



CITY OF HAYWARD

Hayward City Hall
777 B Street
Hayward, CA 94541
www.Hayward-CA.gov

Cover Memo

File #: PH 16-050, **Version:** 1

DATE: June 14, 2016

TO: Mayor and City Council

FROM: Development Services Director

SUBJECT

Recommended approval and necessary actions of proposed project at 645 Olympic Avenue for twenty-three detached single-family homes on a 2.5 acre site; Fortbay Woods, LLC (Applicant); including a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program.

RECOMMENDATION

That the City Council adopts the attached resolution (Attachment I), adopting the Mitigated Negative Declaration (MND), Mitigation Monitoring and Reporting Program (MMRP), and approving the Vesting Tentative Tract Map Application (PL2015-04833) with Conditions of Approval (Attachment Ia) ; and introduces the attached ordinance (Attachment II) approving the Zone Change Application (No. PL2015-04833) to build twenty-three detached single-family homes.

SUMMARY

The proposed development would rezone the subject site from RS B4 Single Family Residential Special Lot Combining District, minimum lot size of 4,000 square feet, to a Planned Development District in order to construct a twenty-three unit, small lot, single-family detached residential neighborhood on approximately 2.5 acres. The proposed development is an infill project that replaces a nonconforming industrial use with a residential use that continues the existing pattern of development found within the surrounding single-family neighborhood. The proposed project is consistent with the density of the General Plan Land Use Designation of Limited Medium Density Residential and will add much needed inventory to the housing stock of the City of Hayward.

BACKGROUND

The proposed project consists of four parcels totaling approximately 2.5 acres. The site is bordered by Holyoke, Olympic, and Huntwood Avenues on the east, south, and west, respectively; and is bordered by multi-family residential to the north. The residential neighborhood to the east and south is standard lot size single-family residential, and to the west across Huntwood Avenue is a mobile home park (New England Village).

The proposed project entails a variation from the 4,000 square foot minimum lot size standards of the B4

Special Lot Combining District, as well as other lot and yard requirements of the RS Single-Family Residential district. The overall shape of the site presents challenges in laying out a typical single-family subdivision similar to the surrounding single-family residential neighborhood. As proposed, the project maintains a density at approximately eleven dwelling units per net acre, consistent with the General Plan density range of 8.7 to 12 dwelling units per net acre.

Planning Commission: On May 12, 2016, the [Planning Commission](https://hayward.legistar.com/LegislationDetail.aspx?ID=2712986&GUID=399B1318-FC99-44F3-BE5A-253F0957CBBF) <<https://hayward.legistar.com/LegislationDetail.aspx?ID=2712986&GUID=399B1318-FC99-44F3-BE5A-253F0957CBBF>> held a public hearing on the proposed project and voted 7-0 to recommend approval of the project, per staff recommendation, with the addition of a condition to require human scale lighting on sidewalks throughout the development, (see added recommended Condition 9.o in Attachment 1a), and widening of the sidewalk around the speed limit sign on Huntwood Avenue (see added Condition 26.f. Attachment V is the Commission meeting minutes.

DISCUSSION AND STAFF ANALYSIS

Project Description

The single-family structure on site is used as the office for the existing trucking operation. There are no other improvements on the property and there are a limited number of trees populating the site. This project will bring together four parcels under different ownership into a single comprehensive development proposal, leaving no remaining undeveloped land. The proposed subdivision includes twenty-three single-family detached homes on lots ranging from 2,747 square feet to 4,860 square feet. The proposed lots would front on both the public streets and a proposed new private street. The proposed homes would be two-story units ranging in size from 2,216 to 2,341 square feet, all with enclosed two-car garages. A private open space area has been integrated into the project. (see project plans, Attachment VI).

Site Plan and Circulation

As discussed above, the subject site is located at the edge of an existing single-family neighborhood, bordered by public streets including Holyoke, Olympic and Huntwood Avenues. Olympic Avenue is one of two streets that carry residents of the existing neighborhood out to Huntwood Avenue, Folsom Avenue being the other street to the north of the project site. This fact is what directed the site plan to be designed to have the proposed private street narrowed to discourage the use of it for cut-through traffic. The private street has also been designed through the inclusion of a “bulb out” to allow a right-turn only out onto Huntwood Avenue. To ensure that this movement happens, the median island in Huntwood Avenue will be extended to prevent any unprotected left turn from the private street as well as any left turns into the project from Huntwood Avenue.

