

**PARCEL GROUP 6**

MASTER DEVELOPMENT PLAN

SEPTEMBER 2019









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**ROUTE 238 PROPERTIES MASTER DEVELOPMENT PLAN  
PARCEL GROUP 6**

**INTRODUCTION AND PURPOSE**





## INTRODUCTION AND PURPOSE

The development of the former California State Route 238 Corridor Lands (Route 238 Corridor Lands) represents a unique opportunity and moment in the history and evolution of the City of Hayward.

Once designated for highway construction by the California Department of Transportation (Caltrans), approximately 200 combined acres are now owned by the City of Hayward pursuant to an agreement with Caltrans. These lands are contained in ten parcel groups running through largely undeveloped hillside above Mission and Foothill Boulevards from south to north Hayward.

Through a community driven site planning process, the City has created a vision for these parcel groups, ensuring a publicly beneficial, economically sustainable reuse of this property, prioritizing creation of new housing accessible to all income levels and other community needs and aspirations.

This document is the Parcel Group 6: Quarry Property Master Development Plan (Plan). Shaped by input from residents and other stakeholders, this plan articulates the amount and type of development that can take place within the boundaries of Parcel Group 6, while identifying the infrastructure improvements, and public benefits the future development shall provide. This plan will guide future efforts as the City engages private partners in the development of Parcel Group 6.



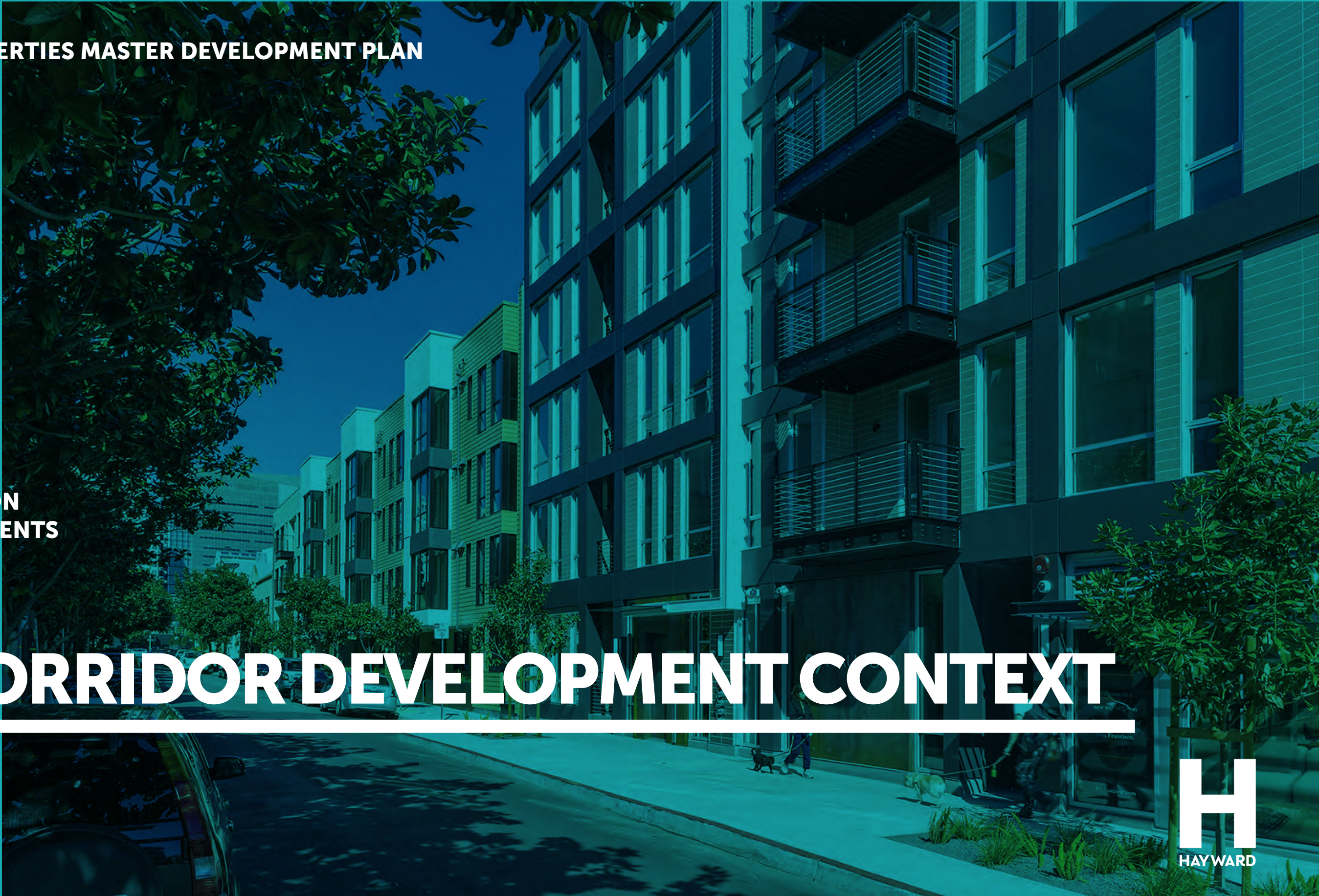
*City of Hayward Parcel Group 6 Site Photo*



**ROUTE 238 PROPERTIES MASTER DEVELOPMENT PLAN  
PARCEL GROUP 6**

**BACKGROUND  
GOALS AND VISION  
GUIDING DOCUMENTS**

# **238 CORRIDOR DEVELOPMENT CONTEXT**





# ROUTE 238 CORRIDOR DEVELOPMENT CONTEXT

## BACKGROUND

### BAY AREA REGION

Through the period of expansion and economic prosperity, the Bay Area has grown to be one of the largest metropolitan regions in the United States today, with over 7.7 million people residing in the 7,000 square-mile area. While bringing rapid urbanization and the growth of wealth, the Bay Area has seen significant challenges in terms of the production of housing for people of all income levels. As the Bay Area is projected to grow by an additional 2 million people and 1.1 million jobs by the year 2040, there will be undoubtedly strong demand for adding more homes at all income levels to keep up with the population and job growth.

In addition to the economic strengths, the Bay Area is also facing numerous environmental challenges. As a result, development projects in the Bay Area need to carefully study transportation and environmental constraints, in order to strategically minimize such impacts.

### CITY OF HAYWARD

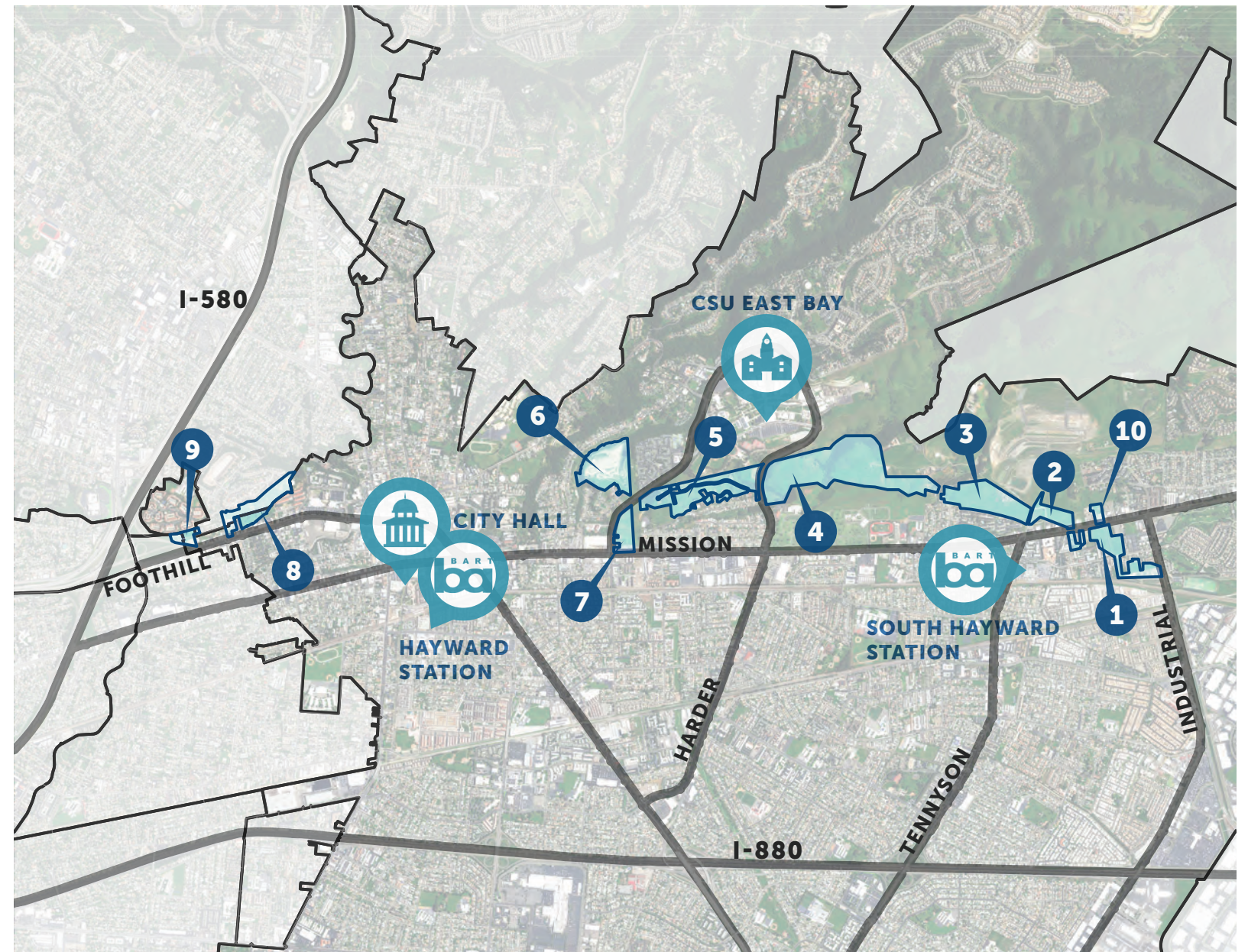
Hayward is an economically and ethnically diverse city of approximately 160,000 residents on the eastern edge of the San Francisco Bay. The city is known as the “Heart of the Bay” because of its central location in Alameda County – 25 miles southeast of San Francisco, 14 miles south of Oakland, 26 miles north of San Jose and 10 miles west of the valley communities surrounding Pleasanton. Hayward is serviced by an extensive network of freeways, two BART stations, an Amtrak station and its own Hayward Executive Airport, and has easy access to San Francisco, Oakland, and San Jose international airports.

