20, 2019)
 - Two comment letters from public agencies
 - Four comment letters from members of the general public
 - Most comments did not pertain to adequacy of Draft EIR
- Error correction, language edits, and clarifications were made, but no substantial revisions.
- No late comments were received.

NEXT STEPS

SCHEDULE & NEXT STEPS

Event	Date
City Council Hearing	April 30, 2019
Final Specific Plan and Code	April 30, 2019



For More Information

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Phone- (510) 583-4210

or visit

<https://www.hayward-ca.gov/downtown-specific-plan>