



## **SUBJECT**

Proposed Multi-Family Residential Development with 27 Townhome-Style Condominiums and 18 Apartments Units on a Vacant 1.12-Acre Infill Site Located at 21659 Mission Boulevard, Assessor Parcel No. 428-0006-058-01 requiring Approval of Vesting Tentative Tract Map #8520 and a Site Plan Review and Density Bonus Application No. 201902713. Erik Waterman, Studio KDA (Applicant) on behalf of Pargat Singh (Property Owner)

## **RECOMMENDATION**

That the Planning Commission approve the Vesting Tentative Tract Map, Site Plan Review and Density Bonus applications based on the analysis set forth in this report and the required Findings (Attachment II), and subject to the Conditions of Approval (Attachment III).

## **SUMMARY**

Erik Waterman of Studio KDA is requesting approval of a Vesting Tentative Tract Map (VTTM), Site Plan Review (SPR) and Density Bonus application to develop a multi-family residential development on a vacant 1.12-acre infill site located approximately  $\frac{3}{4}$ -mile from the Hayward BART Station. The development proposes a total of 45 dwelling units, including 27 townhome-style condominiums for ownership and 18 apartment units intended for rent each with on-site affordability. Pursuant to State Density Bonus law, the applicant is requesting an increase in density and that two (2) concessions/incentives be granted with respect to exceeding the height limitation and requesting a reduction in the amount of common open space required at the project site. The project site is located within the Urban General Zone with Height Overlay (MB-T4-1H) of the Mission Boulevard Corridor Form Based Code area with a Sustainable Mixed Use (SMU) land use designation in the *Hayward 2040 General Plan*. This project was deemed complete prior to the adoption of the recent Mission Boulevard Code (Form-Based Code update), effective August 14, 2020, and thus is subject to the former development standards.

## **BACKGROUND**

Public Outreach. On May 23, 2019, a Notice of Application Receipt was sent to 233 addresses including property owners, businesses, and residents within a 300-foot radius of the project site, as well as interested parties including the Friends of San Lorenzo Creek, North Hayward Neighborhood Task Force, and Prospect Neighborhood Association.

On August 28, 2020, a Notice of Public Hearing for the Planning Commission public hearing was circulated to all property owners, businesses, residents and interested stakeholders within a 300-foot radius of the project site as well as published within The Daily Review

newspaper as a Legal Ad. To date, the Planning Division has received one (1) letter of support for the proposed development from the County of Alameda Community Development Agency in support of the project due to the regional housing shortage crisis and that this undeveloped lot is surrounded by compatible land uses. Public correspondence received thus far has been included to this report as Attachment VI.

## **PROJECT DESCRIPTION**

Existing Site Conditions. The project site consists of one individual parcel with a dual frontage along Mission Boulevard and Montgomery Street. The parcel has a total lot area of 1.12-acres situated approximately 600-feet northwest of the Mission Boulevard and Sunset Boulevard intersection, abutting the County of Alameda jurisdictional boundary at the north of the project site. The topography of the property is relatively flat and is currently a secured paved lot. Currently, there are eleven (11) protected trees on-site that will be removed and subject to the City's Tree Preservation Ordinance and no existing structures on-site.

Surrounding development and land uses include several automobile services and sales establishments to the north located within the County of Alameda's jurisdiction, commercial businesses to the east including a laundromat/cleaners, a commercial business (Stereo Maxx) to the south, and a mix of single-family and multi-family residences toward the west on Montgomery Street.