### BACKGROUND ON THE ROUTE 238 CORRIDOR LANDS PROJECT

In the mid-1960s, the California State Department of Transportation (Caltrans) purchased more than 400 parcels of property for construction of a 14-mile Route 238 Corridor Bypass Freeway to run through the City of Hayward and parts of unincorporated Alameda County. Due to legal challenges, Caltrans eventually abandoned the freeway plan. In 1982, state legislation was passed to allow Hayward and other local jurisdictions—working through the Alameda County Transportation Commission—to develop alternative strategies for relieving traffic congestion in Central Alameda County. The legislation called for these Local Alternative Transportation Improvement Program (LATIP) projects to be funded from proceeds from the sale of properties that had been accumulated by Caltrans for the 238 Bypass Freeway.

Following this, Caltrans began to individually auction off these properties with the sole purpose of disposing of the land, without any larger land use considerations. In order to ensure the productive development of vacant land in a manner that maximizes land value while balancing the desires of the surrounding neighborhood and larger community, the City entered into a Purchase and Sale Agreement with Caltrans in January 2016 to manage the disposition and development of these properties.

Under this agreement, the land is divided into 10 parcel groups and must be disposed of by 2022. Two parcel groups have sold and four are under exclusive negotiations. The remaining four, including Parcel Group 6, will be disposed of via a request for qualifications or proposals from developers.



**Figure 2-1:** 238 Properties Regional Context



# ROUTE 238 CORRIDOR DEVELOPMENT CONTEXT

## GOALS AND VISION

Route 238 Corridor Lands Development Project is the final chapter of the State Route 238 Bypass. Now owned by the City of Hayward, the 200 acres of former right-of-way now provides a one-time opportunity to reintegrate these lands into the City of Hayward, providing for new housing at all income levels, commercial development, open space, and trails.

### THE FOUR OVERARCHING GOALS OF THIS COMMUNITY DRIVEN PROJECT ARE TO:



**GOAL 1:** Facilitate the cohesive, productive development of land driven by community vision.



**GOAL 2:** Eliminate neighborhood blight.



**GOAL 3:** Negotiate real estate transactions at no net cost to the City.



**GOAL 4:** Generate funding for the key public benefits like open space, city-wide trails, affordable housing, public transportation, and other city priorities through on-site development requirements and sales proceeds.



## ROUTE 238 CORRIDOR DEVELOPMENT CONTEXT



### A SHARED COMMUNITY VISION

The Route 238 Corridor Lands Development Project has and will continue to involve extensive community outreach. Over the last year, the project team has met with numerous neighborhood and community leaders, as well as residents to develop a shared community vision for the 238 corridor lands.

### THE COMMUNITY ENVISIONS THE DEVELOPMENT OF THE ROUTE 238 CORRIDOR LANDS TO INCLUDE:

- Development of the Hayward Foothill Trail linking the parcels throughout the City.
- Dedication and preservation of open space in the Hayward Hills.
- Creation of new, safe, walkable neighborhoods.
- Construction of housing at a mix of income levels including affordable, senior, and student housing.
- Development that minimizes impacts to existing neighborhoods.



# ROUTE 238 CORRIDOR DEVELOPMENT CONTEXT

## GUIDING DOCUMENTS

### HAYWARD 2040 GENERAL PLAN & FEIR

The Hayward 2040 General Plan establishes a community-based vision for the future of Hayward, and establishes goals, policies and implementation programs to help the City and greater Hayward community achieve that vision. The General Plan is the City's overarching planning document and provides a blueprint for growth and development by setting land use policy citywide. Included in the General Plan is the City's Housing Element, which is designed to ensure that an adequate supply of decent, safe, and affordable housing for Hayward's existing and future workforce, residents, and special needs populations is developed. The Housing Element identifies Parcel Group 6 as an opportunity site to develop 606 units including lower-income affordable units.

### ROUTE 238 BYPASS LAND USE STUDY

In 2009, the City commissioned the Route 238 Land Use Study (Study) to study and implement General Plan and zoning amendments to guide the redevelopment of the Route 238 Corridor Lands following Caltrans abandoning the project. The Study focused on the following objectives:

- Developing more efficient land use patterns.
- Producing sufficient housing, including affordable housing, and other uses to support anticipated population increases and workforce needs for the full spectrum of the population.
- Fostering land use and transportation planning including pedestrian and bikeway opportunities and connections.
- Reducing traffic congestion and improving air quality.
- Increasing opportunities for additional open space and park areas, as well as connections to existing open space and park areas.

## SUPPORTING DOCUMENTS

### HAYWARD HILLSIDE DESIGN GUIDELINES

Hayward contains a number of unique hillside neighborhoods and hillside developments. The Hayward Hillside Design Guidelines and supporting policies are designed to preserve the rural and natural character of hillside development areas. The policies support hillside developments that are sensitively located and designed to retain natural slopes, ridgelines, and sensitive habitat areas. They also require developments to provide connections to adjacent open space and trail networks.

The Hillside Design Guidelines also provide guiding principles to mitigate the high fire danger associated with development located in an Urban/Wildland Interface Zone. The guiding principles include building construction standards for fire protection for where maximum built-in fire protection measures are necessary due to nearby steep slopes or wildland fuel loading. It also includes landscaping recommendations to establish shaded fuel breaks, modified fuel beds, and a selection of fire-resistant planting.

### HAYWARD FOOTHILL TRAIL SPECIAL DESIGN OVERLAY DISTRICT

City of Hayward established a special design overlay district (SD-7) to ensure a continuous trail proposed in the 238 Bypass Land Use Study. This special overlay district identifies a general alignment of the trail and guidelines for establishing the trail, including width, pavement material, setback, grading requirement, etc.



*The 2040 Hayward General Plan*



*Downtown Hayward and City Hall*



*Downtown Hayward and Mission Boulevard*



## ROUTE 238 CORRIDOR DEVELOPMENT CONTEXT

### HAYWARD FOOTHILL TRAIL

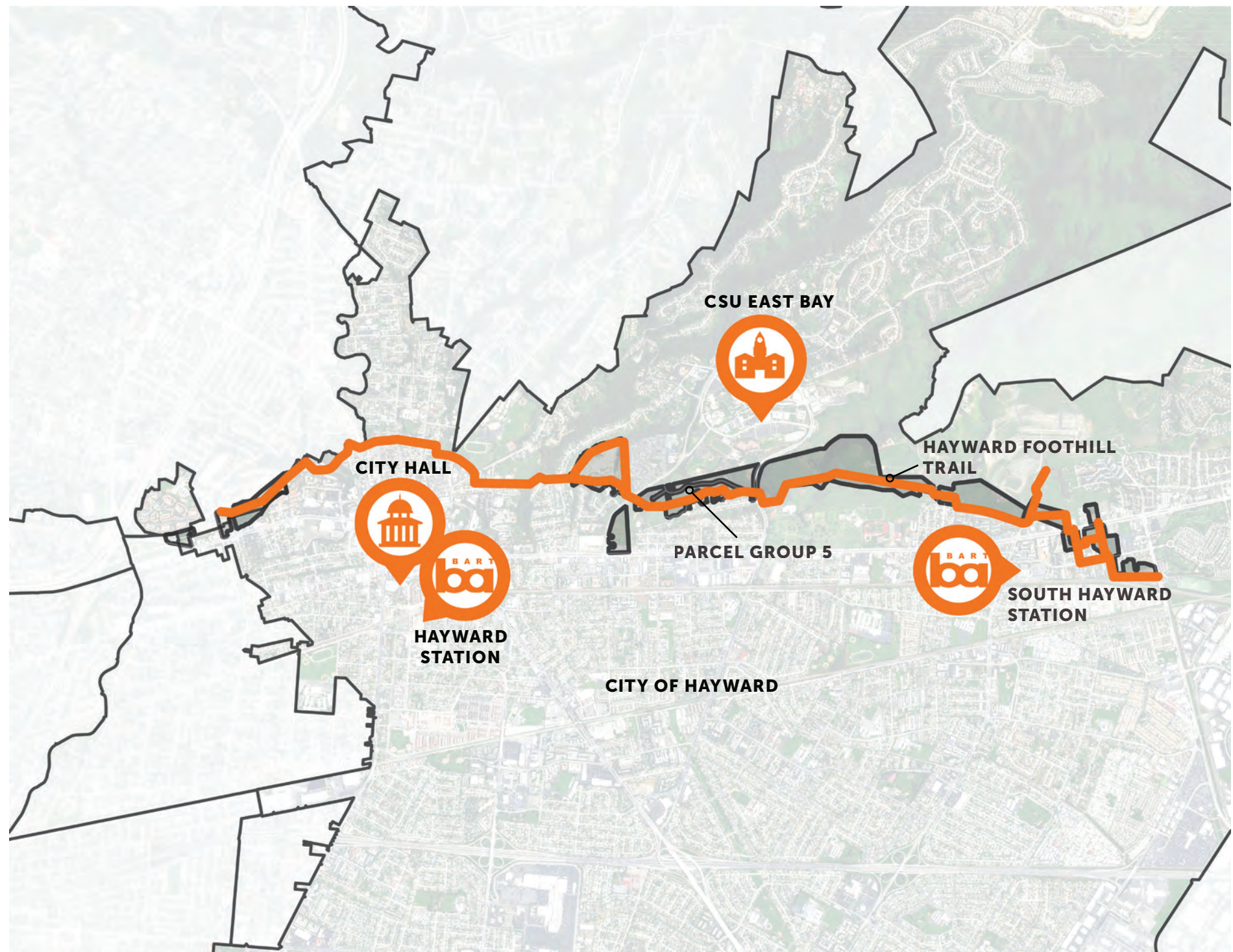
The City of Hayward supports the creation of citywide Hayward Foothill Trail, which provides Hayward and the surrounding communities with unparalleled access to the Hayward Foothills and their breathtaking bay views.

To facilitate the construction of this trail, the City adopted the Hayward Foothills Trail Special Design District (SD-7) Overlay which ensures the development of a continuous trail as the Route 238 Corridor Lands become developed. The SD-7 Overlay provides a general location of the trail, as shown in **Figure 2-2**, however this trail alignment will be refined during the specific planning process to better integrate the trail in new neighborhoods.

Each new development resulting from the 238 Corridor Lands Development project will be required to design and construct a segment of this trail within their project.