The lotting pattern for the proposed subdivision is generally consistent with the pattern of the existing neighborhood with lots fronting on both public and private streets. Each home, in conformance with the required off-street parking for single-family dwellings, has been designed with an enclosed two-car garage with a minimum eighteen-foot driveway apron to accommodate two additional parked cars. Two of the lots have been oriented out towards Holyoke Avenue to strengthen the relationship to the existing homes to the east. The private street has been aligned with Telford Court to avoid introduction of an additional intersection along Holyoke Ave. The lotting pattern also couples the driveways to maximize

parking availability along the public streets.

Open Space

For single-family detached homes, there are no identified standards for area of private open spaces, because such spaces are created as a result of the setbacks and yard areas in single-family developments. For the proposed project, in order to maximize the rear yard areas, staff suggested reducing the front setback down to ten feet and including a usable front porch for as many of the units as practical that could be set back five feet in front. This approach results in rear setback no less than ten feet and averaging thirteen-fifteen feet, with some lots having yard depths up to eighteen feet. Fifteen of the twenty-three units have front porches under this approach. To ensure that the reduced front yard/setback area do not detract from the larger development, landscaping will be installed by the developer and be required to be maintained as part of the Homeowner's Association responsibilities. The odd configuration of the larger site also creates the opportunity for five of the lots with larger rear yards than a typical single-family home in the RS district.

As an additional amenity for the future residents of the development, a 3,200 square foot private park area is provided central to the project site along the private street and adjacent to the multi-family common open space area to the north. The conceptual programming for the private park includes both passive and semi-active elements. The project site is located within walking distance of Silver Star Veterans Park, approximately 650 feet south along Holyoke Avenue to Mediterranean Avenue.

Architectural Design and Floor Plans

As shown in the project plans (Attachment VI), the proposed project includes two basic floor plans that offer five bedrooms with the option of one or more of the bedrooms to be a loft or office. Plan 1 includes 2,216 square feet with Plan 2 offering 2,304 square feet. Each plan includes the option for a bedroom on the ground floor and three bathrooms, one on the ground floor. As mentioned previously, each home includes a two-car garage, which will be designed with an electrical vehicle panel connection for future residents. All homes will have solar photovoltaic systems installed and tankless water heaters.

Each of the two basic plans has three design variations, referred to as Farmhouse, Cottage, and Craftsman. Each of these design variations utilize various materials including horizontal, vertical, and shingle siding, as well as stone accents and differing window treatment and detail. Siding wraps the whole of the house around the sides and rear. Each plan design also presents variations in roof form and entries, as well as a garage door design integral to the overall house design. Additionally, many of the plans include a front porch, further strengthening the streetscape. The proposed plans and variations in architecture are more than sufficient to avoid placement of identical units adjacent to each other as suggested on page 23 of the City's Design Guidelines, yet provides enough similarities to create a cohesive streetscape and development.

Rezoning From Single-Family Residential (RS/B4) to Planned Development (PD) District

The purpose of the Planned Development (PD) District is to encourage exceptional quality development through efficient and attractive space utilization that might not otherwise be achieved through strict application of the Zoning Ordinance development standards.

Generally, the proposed project includes exceptions to the lot standards of the RSB4 zoning district, including minimum lot size (twenty-three lots), lot coverage (sixteen lots), and setbacks (twenty-three lots), as well as minimum average lot width (nineteen lots) and depth (twenty-two lots). These exceptions go hand in hand with a small lot, single-family detached residential development. Strict adherence to all development standards would result in a development below the lowest density indicated in the General Plan as well as a lotting pattern, given the irregular shape of the site, which would have home sites larger than the average in the neighborhood and the potential of lots that would turn their back to the public streets.

The applicant is proposing the following amenities to off-set the proposed exceptions to lot standards and setbacks:

- Front porches on a majority of the homes to enhance and strengthen the streetscape;
- Homeowner Association maintained front yards to ensure well maintained and cohesive neighborhood presence;
- Solar photovoltaic systems installed on all the homes;
- A small private park area for residents to gather and interact (this common open space amenity is not required of single-family detached homes, but is being provided to offset the reduced setback and yard areas); and
- The proposed house designs also include the bedroom/den option on the ground floor to support multi-generational living.

The attached resolution contains findings, as recommended by the Planning Commission and staff, to support approval of the proposed PD rezone application.

Affordable Housing Requirement

The proposed project shall comply with the City's Affordable Housing Ordinance. To fulfill this obligation, the developer will pay an affordable housing impact fee. The current affordable Housing Impact Fee for detached ownership units is four dollars per square foot of habitable living space. Recommended Condition of Approval No. 25 requires payment of the fee prior to issuance of building permits or Certificate of Occupancy in accordance with the Ordinance.