Proposed Project. The proposed project includes the development of 27 townhome-style condominiums intended for ownership fronting Montgomery Street and 18 apartments intended for rent oriented toward the Mission Boulevard right-of-way. The townhome-style portion of the development will consist of five separate buildings with either five or six condominiums in each building (see Sheet C3 on project plans). This portion of the development will be primarily accessed via Montgomery Street for vehicles, bicycles, and pedestrians. The three-bedroom, townhome-style condominiums are designed to be three-stories tall and contain approximately 1,470 square-feet with common facilities (kitchen, dining room, and living room) located on the ground floor, and private bedrooms and offices located on the second and third floors with balcony access. The remainder of the development is comprised of a singular, four-story apartment building which will include 18, two-bedroom dwelling units. The ground floor of the apartment building includes podium-level parking, a common lobby area with secured mail access, a bike storage room, utility closets, and a trash room. The second, third, and fourth floors will include the apartment units and the rooftop area will include a landscaped roof deck area for the residents. Dwelling units will range between 744 square-feet and 888 square-feet of net area. The project site will also include a common open space in the middle of the development with a children's playground, community vegetable garden area, and community lawn area that will be accessible to the townhome and apartments residents.

Architecture. The proposed development will include a total of six separate structures: five 3-story townhome-style condominium buildings and one 4-story apartment building. The structures all share a common contemporary, modern architectural approach incorporating flat and shed roofs coupled with varying wall planes, materials, and reliefs to avoid blank, monotonous facades. In addition, the buildings are proposed with compact setbacks along

their street frontages to align with the intent of the Form-Based Code for a more urban, dense form. Both the townhomes and apartments will utilize consistent materials such as cement plaster, fiber cement siding, metal awnings, and El Dorado stone veneer. The proposed primary colors for the development consist of robust orange, lighter blue, darker blue with secondary colors of darker gray and aged white for building trims, bases, and awning features.

The townhome-style condominiums are measured between 30 and 35-feet tall at their highest points, which more closely resembles the single-family and multi-family residential character along Montgomery Street. In addition, the twelve townhome units with a direct street frontage will maintain an attractive landscaped entrance and façade to further support creating a walkable, activated street presence. The apartment building will be situated closer toward Mission Boulevard (eastern portion of the site) and will similarly include modern architectural elements into its design. The roof for the apartment building will incorporate parapet walls to screen required rooftop mechanical equipment from the public right-of-way. The apartment building is measured at 45-feet from finished grade to the parapet roof. At the pedestrian level, there will be landscaping between the building and the sidewalk as well as significant glazing at the lobby area to create a welcoming entrance for residents, guests, and passing traffic.

Parking and Site Circulation. Pursuant to the Mission Boulevard Corridor Form Based Code (FBC), there is no minimum parking requirement for residential uses; however, the FBC establishes a maximum cap of 1.75 parking spaces per rental unit and 2.0 per ownership unit, as well as requires minimum bicycle parking for short- and long-term use. As proposed, the project will include a total of 35 parking spaces for automobiles: 24 for the townhomes and 11 for the apartment units. The project will include surface parking spaces for the townhome units and podium level parking for the apartment building. In addition, the project will also include capacity for 32 bicycle parking spaces; 20 of which will be located in the bicycle storage room and 12 will be located adjacent to the children's playground area to support alternative modes of transportation to/from mass transit stations and neighborhood commercial land uses. Based on the existing roadway network it is approximately a 14-minute walk or a 4-minute bicycle ride via Montgomery Street, a designated bike lane, to the Hayward BART Station which will be supported by the project's ample, secure bike storage.

Given that project site maintains two street frontages with two distinct product types, access to the project site for the apartments will be secured along Mission Boulevard that will lead to the podium garage, and the townhomes will utilize Montgomery Street to access the surface parking area – each driveway approach will be able to accommodate two-way vehicular traffic. In order to further support bicycle use and walking, there will be a landscaped path and cross-access easement recorded as part of the tentative map process between the apartment building and townhome properties that will allow residents of both areas to access Mission Boulevard or Montgomery Street, respectively.

Landscaping, Open Space and Tree Removals. The project plans (Attachment IV) include preliminary landscape and irrigation plans for the proposed development which consist of

new trees, shrubs and groundcovers to be planted at the site in compliance with the City's Bay Friendly Water Efficient Landscape Ordinance (WELO)<sup>1</sup>. WELO requires new developments with landscape areas greater than 500 square-feet to prepare water budget calculations and design for drought-tolerant, native trees and plantings appropriate for the project climate to ensure sustainable and water efficient landscaping and irrigation practices.