Existing informal ridgeline trail in Parcel Group 6



**Figure 2-2:** Hayward Foothill Trail



**ROUTE 238 PROPERTIES MASTER DEVELOPMENT PLAN  
PARCEL GROUP 6**

**COMMUNITY OUTREACH AND VALUES  
EXISTING CONDITIONS**

**PARCEL PLAN CONTEXT**





## PARCEL PLAN CONTEXT

### PARCEL GROUP SPECIFIC COMMUNITY OUTREACH AND VALUES

This Plan is the result of a close collaboration between the project team, neighborhood groups, and community members. For Parcel Group 6 the project team held one neighborhood meeting and a community-wide meeting, in addition to numerous meetings with community stakeholders interested in the development of the site. A summary of these meetings is discussed below:

### COMMUNITY-WIDE MEETING

**November 15, 2018**

The Project Team held a community-wide meeting for all of the Route 238 corridor lands properties at the Matt Jimenez Community Center. The project team presented an overview on the development process and provided an opportunity for community members to comment specifically on what they envisioned the development character of parcel groups should be

#### For Parcel Group 6, these comments included:

- Developing affordable, student, and faculty housing.
- Providing open space and large parks.
- Ensuring mixed-use development with a small grocery store or neighborhood serving commercial.
- Preserving existing wildlife.
- Maintaining creek/riparian corridor setbacks.
- Providing access to transit.
- Constructing a new school.

### NEIGHBORHOOD MEETING AND OTHER STAKEHOLDER FEEDBACK

**April 23, 2019**

Following the community-wide meeting, the Project Team returned to the group of residents from surrounding neighborhood to present and garner feedback on an initial development concept.

#### Feedback included:

- Support for development consistent with existing zoning and general plan designations.

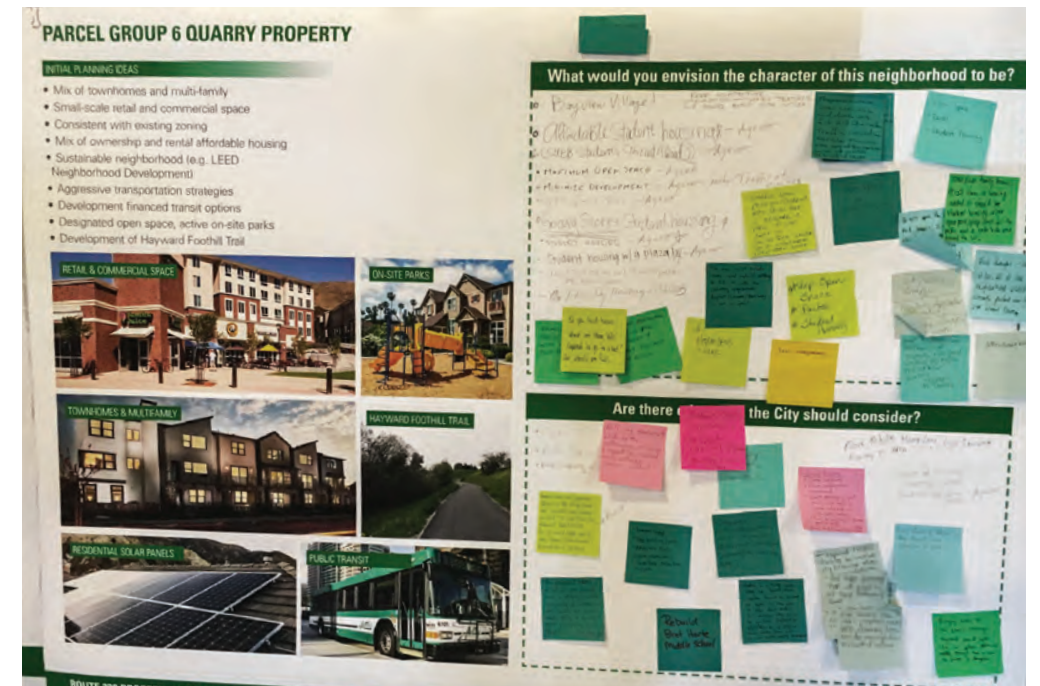
- General support for a property assessment to fund new or improved public transit options.
- Providing dedicated bike lanes for students to access campus.
- Overall concern over cumulative impacts of population growth on traffic and public services.
- Include walkable commercial/retail opportunities for residents.
- Restore the riparian and creek corridors to their natural state.

#### Hayward Area Planning Association (HAPA)

HAPA proposes the Bayview Village concept for this site. Bayview Village would have about 700 units on walking streets and a parking lot for 100 cars. Mobility is provided by a fast, frequent, free shuttle bus operating every ten minutes on a busway through the project, connecting Cal State East Bay and downtown Hayward BART. The project also has a Community Center with a cafe and other features, supports car rental, car share, taxis, and shared ride; vouchers for health and guaranteed ride home; a Village Van; and many other features. Bayview is designed for people connected to Cal State East Bay, who use BART, who work at home, or who are retired--all markets that do not need frequent use of a personal vehicle. HAPA asserts that Bayview is able to provide housing at a much lower cost than car based alternatives.

Bayview is designed for the six major values identified below and explained in more detail at the Bayview Village Project website at <http://www.bayviewvillage.us/>

- Housing Affordability
- Environmental Sustainability (LEED Platinum)
- Green Mobility
- Health and Safety
- Good Design
- Community



238 Properties Community Meeting



# PARCEL PLAN CONTEXT

## PARCEL 6 EXISTING CONDITIONS

Parcel Group 6 is located north of Carlos Bee Boulevard, south of Highland Boulevard, approximately 1,500 feet northeast of Mission Boulevard and approximately 2,000 feet northwest of CSU East Bay. The site was previously used as a sand/gravel quarry and is characterized by a large, relatively level area surrounded by steep slopes. A densely vegetated drainage forms the northeastern border of the site. Concrete slabs, presumably from the quarry operation, remain on a hill in the western part of the site.



### ADJACENT LAND USES

A green belt of trees along a drainage area borders the northern side of the site, separating the site physically from the surrounding existing residential areas. Single-family homes fronting on Highland Boulevard surround the northern side of the site, north of the drainage. Multi-family residential uses are located to the east and single-family residences are located to the west of the site. North of the housing on Highland Boulevard, the Hayward Plunge Trail is located adjacent to Ward Creek.



### ACCESS

Currently there is no public access to the site although a private dirt access road within a Pacific Gas & Electric (PG&E) utility corridor connects the site to Carlos Bee Boulevard. Overlook Avenue and Palisade Street terminate at the southwestern corner of the site. There are no sidewalks or trails that currently provide pedestrian access to the site. See **Figure 3-3** for roadway access and **Figure 3-4** for location of the utility corridor.



### VIEWS

Due to the surrounding steep topography, most of the site cannot be seen from surrounding streets, such as Highland Boulevard, Overlook Avenue, and Carlos Bee Boulevard. The steep slopes block potential views of the site from surrounding properties yet also limit any views from the property to the surrounding hills or the bay.



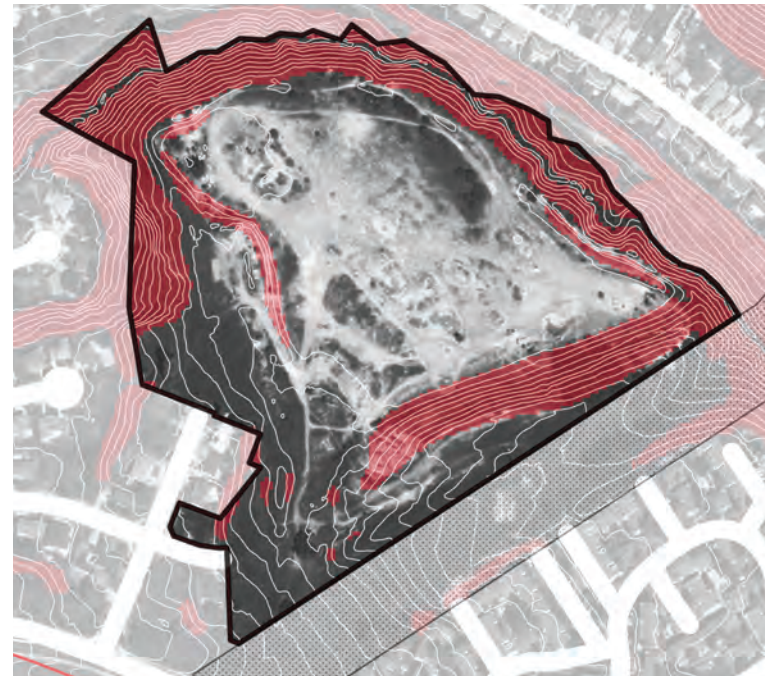
### TOPOGRAPHY AND SLOPE

The site topography can be characterized as generally flat with moderate to steep cut faces remaining on the edges of the site from the prior quarrying operations. The southeastern wall is the most significant of these, with a height of approximately 100 feet and a slope inclination of between 1:1 and 1.5:1 (horizontal: vertical). Along the northern boundary of the property is a steep-sided drainage area, which lies approximately 80 feet below the quarry floor. The drainage area side slopes generally have inclinations ranging between 1.25:1 and 1.5:1. See **Figure 3-1** for slope areas greater than 40%. The site is not located within a State of California Earthquake Fault Zone, and fault-related ground rupture is unlikely.

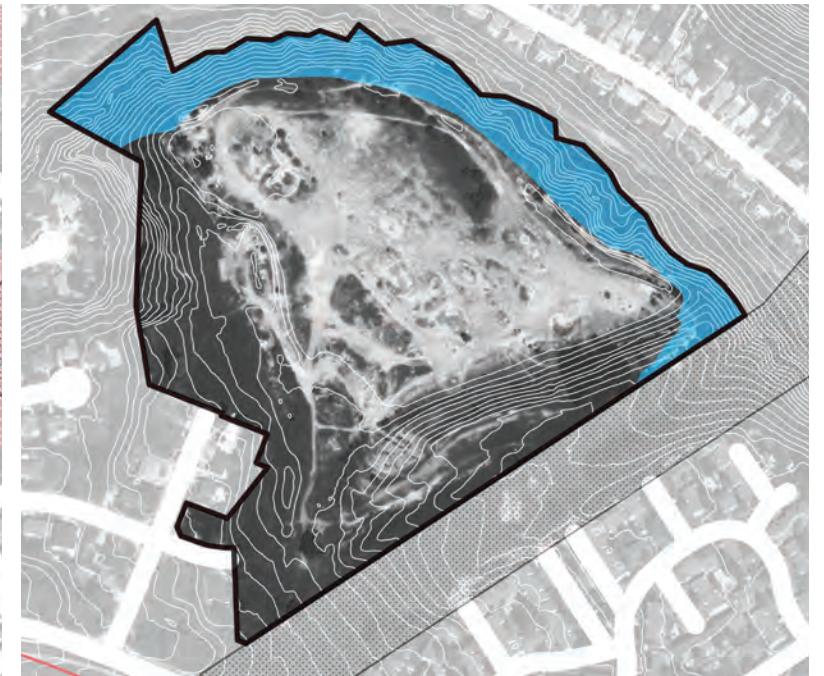


### VEGETATION AND DRAINAGES

Vegetation at Parcel Group 6 generally consists of sparse seasonal grasses with scattered trees and brush. The center of the site is barren due to past quarry operations; however, a drainage area with riparian forest borders the northern side of the site. Another small area of exotic woodland is located near the northeastern corner of the site. Large blue gum trees are located on the steep slopes that form the site's border to the west.