Vesting Tentative Tract Map 8302

The proposed project includes request for approval of Vesting Tentative Tract Map 8302. The project site falls within the boundaries for the City of Hayward water and sanitary sewer service. All water and sanitary utilities will be public and such facilities within the proposed private street will be within a public utility easement and constructed per City of Hayward Standards and dedicated to the City. The proposed on-site storm drain system will be private and will be privately maintained by the Homeowner's Association.

In order for a Vesting Tentative Tract Map to be approved, the city council must make certain findings. The Planning commission recommended that the City Council make such findings, which are reflected in the attached resolution.

Environmental Review

An Initial Study, Mitigated Negative Declaration (MND), and a Mitigation Monitoring and Reporting Program (MMRP) (Attachment IV) prepared for the project indicates that there will be no significant environmental impacts resulting from the project, provided mitigation measures are incorporated. Mitigation measures related to tree preservation and replacement, noise, design level geotechnical analysis, and soil sampling are included in the MND and MMRP. The MND and MMRP were made available for public review from April 14, 2016 through May 4, 2016. No comments were received during the comment period.

SUSTAINABILITY FEATURES

Energy - Electricity/natural gas/other fossil fuels

The project includes installation of photovoltaic panels on all of the homes. Each garage will be wired for Electric Vehicle charging should the homeowner want to install it.

Water - Efficiency and conservation

Each unit will have a tankless water heater installed in the homes. The project will meet City code requirement for water efficient landscaping, as well as CalGreen standards for water efficient fixtures and use.

Air - Air emissions of pollutants

During construction, the project will adhere to Bay Area Air Quality Management District (BAAQMD) "Basic Construction Mitigation Measures."

Solid Waste - Waste reduction and diversion

The project will comply with city standards for the recycling of construction waste and residential solid waste collection standards.

Purchasing - Not applicable.

Transportation - Consistent with the City's Complete Streets Policy

Each unit will have space on the lot or in the garage to store personal vehicles and a bike rack will be installed as part of the private open space amenities for use by residents and visitors. The project will be developed with sidewalks connecting with the existing public sidewalk network. Per the Planning Commission's recommended condition, the existing sidewalk on Huntwood Avenue will be widened to be in compliance with accessibility standards. Also, residents can utilize the bike lanes on Huntwood Avenue. There are nearby bus stops that are within 0.2 and 1.0 miles walking distance (five to 20 minute walk) from the development on Industrial Parkway West (Line 85) serving the Union Landing Transit Center and Mission Blvd. and W. Tennyson Road (Lines 22, 99, 801) serving the South Hayward BART and Hayward BART transit centers.

ECONOMIC IMPACT

Development of the underutilized nonconforming industrial use within a predominantly residential area will complete the residential neighborhood and introduce new residents to the area who will contribute to the local economy. Development of twenty-three single-family lots will generate higher overall land value than the existing nonconforming industrial use and have a beneficial impact on the surrounding residential property values.

FISCAL IMPACT

Staff has conducted a rough fiscal impact analysis of the project, based on projected sales price of the units at a base price of \$925,000, which estimates that the project will generate \$50,097 of new revenue annually. The projected cost of the project to the City is \$49,548, for net annual revenue to the City's General Fund of \$549, or approximately \$24 per unit, which is essentially a neutral fiscal impact.

PUBLIC NOTICE

On, June 3, 2016, 668 notices for this public hearing and the Notice of Intent to Adopt a Mitigated Negative Declaration were set to all residents and property owners within a 300-foot radius of the project site. In addition, notice of this public hearing was published in *The Daily Review* newspaper on June 3, 2016.

NEXT STEPS

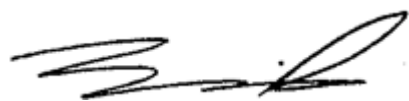
Should the Council take action to approve the project by adopting the attached resolution and introducing the attached ordinance, the ordinance will be presented to the City Council at the next available meeting for a second reading and adoption, after which the applicant will submit a Precise Development Plan, Final Map and Improvement Plans. The Final Map is subject to City Council review and approval, after which construction permit applications can be processed and permits issued to ultimately allow for construction of the project.

Prepared by: Jeannie Hamilton, AICP, Associate Planner

Reviewed by: Sara Buizer, AICP, Planning Manager

Recommended by: David Rizk, AICP, Development Services Director

Approved by:



Fran David

City Manager

Attachments:

Attachment I & Ia	Draft Resolution and Conditions of Approval
Attachment II	Draft Ordinance
Attachment III	Area and Zoning Map
Attachment IV	Initial Study and Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program
Attachment V	May 12, 2016 Planning Commission Meeting Minutes
Attachment VI	Project Plans