Pursuant to the FBC, new developments within the MB-T4-1H zoning district are required to reserve 15% of the lot area for common open space within the development, and plant street trees for every 30 linear-feet along the project frontage. The applicant has requested to utilize a Density Bonus concession/incentive to reduce the common open space requirement from 15% (7,332 square-feet) to 8% (4,139 square-feet). The common open space areas will include a children's playground, community vegetable garden, community lawn areas, lobby area, and landscape rooftop deck for a total of 4,139 square-feet. Additional discussion is included below in the Density Bonus section of this report.

An Arborist Report was prepared by a certified arborist which evaluated existing on-site and off-site perimeter trees at the project site in accordance with the City's Tree Preservation Ordinance<sup>2</sup>. Based on the landscaping plans, eleven existing trees on-site will need to be removed to accommodate the site improvements and construction of the new development. The species of the protected trees to be removed include southern magnolia, crape myrtles, and Italian cypress trees. The arborist report has appraised the value of the nine trees at \$14,690, which will require mitigation through the on-site planting of trees with like size, or like kind to meet or exceed the appraised value of the removed trees. As proposed, the project will mitigate the removal of these trees with the planting of 12 new street trees, 8 parking lot trees, and 11 additional shade trees, all sized at a 24-inch box size, plus the installation of permeable pavers for a total value of \$18,750. As conditioned, the landscaping and irrigation plans will be reviewed in greater detail during the building permit phase to ensure that all mitigation is adequate. Additionally, the City Landscape Architect will inspect the construction site to verify the trees are planted correctly with proper irrigation that will maximize the health of the trees.

Sustainability Features. The project will be required to be designed to meet all applicable California Building Code and CalGreen Standards, which require a minimal level of energy efficiency, conservation, material recycling, and air quality, for new construction. In addition, the landscaping areas and irrigation system will be compliant with Bay Area-Friendly Water Efficient Landscape Ordinance, which requires the use of drought tolerant planting with water-efficient irrigation systems. The project will seek a Greenpoint rating certification per Chapter 10, Article 22 of the HMC. Furthermore, the applicant will comply with ordinances related to construction debris and recycling to divert waste from landfills. Project specific sustainability features include the installation of solar panels on the roof, placement of an

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<sup>1</sup> Chapter 10, Article 12 of the Hayward Municipal Code – Bay Friendly Water Efficient Landscape Ordinance:  
[https://library.municode.com/ca/hayward/codes/municipal\\_code?nodeId=HAYWARD\\_MUNICIPAL\\_CODE\\_CH10PLZOSU\\_ART12BIEWA\\_EFLAOR](https://library.municode.com/ca/hayward/codes/municipal_code?nodeId=HAYWARD_MUNICIPAL_CODE_CH10PLZOSU_ART12BIEWA_EFLAOR)

<sup>2</sup> Chapter 10, Article 15 of the Hayward Municipal Code – Tree Preservation Ordinance:  
[https://library.municode.com/ca/hayward/codes/municipal\\_code?nodeId=HAYWARD\\_MUNICIPAL\\_CODE\\_CH10PLZOSU\\_ART15TRPR](https://library.municode.com/ca/hayward/codes/municipal_code?nodeId=HAYWARD_MUNICIPAL_CODE_CH10PLZOSU_ART15TRPR)

on-site vegetable garden, and installation of electric vehicle chargers. Further, the project aims to be developed as fully electric to reduce reliance on gas infrastructure.

## **POLICY CONTEXT AND CODE COMPLIANCE**

Hayward 2040 General Plan. The project site is designated Sustainable Mixed Use (SMU)<sup>3</sup> in the *Hayward 2040 General Plan* which allows for a residential density range of 4.3 to 100 dwelling units per net acre, and up to a maximum floor area ratio (FAR) of 2.0. Based on the General Plan density and cumulative lot area of the project site, the proposed development falls within the permissible density range of 4 to 112 dwelling units, and the FAR of the development does not exceed the maximum cap of 97,574 square-feet of floor area.