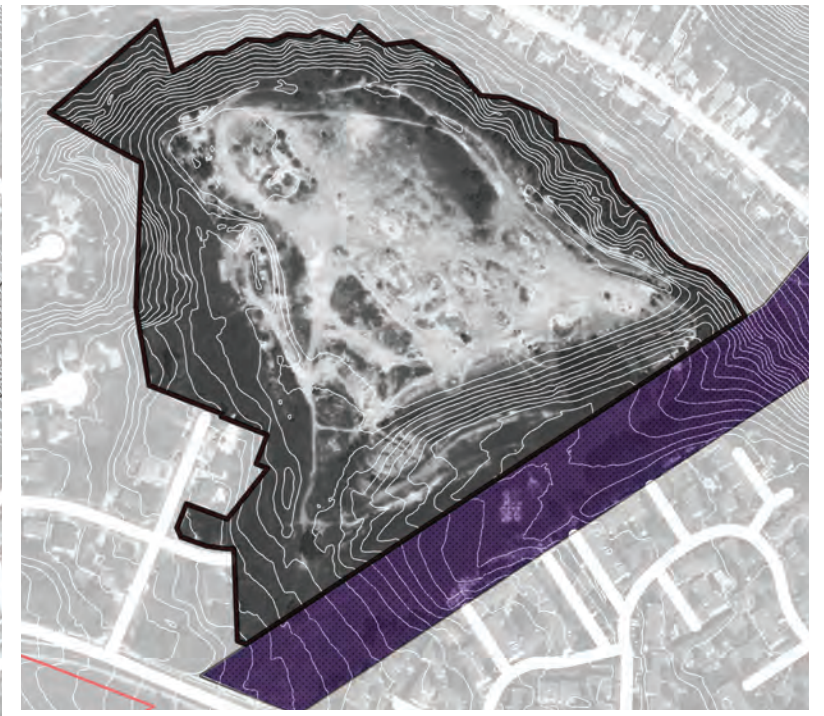
**Figure 3-1:** Topography and Slope



**Figure 3-2:** Riparian Corridors



**Figure 3-3:** Access



**Figure 3-4:** Powerline Easement



# PARCEL PLAN CONTEXT

## PARCEL 6 EXISTING CONDITIONS



**Infrastructure:** Public infrastructure currently serving the parcel is very limited due to no public right-of-way immediately adjacent to the parcel. Utility infrastructure and public access is currently only available by the right-of-way in Overlook Avenue, which dead ends into the west side of the parcel. Other than a 6" water main and a 200-foot wide PG&E overhead transmission easement along the south boundary, there are no public utility easements within the parcel.



**Water:** The parcel is located within the 500' pressure zone of the City of Hayward water system. There is an existing 6" main located in Overlook Avenue that ends at the site. There is also a 6" main running within the parcel on the south side along the ridge above the quarry, and a 6" main in Carlos Bee Boulevard. See **Figure 3-6** for location of the existing water lines.



**Sewer:** Wastewater collection for the parcel is provided by the City of Hayward. Currently, there are no sanitary sewer laterals serving the site. There is an 8" vitrified clay pipe (VCP) main in Overlook Avenue that ends at the site, and an 8" VCP main in Carlos Bee Boulevard.



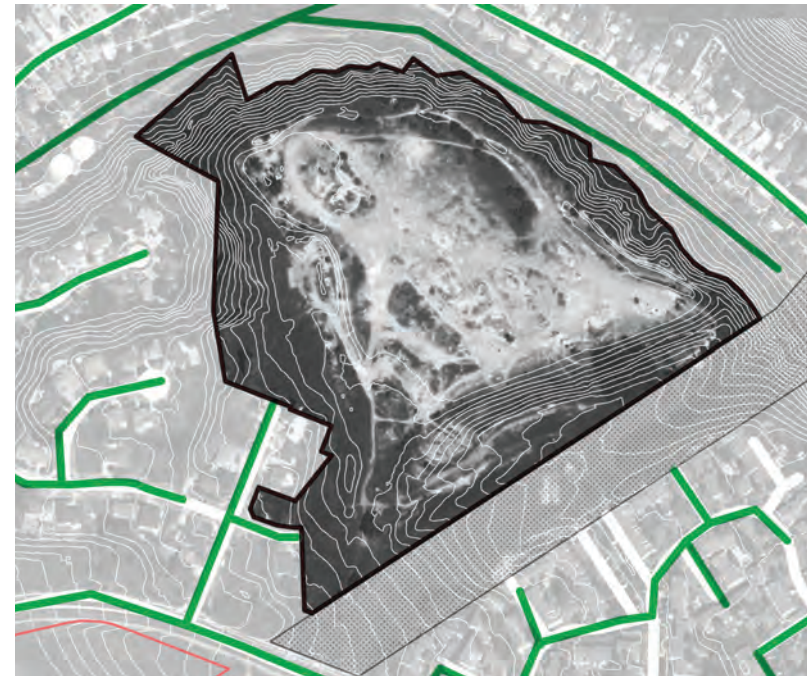
**Storm:** There is no storm drain infrastructure currently serving the parcel. Storm runoff currently ponds or infiltrates on the site or drains to the creek along the north boundary. There is a 12" concrete storm drain main in Overlook Avenue that ends at the site, and there is a 15" storm drain main in Carlos Bee Boulevard. The main in Carlos Bee increases to 21" just past where Overlook Avenue connects. See **Figure 3-5** for location of the existing storm drain and sewer lines.



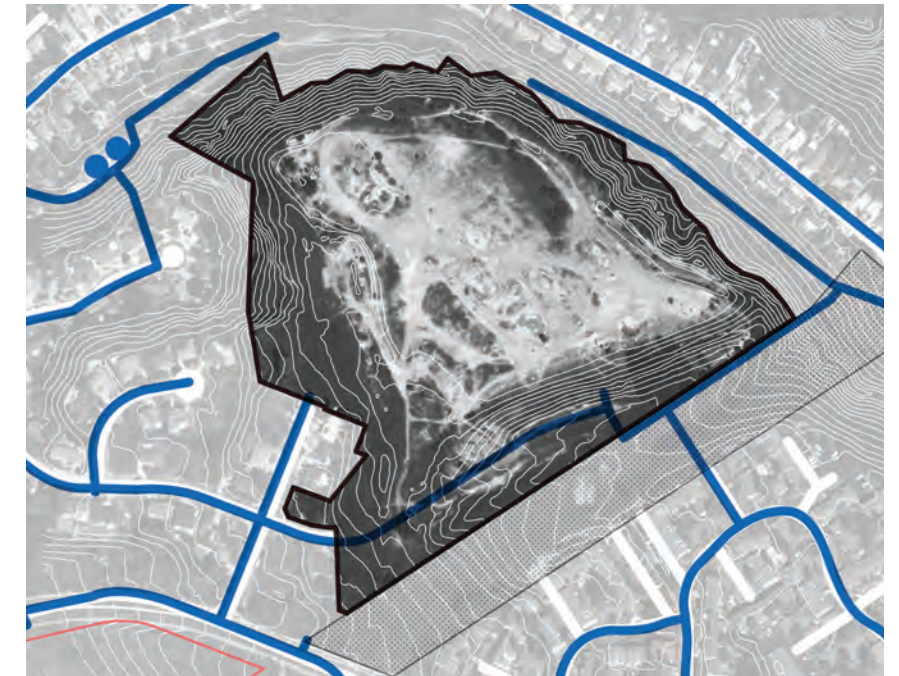
**Electric:** There is no electric service currently provided to the parcel. PG&E electric service is distributed near the site by overhead electric lines on joint utility poles located in Overlook Avenue. There also is a PG&E overhead transmission line running in a 200-foot wide easement within the parcel, adjacent to the south boundary. See **Figure 3-7** for location of the existing powerlines and transmission corridor.



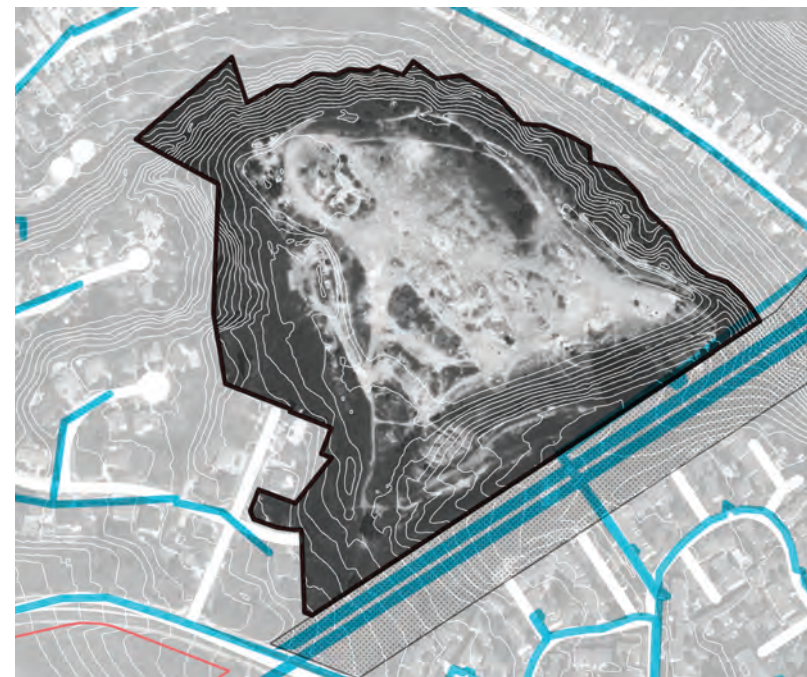
**Gas:** There is no gas service currently delivered to the parcel, but PG&E has a 3" gas main located in Overlook Avenue that ends at the parcel. There also is a 6" gas main located in Carlos Bee Boulevard. See **Figure 3-8** for location of the existing gas lines.



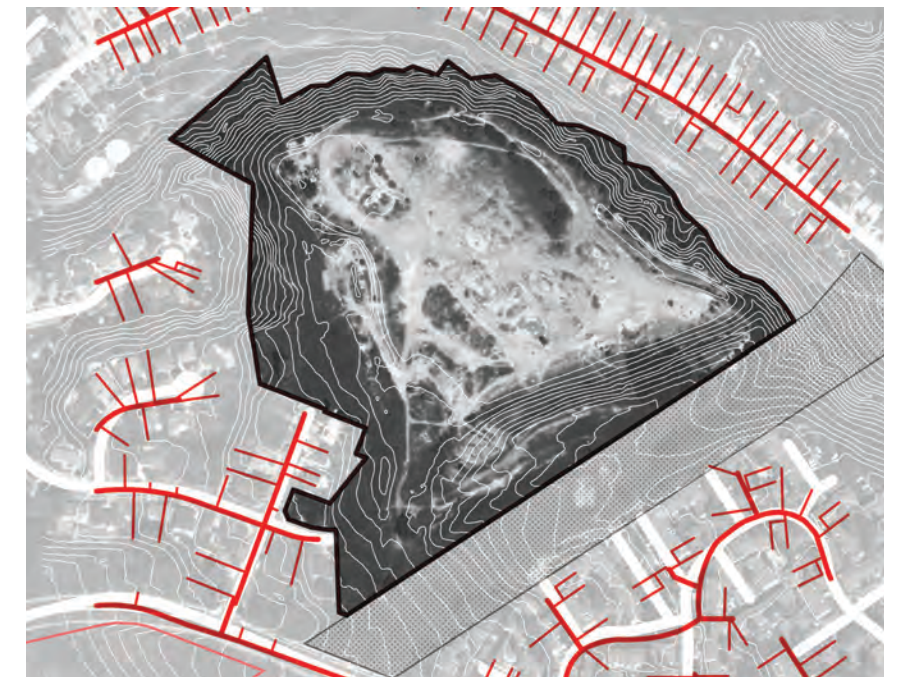
**Figure 3-5: Storm Drain and Sewer**



**Figure 3-6: Water**



**Figure 3-7: Electric**



**Figure 3-8: Gas**



PARCEL PLAN CONTEXT



Parcel Group 6 south entry near Palisade Street



PG&E Utility Easement



Key Plan



Quarry basin



From high ground viewing the quarry



From high ground viewing to the Bay



Creek and the riparian vegetation



Quarry basin viewing to the riparian corridor



Utility corridor and south access to Carlos Bee Boulevard



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**ROUTE 238 PROPERTIES MASTER DEVELOPMENT PLAN  
PARCEL GROUP 6**

**PARKS, TRAILS AND OPEN SPACE  
STREETS, CIRCULATION AND TRANSPORTATION DEMAND MANAGEMENT  
LAND USE AND DEVELOPMENT  
INFRASTRUCTURE IMPROVEMENTS  
LOW IMPACT DEVELOPMENT**

**CHAPTER 4 - PARCEL GROUP 6  
MASTER DEVELOPMENT PLAN**





## PARCEL GROUP 6 MASTER DEVELOPMENT PLAN

The design of this new neighborhood should strive to develop a community where buildings, streets, and open space work together to create a walkable, livable and vibrant place to live. Development will include a mix of housing types and densities defined by public plazas, parks, trails and open spaces. The new neighborhood will embrace a multi-modal approach that has less emphasis on the automobile and more on walking and biking, reducing the ecological impact of development through reduced vehicular miles traveled as well as increasing public health and the sense of community.

### PARKS, TRAILS & OPEN SPACE

Parks, trails, open space, and recreational elements are essential to creating a healthy and active community. With the level of density this site is likely to have, providing adequate parks and recreational amenities is a requirement.

Parks and open spaces are the places where neighbors meet, gather, play and rest. Amenities should respond to the natural environment, be context sensitive as well as provide formal and informal activities for the residents.

The proposed project would include 12 acres of dedicated open space located around the drainage along the northern boundary of the project site and in the steeply sloped areas. The project would preserve steeply sloped areas and the riparian corridor where a minimum 25-foot buffer would be established from the edge of the restriction area. This area consists primarily of a drainage corridor and/or steeply sloped areas, which would be feasible for passive uses with the exception of the proposed Hayward Foothill Trail corridor.

Other pedestrian walkways would provide connections to each residential area and establish a pedestrian friendly system throughout the site.

A portion of the Hayward Foothill Trail would run along the northern and western boundary of the project site, and north/south within the PG&E utility corridor just east of the site. The trail would consist of a 16-foot wide multi-use trail to accommodate pedestrians and bicyclists to the extent feasible. Final trail alignment shall be approved by the City and Hayward Area Park and Recreation District (HARD).



**Figure 4-1:** Foothill Trail Improvement Concept



# PARCEL GROUP 6 MASTER DEVELOPMENT PLAN

## NEIGHBORHOOD PARK

The proposed project would include an approximately 1.5-acre public neighborhood park located in an easily accessible area for the new neighborhood and larger community.

This public park may include:

- A large passive lawn area
- Walking and jogging paths.
- Small hardscape space for gathering.
- Shade structures.
- Benches, trash receptacles, dog stations.
- Large canopy trees to provide shade.
- Public art installations.
- Small play structures and areas.