The SMU land use designation generally applies to properties that are regional transit adjacent and are planned as walkable urban neighborhoods. Typical building types will vary based on the zoning of the property, but will generally include single-family homes, duplexes, triplexes, fourplexes, second units, townhomes, live-work units, multi-story apartment and condominium buildings, commercial buildings, and mixed-use buildings that contain commercial uses on the ground floor and residential units or office space on upper floors. SMU areas are expected to change substantially in the future, as properties are planned to be developed or redeveloped at relatively high densities and intensities to create walkable and mixed-use neighborhoods and multi-modal corridors.

In addition, the project site is located within approximately ¾-mile from the Hayward BART station where the General Plan has identified this site within one of the City's five Priority Development Areas (PDAs); the Mission Boulevard Corridor Form-Based Code Specific Plan. This PDA is intended to decrease dependency on the automobile and offer more people multi-modal options to walk, bike, or take transit for commute and daily trips through high-density TODs; thus, assisting to reduce automobile use, local and regional traffic congestion, and related greenhouse gas emissions.

The project is also consistent with numerous goals and policies of the General Plan in that the development will increase the housing stock of affordable housing within the City of Hayward, the site is located adjacent to a major transportation hub at the Hayward BART station coupled with multiple bus lines along Mission Boulevard, and that the development is considered an infill development that will result in more complete community. The project consistency with the *Hayward 2040 General Plan* goals and policies are further discussed in greater detail in the Required Findings (Attachment II).

Zoning Ordinance. The project site is within the Urban General Zone with Height Overlay (MB-T4-1H) of the Mission Boulevard Corridor Form Based Code<sup>4</sup> area which allows for a residential density range of 17.5 to 35 dwelling units per net acre. Of the subdistricts within the MB-FBC, the MB-T4-1 zone is of moderate intensity with respect to development given that it is envisioned to consist of higher density mixed-use buildings that accommodate

<sup>3</sup> Hayward 2040 General Plan: <https://www.hayward2040generalplan.com/land-use/mixed>

<sup>4</sup> Chapter 10, Article 25 of the Hayward Municipal Code (Mission Boulevard Corridor Form Based Code):

[https://library.municode.com/ca/hayward/codes/municipal\\_code?nodeId=HAYWARD\\_MUNICIPAL\\_CODE\\_CH10PLZOSU\\_ART24SOHAB\\_AMIBOFOSECO](https://library.municode.com/ca/hayward/codes/municipal_code?nodeId=HAYWARD_MUNICIPAL_CODE_CH10PLZOSU_ART24SOHAB_AMIBOFOSECO)

retail, office, and residential uses, along with townhouses and apartment buildings. The zone consists of mixed use but primarily residential urban fabric. It envisions a mix of building types: townhouses, apartment buildings, mixed-use buildings, and commercial buildings. Setbacks and landscaping are variable. Based on the project lot area, the maximum dwelling unit cap for the site is 39 dwelling units; however, the applicant has requested to incorporate a density bonus to increase the total unit count to 45 dwelling units (14% increase). As proposed, the development complies with most of the development standards such as minimum/maximum setbacks, lot coverage, building design and materials, frontage buildout except for those standards requested to be reduced and/or waived through state density bonus law. Additional information on the requested density bonus and concessions/incentives to exceed the building height and reduce the common open space requirement are further described in the sections below.

Site Plan Review. Major development applications which require environmental review are subject to the Site Plan Review process and the associated findings contained in Section 10-1.3025 of the Hayward Municipal Code<sup>5</sup>. Per the HMC, the Planning Commission may approve or conditionally approve an application for Site Plan Review when all the following findings are made:

- The development is compatible with on-site and surrounding structures and uses and is an attractive addition to the City;
- The development takes into consideration physical and environmental constraints;
- The development complies with the intent of City development policies and regulations;
- The development will be operated in a manner determined to be acceptable and compatible with surrounding development.

Vesting Tentative Map – Tract 8520. The proposed project includes a Vesting Tentative Tract Map (8520) for the subdivision to create a separate lot for the apartments and the creation of the townhome-style condominiums (27 airspace units) and common areas. The proposed project site is an infill site and the City of Hayward provides water and sanitary sewer service to the site and has adequate capacity to serve the proposed development. Access to the site would be provided through a combination of public and privately dedicated streets. Per Section 10-3.150 of the Hayward Municipal Code, if the tentative map is a tentative tract map or vesting tentative tract map, the Planning Commission shall have final jurisdiction to approve, conditionally approve or disapprove the tentative map where:

- The proposed subdivision is not in conflict with the General Plan and applicable specific plans and neighborhood plans;
- The proposed subdivision meets the requirements of the City Zoning Ordinance; and
- No approval of variances or other exceptions are required for the approval of the subdivision.

Staff has provided a more detailed analysis on the required Site Plan Review and Vesting

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<sup>5</sup> Chapter 10, Article 1, Section 10-1.3000 (Site Plan Review):

[https://library.municode.com/ca/hayward/codes/municipal\\_code?nodeId=HAYWARD\\_MUNICIPAL\\_CODE\\_CH10PLZOSU\\_ART1ZOOR\\_S10-1.3000SIPLRE](https://library.municode.com/ca/hayward/codes/municipal_code?nodeId=HAYWARD_MUNICIPAL_CODE_CH10PLZOSU_ART1ZOOR_S10-1.3000SIPLRE)

Tentative Tract Map findings above in Attachment II of this report.

**Density Bonus Ordinance.** The applicant is requesting a Density Bonus and two concessions/incentives from the Mission Boulevard Corridor Form Based Code pursuant to Section 65915 of the Government Code<sup>6</sup> and the City's Density Bonus Ordinance (DBO). A density bonus is a zoning tool granted by State law that allows for an increase in density with concessions and/or incentives to development standards when affordable housing units are included on-site. According to the submitted Affordable Housing Unit Plan/Density Bonus Plan (Attachment VI), the applicant is proposing that 4 of the 45 dwelling units be restricted by the City of Hayward for moderate-income households or lower – see Table 1 below. Given that the project is restricting 8% of the 12 rental units and 11% of the 27 ownership units (maximum dwelling unit cap per zoning) for moderate-income and a very-low income households, the project is entitled up to a 14% increase in density, resulting in the addition of 6 units for total of 45 dwelling units.

**Table 1. Density Bonus Unit Matrix**

	<b>Base Unit Count</b>	<b>Affordable Units Proposed</b>	<b>Affordable Income Level</b>	<b>Affordable On-Site (%)</b>	<b>Eligible Density Bonus</b>	<b>Density Bonus Units</b>	<b>Total Unit Count</b>
<b>Townhomes</b>	27	3	Moderate	11%	6%	2	27
<b>Apartments</b>	12	1	Very Low	8%	27.50%	4	18
<i>Subtotal:</i>	39					6	45

In exchange for restricting 4 dwelling units as affordable, the project is entitled to two (2) concessions or incentives. Concessions/incentives are defined as a reduction in site development standards or a modification of zoning code, or other regulatory incentives or concessions which result in identifiable and actual cost reductions. In addition, pursuant to state law, the City shall grant the concessions or incentives proposed by the developer unless it finds that the proposed concession or incentive does not result in identifiable and actual cost reductions, would cause a public health or safety problem, would cause an environmental problem, would harm historical property, or would be contrary to law. Accordingly, the applicant has requested the following concessions/incentives:

1. **Building Height.** Within the MB-T4-1H zoning district located north of A Street, there is a height overlay limitation of three-stories which is different from the rest of the form-based code area which allows four-story structures. The applicant is requesting a density bonus to increase the maximum building height to accommodate one (1) additional floor of six (6) dwelling units to subsidize the costs of incorporating affordable units on-site.
2. **Open Space Requirement.** For the MB-T4-1 zoning district, the FBC establishes a minimum common open space area requirement of 15% of the net lot area (7,332 square-feet). The applicant is proposing to provide 4,139 square-feet of common open space (8%) which is seven (7) percent below the required amount. To assist in supplementing the on-site

<sup>6</sup> Section 65915 of Government Code (State Density Bonus Law):

[http://leginfo.ca.gov/faces/codes\\_displaySection.xhtml?sectionNum=65915.&lawCode=GOV](http://leginfo.ca.gov/faces/codes_displaySection.xhtml?sectionNum=65915.&lawCode=GOV)



open space, the applicant has included private balconies for the townhome units and some of the townhome units have access to small personal landscaped backyard areas.

**Affordable Housing Ordinance.** Residential development projects with two or more dwelling units are subject to the City's Affordable Housing Ordinance (AHO)<sup>7</sup> where projects may either provide affordable units on-site or pay an in-lieu fee. For rental projects, the AHO requires 6% of units be restricted as affordable units with half of those required to be reserved for very-low income households. For ownership projects, the AHO required 10% of units to be restricted for moderate-income households. Pursuant to the AHO, the minimum requirement for the project is calculated on the base density cap for each tenure type which equates to 6% of 12 = 0.72 units (rounded up to 1 unit), and 10% of 27 = 2.7 (rounded up to 3 units); thus, 1 rental unit (apartment) are required to be restricted for a very-low income household and 3 ownership units (townhome) are required to be restricted for moderate income households. All restricted units, either to satisfy the AHO or DBO, will be maintained as affordable in perpetuity. As a Condition of Approval and per the AHO, the applicant will be required to execute an Affordable Housing Agreement with the coordination of the City's Housing Division prior to the issuance of building permits. AHO units are counted toward the DBO unit requirements.

**Strategic Roadmap.** In January 2020, the Council adopted six Strategic Priorities as part of its three-year Strategic Roadmap. This agenda item supports the Strategic Priority of Preserve, Protect & Produce Housing. Specifically, this item relates to the implementation of the following project(s):

- *Project 5, Part 5.a: Add a section to Housing and Housing Development staff reports to track accomplishments of Housing Element goals and programs including progress toward meeting RHNA goals.*

The proposed development not only includes the development of multi-family residential housing for ownership and rental, but the project incorporates on-site affordable units for both tenure types that will accommodate both very low and moderate-income households. This aligns with the critical focus of the priority to construct new housing at all income levels and stabilize rents to reduce displacement. In addition, the density of the project coupled with the location of the site further strives to reduce the City's carbon footprint by reducing the reliance on personal automobiles for each household when residences are within reasonable distance to mass transit to combat climate change.

## **STAFF ANALYSIS**

Staff believes that the Planning Commission can make the required Findings to approve the Site Plan Review and Density Bonus application based on the analysis provided herein and included within the required Findings. Aside from the two requested concessions/incentives granted through Density Bonus law, the proposed project complies with all objective

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<sup>7</sup> Chapter 10, Article 17 of the Hayward Municipal Code (Affordable Housing Ordinance):

[https://library.municode.com/ca/hayward/codes/municipal\\_code?nodeId=HAYWARD\\_MUNICIPAL\\_CODE\\_CH10PLZOSU\\_ART17AFHOOR](https://library.municode.com/ca/hayward/codes/municipal_code?nodeId=HAYWARD_MUNICIPAL_CODE_CH10PLZOSU_ART17AFHOOR)



development standards of the FBC and meets the intent of the MB-T4-1 zoning district as well as the goals and policies of the *Hayward 2040 General Plan*.