*Examples of Neighborhood Parks*



PARCEL GROUP 6 MASTER DEVELOPMENT PLAN

QUARRY PROPERTY FOOTHILL TRAIL PLAN

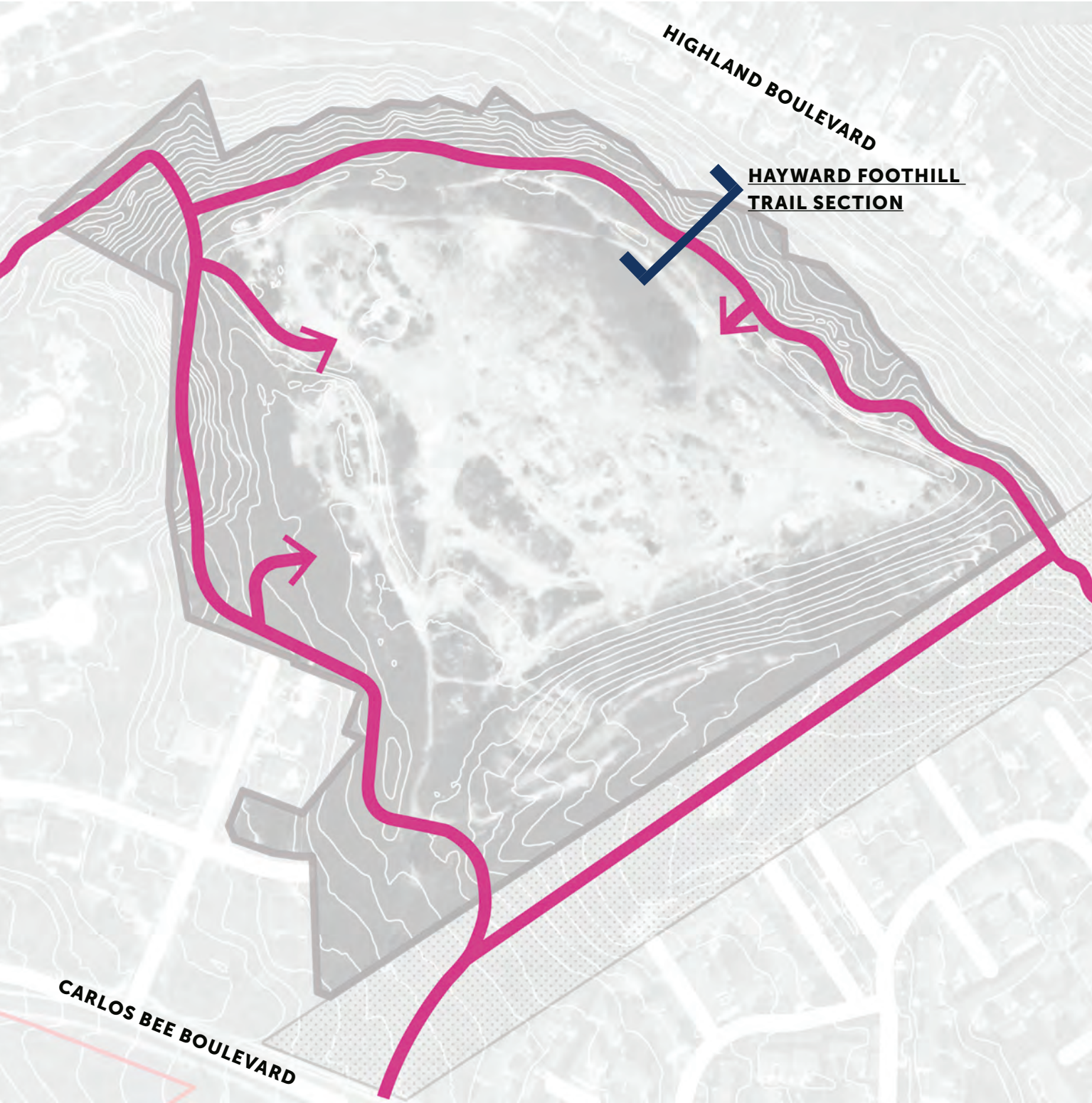


Figure 4-2: Quarry Property Foothill Trail Plan Diagram

QUARRY PROPERTY FOOTHILL TRAIL TYPICAL SECTIONS

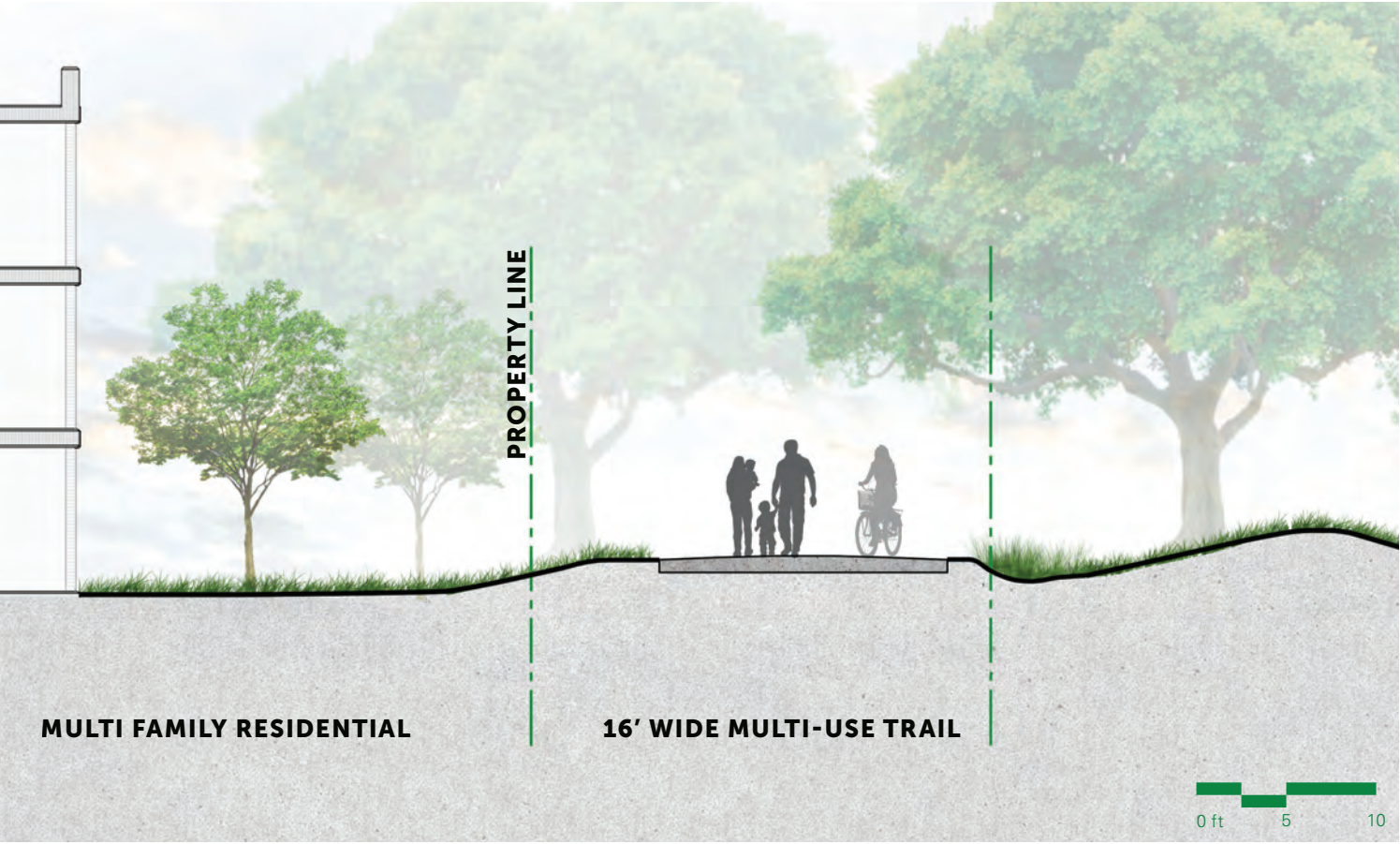


Figure 4-3: Hayward Foothill Trail Section



# PARCEL GROUP 6 MASTER DEVELOPMENT PLAN

## ON-SITE PEDESTRIAN AND VEHICULAR CIRCULATION IMPROVEMENTS



### Vehicular Access

Primary access to the project site would be from Carlos Bee Boulevard via a new signalized intersection connecting to a new roadway. The proposed roadway would loop through the proposed development with secondary roadways provided, as needed. Secondary access may be provided via a new connection with Overlook Drive and/or Palisade Street.

The new signalized intersection is proposed to be located where the PG&E overhead transmission lines and easement cross Carlos Bee Boulevard. Coordination will be required with PG&E to determine any required mitigations for installing traffic signals and safety lighting under the PG&E transmission lines. Additional work will be required to restripe Carlos Bee Boulevard, create turn pockets, and new pedestrian crosswalks at the new intersection.



### Pedestrian and Bicycle Safety and Access

Well-designed streets balance the need for vehicular flow with businesses, pedestrians and bicyclists. Residents should feel safe and comfortable whenever walking or bicycling through the neighborhood. To accomplish this, the proposed development shall incorporate the following elements:



**Traffic Calming** - traffic calming features will improve driver awareness to the roadside environment, improve business visibility/access and improve safety for all modes of travel. Streets should include sidewalks and bikes facilities that are safe, convenient and efficient.



**Sidewalks and Trail Connections** - sidewalks should be detached to buffer pedestrians from vehicular traffic. Intersections should be designed to increase pedestrian visibility and safety.

Walkways and trails should provide connections to public or commercial spaces, as well as access to small pocket parks and open spaces through a connected green space network.