The proposed project represents sustainable planning principles by focusing infill developments within proximity of transit corridors along Mission Boulevard that provide multi-modal options for residents to commute via walking, scootering, bicycle, bus, and train. As mentioned above, AC Transit has northbound and southbound stops on Mission Boulevard located within 400 to 600-feet of the project site (approximately 3-minute walk). The 10 and 801 lines have 15-30 minute headways and provide connections between San Leandro, Hayward, Union City and Fremont with stops at the San Leandro, Bay Fair, Hayward, South Hayward, Union City, and Fremont BART stations as well as the Fremont Amtrak station which expands the regional connections available via transit. These options provide working class families, students, opportunities to commute via public transit versus single-occupancy automobiles. Staff understands that there may be perceived issues related to parking, but for the reasons identified above and considering technological advancements that allow for ridesharing, carsharing, carpooling, autonomous vehicles, etc., the necessity for owning a personal vehicle as a primary form of transportation has dropped.

Land Use Compatibility. As indicated previously, the project site is located within the FBC area which stretches the majority of the Mission Boulevard, except for the Downtown Specific Plan area. Within this FBC area, numerous new developments<sup>8</sup> for housing, mixed-use, and commercial have been approved (e.g. SoHay, Campways, Mission Seniors, Mission Crossings, Mission Family Apartments) that will transform the image and scale of the Mission Boulevard corridor within the next 5 years. Staff understands that the proposed urban compact development does not currently align with the existing scale of the abutting properties; however, the project does align with the majority of the FBC standards and the project architect has taken efforts to provide ample setbacks along the side property lines to avoid the massing impact onto adjacent structures while articulating the front facade. Further, as properties continue to redevelop along and in proximity to the Mission Boulevard corridor in accordance with the vision and standards of the FBC – the project will become more compatible in size and intensity to support the shift from suburban pattern to a more urban, compact form with walkable streets, nearby uses, and greater emphasis on utilizing mass transit to reduce vehicular congestion.

Housing Element. According to the 2014 Housing Element<sup>9</sup>, the proposed project site was identified within the Sites Inventory (Table B-4) for the Mission Boulevard Corridor Specific Plan Area for the potential development of future housing. The inventory indicated that the project site had a realistic capacity of fourteen (14) dwelling units on-site for lower-income housing. Given that the proposed development will consist of 45 dwelling units, inclusive of a density bonus, the project site will further assist the City in meeting its Regional Housing Needs Allocation (RHNA) targets for moderate-income and very-low income households. In consideration that some sites identified within the Residential Sites Inventory have already been entitled and/or developed at lower densities than originally forecasted for in the

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<sup>8</sup> Major Development Activity, City of Hayward: <https://www.hayward-ca.gov/business/for-developers/development-activity>

<sup>9</sup> City of Hayward Housing Element (2014): [https://www.hayward-ca.gov/sites/default/files/documents/HayHE\\_FINAL\\_Adopted.pdf](https://www.hayward-ca.gov/sites/default/files/documents/HayHE_FINAL_Adopted.pdf)

Housing Element, the proposed project will fill in the gap for much-needed affordable housing units to alleviate the State's housing crisis.

### **ENVIRONMENTAL REVIEW**

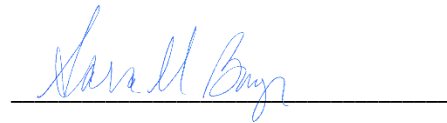
The proposed project is deemed categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15332, Class 32 of the CEQA Guidelines for infill development. Further analysis is included within the required Findings in Attachment II.

### **NEXT STEPS**

If the Planning Commission approves the Vesting Tentative Tract Map, Site Plan Review and Density Bonus application, then a 10-day appeal period will commence from the date of decision. If no appeal is filed, then the decision will be deemed final. If an appeal is filed within the 10-day time frame, then the application will be heard by the City Council for final disposition.

Prepared by: Marcus Martinez, Associate Planner

Approved by:

A handwritten signature in blue ink, appearing to read "Sara M. Buizer", is written over a horizontal line.

Sara Buizer, AICP, Planning Manager

A handwritten signature in black ink, appearing to read "Laura J. Simpson", is written over a horizontal line.

Laura Simpson, AICP, Development Services Director