*Traffic Calming, Pedestrian and Vehicular Circulation Precedence*



PARCEL GROUP 6 MASTER DEVELOPMENT PLAN

QUARRY PROPERTY ILLUSTRATIVE ROADWAY ALIGNMENT

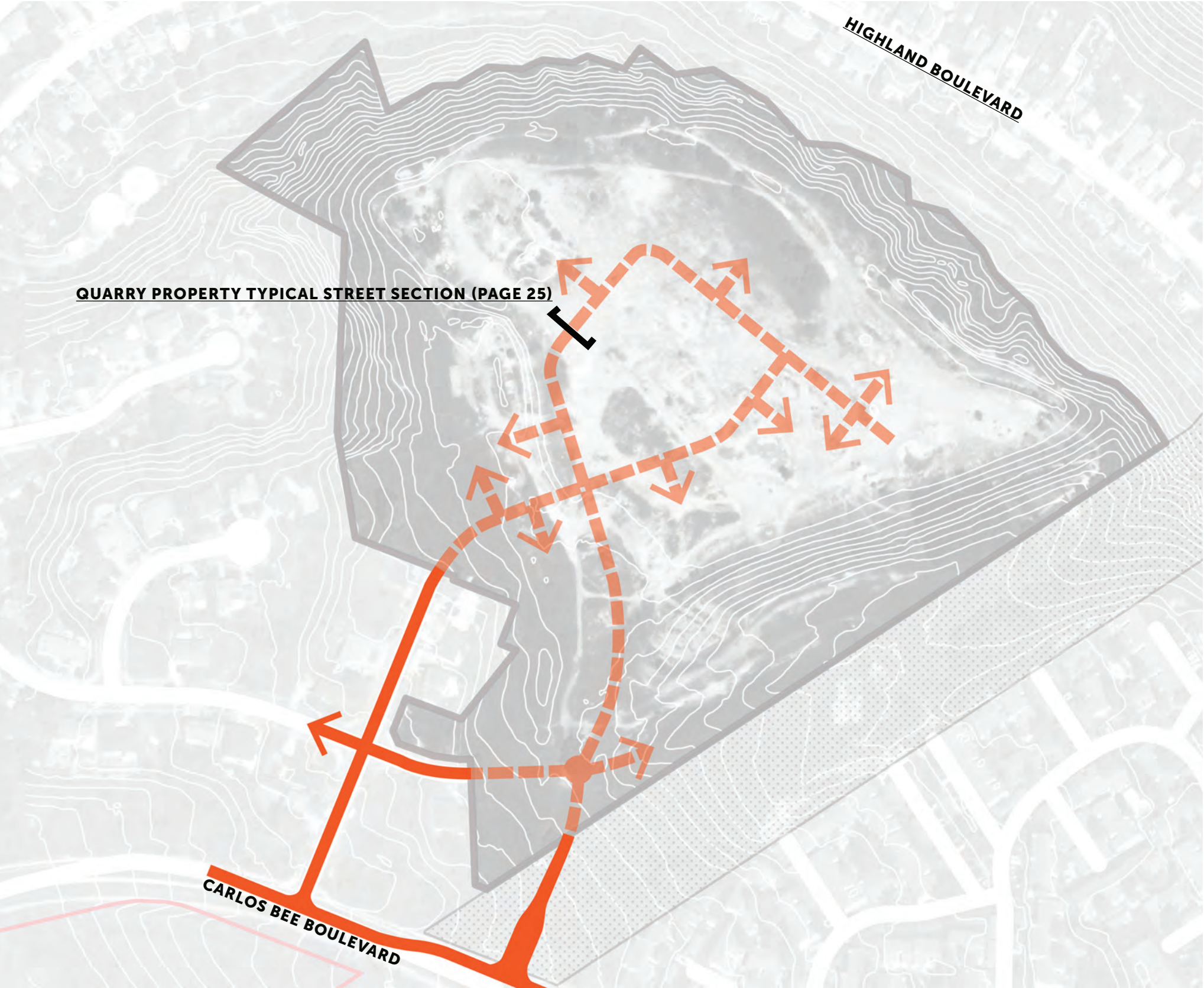


Figure 4-4: Illustrative Vehicular Circulation



PARCEL GROUP 6 MASTER DEVELOPMENT PLAN

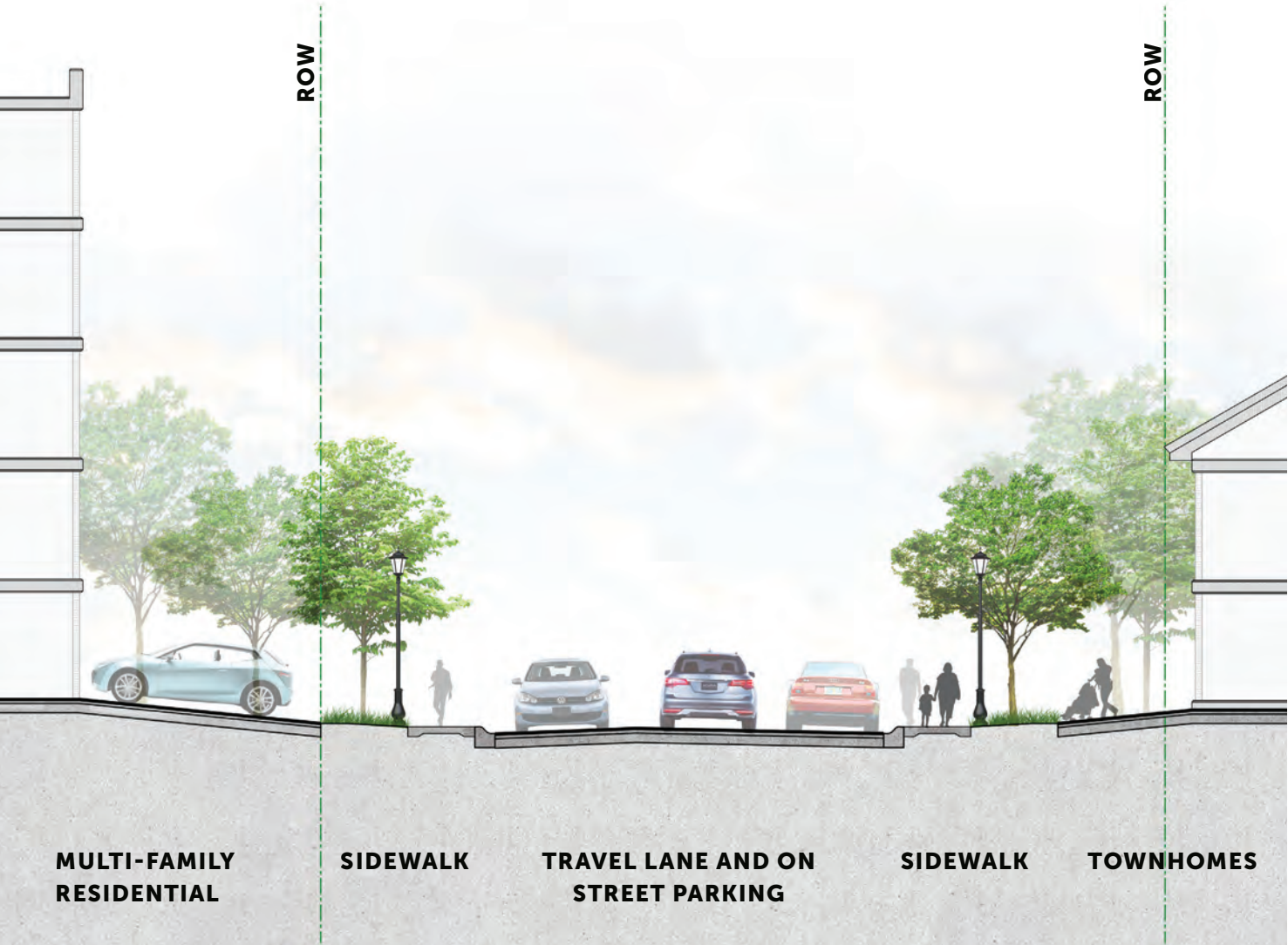


Figure 4-5: Parcel Group 6 Roadway Typical Section

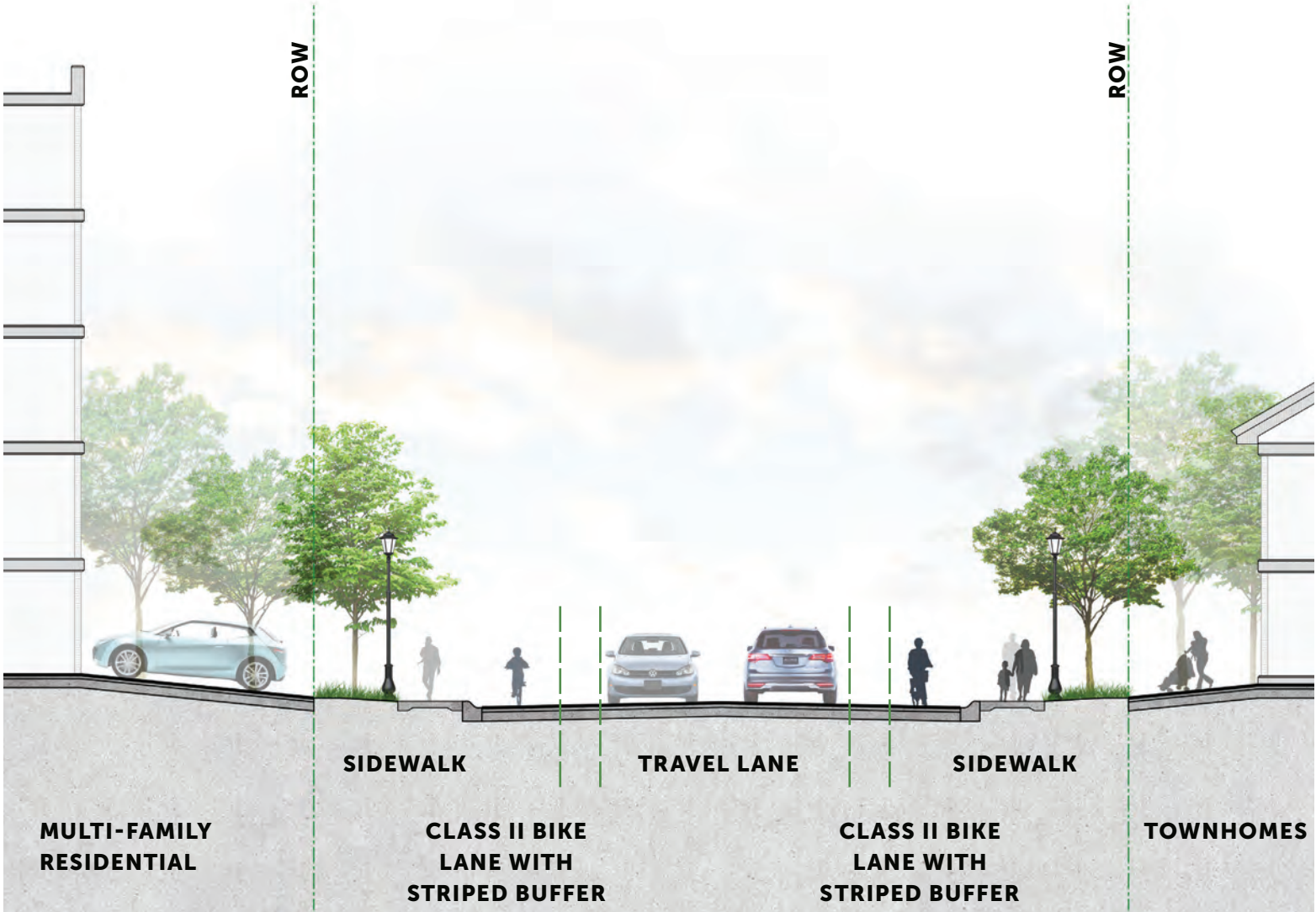


Figure 4-6: Parcel Group 6 Roadway Typical Section with Bike Lanes



## PARCEL GROUP 6 MASTER DEVELOPMENT PLAN

### TRANSPORTATION DEMAND MANAGEMENT

Integral to the development of Parcel Group 6 is the creation of new access and mobility improvements and services that reduce reliance on automobiles by providing routes to commercial centers, BART stations and AC Transit stops through new shuttles, dedicated bike lanes, and sidewalk networks.

Developers will be required to submit a Transportation Demand Management Plan (TDM) to outline the strategies, measures, and services the development will provide to reduce overall single occupancy vehicle (SOV) trips. At a minimum, the TDM plan will include:

#### Transit Connections to BART

- The development shall create a property-based fee or other financing mechanism to fund the creation of dedicated transit service to Downtown Hayward and Hayward BART. This transit service may partner with the CSU East Bay and AC Transit, who have both expressed preliminary interest in partnering to with the City on transit connections from Parcel Group 6 to Downtown Hayward and Hayward BART.

#### Bicycle Facilities

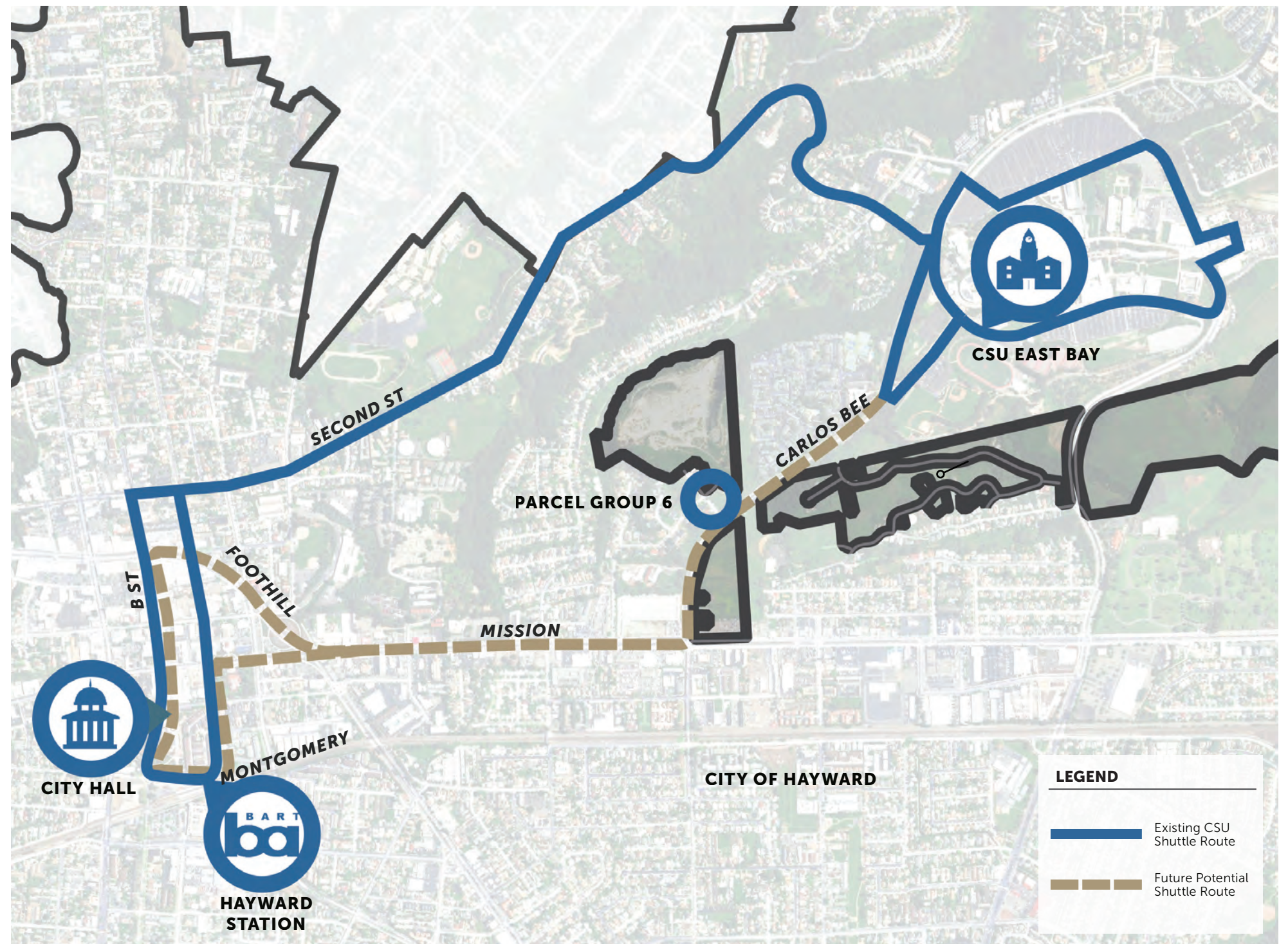
- The City is in the process of developing a City-wide Bicycle and Pedestrian Master Plan to help facilitate the City Council's Complete Streets Strategic Initiative. The plan is expected to be complete in October 2019. At this time, planned bikeways are preliminary, however, current plans include proposed Class IV (Separated Bikeways) along Carlos Bee Blvd. Future development of Parcel Group 6 must include bikeway facilities throughout the development, connecting to the planned bike lanes on Carlos Bee Blvd.

#### Electric Bike Share

- The Development shall provide access to traditional and electric, docked or dock-less bike share options such as Lime Bikes, or Jump Bikes to encourage and promote bicycle usage among residents.

#### Parking

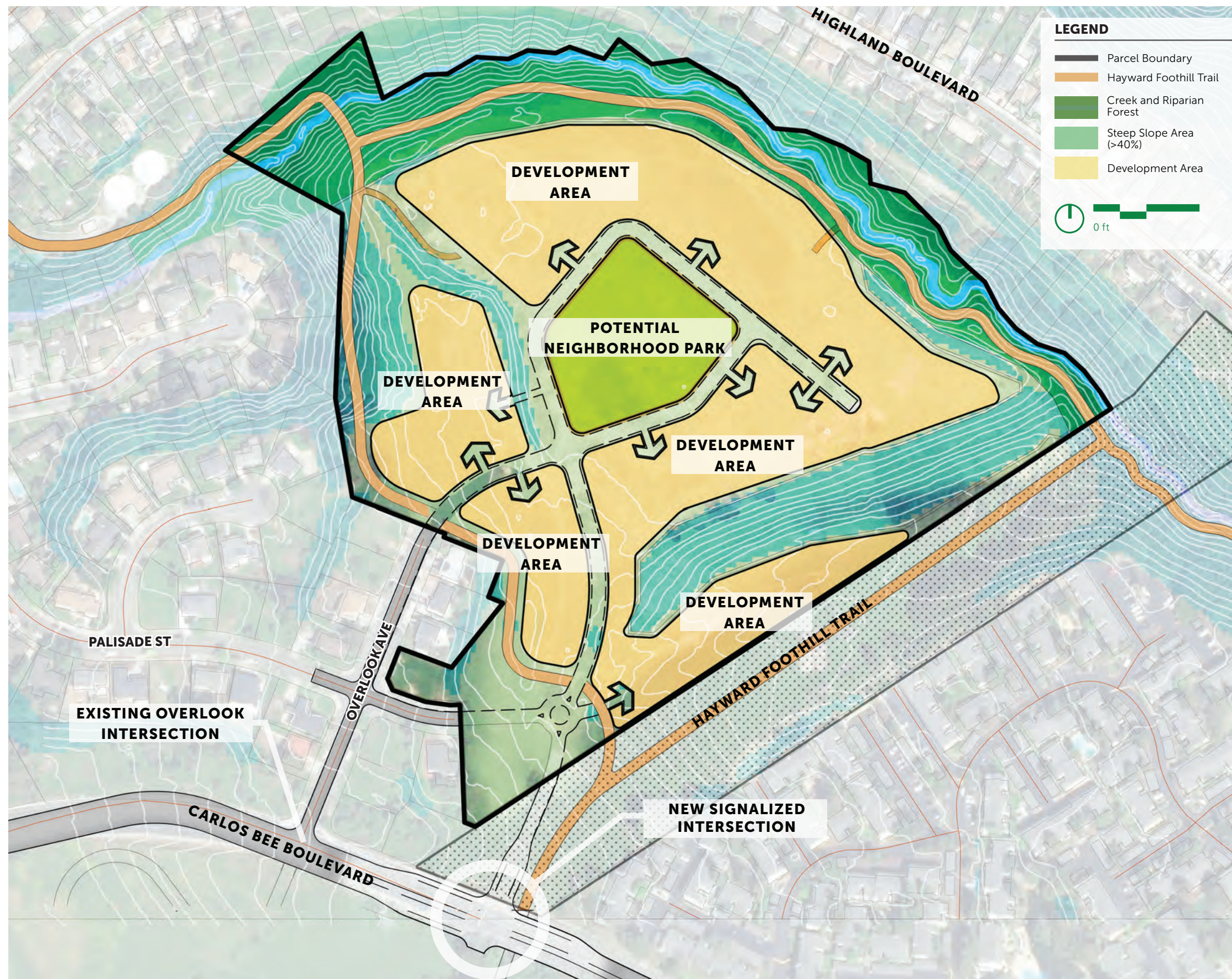
- Consistent with the City of Hayward Zoning Ordinance, the Sustainable Mixed-Use zoning designations states that residential units are allowed a maximum of 1.3 off-street parking spaces per studio or one-bedroom unit and a maximum of 1.5 spaces for units with two or more bedrooms. There is no parking requirement for residential uses and on-street parking may be provided on internal streets within the site. For any commercial development of 10,000 square feet or less, there should be one parking space per 175 square feet of gross floor area.



**Figure 4-7:** Potential Public Transit Route to City Destinations



## PARCEL GROUP 6 MASTER DEVELOPMENT PLAN



### PARCEL GROUP 6 DEVELOPMENT

The Quarry Project (Parcel Group 6) would consist of the following components, described below. An illustrative conceptual plan is shown in **Figure 4-8**

- Mix of townhomes and multi-family residential units;
- Dedicated student and faculty housing;
- Small-scale retail and commercial space;
- Approximately 12.25 acres of passive open space, including undeveloped areas, and land set aside to preserve riparian areas and protect steep slopes;
- An approximately 1.5-acre neighborhood park;
- New roadway connections from Overlook Avenue and/or Palisade Street;
- A new segment of the Hayward Foothill Trail, a 16-foot wide multi-use trail;
- A new signalized intersection at Carlos Bee Boulevard and the project access road;
- Additional street improvements such as curbs, gutters, sidewalks, dedicated bike lanes, on-street parking bulb-outs, utilities, and lighting.

The proposed project should be consistent with the Sustainable Mixed-Use designation under the City zoning ordinance and would be developed to maximize densities and intensities to create walkable and mixed-use neighborhoods and multi-modal connections. No changes in General Plan or Zoning Ordinance designations would be required for the proposed project.

**Figure 4-8:** Parcel Group 6 Site Development Plan



## PARCEL GROUP 6 MASTER DEVELOPMENT PLAN

### SUSTAINABLE MIXED USE ZONING AT-A-GLANCE

#### ZONING REQUIREMENTS

- *Required Residential Density Range: 25-55 units per acre*
- *Minimum Lot Size: 20,000 square foot*
- *Maximum Lot Coverage: 90%*
- *Maximum Building Height: 55 Feet*

#### ALLOWED USES

- *Attached single-family homes*
- *Multi-family homes*
- *Live-work units*
- *Mixed-use with multi-family homes or office on upper floors*
- *Retail, dining, and service uses*
- *Professional office uses*



**Figure 4-9:** Parcel Group 6 Residential Development Perspective



## PARCEL GROUP 6 MASTER DEVELOPMENT PLAN



**Figure 4-10:** Parcel Group 6 Residential Development Perspective



PARCEL GROUP 6 MASTER DEVELOPMENT PLAN



Housing types - Townhome Precedent Images



PARCEL GROUP 6 MASTER DEVELOPMENT PLAN



Housing Types – Multi-Family Precedent Images



PARCEL GROUP 6 MASTER DEVELOPMENT PLAN



Housing types - Student Housing Precedent Images



PARCEL GROUP 6 MASTER DEVELOPMENT PLAN



Figure 4-11: Parcel Group 6 New Access Road Enlargement

INFRASTRUCTURE IMPROVEMENTS



**Roadway Infrastructure:** New public utility infrastructure will need to be constructed to provide public utility services to the parcel. The new access road and signalized intersection on Carlos Bee Boulevard will serve as the public utility corridor to the parcel, allowing water, sewer, storm drainage, gas, electric, and communication utilities to serve the parcel. In addition, utility infrastructure will need to be constructed in the onsite roadways to distribute services to development in the parcel.



**Water:** All new water infrastructure would be required for the development. Approximately 4,000 feet of 8-inch water main would be required for the backbone mains within the site, and an additional 250 feet of 8-inch “public” main would be required in the new access road connecting to Carlos Bee Boulevard. Domestic water capacity is not likely to be an issue, but adequate fire flow will need to be analyzed. An adjacent higher-pressure zone could be considered for supply in the event that adequate fire flow could not be generated in the 500 zone.



**Sewer:** All new sewer collection infrastructure would be required for the development. Approximately 4,000 feet of 8-inch sewer main would be required for the backbone mains within the site, and an additional 250 feet of 8-inch public main would need to be installed in the new access road connecting to Carlos Bee Boulevard. The new sewer infrastructure would connect to the existing 8-inch sewer main in Carlos Bee Boulevard at the new intersection.



**Storm/Drainage:** Stormwater regulations require that new development to provide hydromodification of all proposed runoff, which will limit the future runoff to existing runoff levels, thus preventing an increased demand on the stormwater system downstream. The proposed development will be required to provide locations for detention to meet these hydromodification requirements, located either in detention ponds on site, or in underground storage vaults within the development footprint. Approximately 30,000 cubic feet of detention volume is anticipated to be needed to accommodate site runoff.



**Gas and Electrical Improvements:** All new underground joint trench (including electric, gas and communications) would be required to serve the site. Approximately 4,250 feet of joint trench would be required onsite. All joint trench utilities would be able to connect to the existing infrastructure at the proposed intersection on Carlos Bee Boulevard. Coordination with PG&E will be required to install the new signalized intersection underneath the existing electric transmission lines.



# PARCEL GROUP 6 MASTER DEVELOPMENT PLAN

## LOW IMPACT DEVELOPMENT

Low impact development (LID) is a set of strategies used to manage stormwater runoff by emphasizing conservation and natural features to protect water quality. The following are strategies to create successful water management:



**Permeable Paving** - An alternative to standard paving that reduces stormwater runoff by increasing infiltration into the ground. Water is temporarily stored in a rock base before being absorbed into the soil or discarded through subdrains.



**Bio Retention** - Combines stormwater runoff with landscaping area to collect, filter and infiltrate runoff from roofs, streets and sidewalks to reduce pollutants and mirror the infiltration techniques of natural systems. Soil traps pollutants and plants uptake pollutants as water percolates through the system.



**Bio-Swales** - Swales are narrow depressions that collect and convey stormwater to improve water quality through removal of sediments and reducing runoff volumes. Typically, bio-swales include a subsurface infiltration trench below amended soil.



**Channels and Runnels** - Concrete or stone lined paths to convey water to that reduce the need for buried storm drains or allow water to reach a desired location for additional treatments.



**Vegetated Gutters**- Vegetated, or green gutters are typically narrower than 3 feet wide and capture, slow and filter stormwater along the street edge with little or no water retention.



**Infiltration and Soakage Trench** - Infiltration trenches are 2-5 feet deep subsurface facilities with sand or coarse drain rock that allows on-site stormwater detention by collecting and recharging stormwater to the ground.



**Infiltration Boardwalks** - Segments of the sidewalks can be constructed with boardwalks to provide pedestrian thoroughways over planted drainage rock or amended soils in a trench that allow stormwater to pass beneath the walking surface



# PARCEL GROUP 6 MASTER DEVELOPMENT PLAN

## CONCLUSION AND NEXT STEPS

The Parcel Group 6 Master Development Plan provides the vision for the development of Parcel Group 6. Following adoption of this Plan, the City will release a request for qualifications and a request for proposals to solicit conceptual plans from the residential development community. The City will partner with the community to select a final master developer. The final developer will need to complete additional site plan review, and a tentative and final map prior to the start of construction.

