

**Affordable Housing Plan**  
**29312 Mission Blvd, HAYWARD, CA, 94541**  
**City Ventures LLC**  
 Planning Application No. TM-25-0006

**SECTION I. PROJECT INFORMATION**

Project Developer/Owner	City Ventures Homebuilding, LLC
Project Address	29312 Mission Blvd, Hayward, CA 94541
Assessor's Parcel Number(s)	78C-455-1-5, 78C-455-1-8, 78C-455-2
Gross Project Site Area	4.8 Acre(s)
Maximum Density Allowed	35 Units/Acre(s)
Project Residential Type Select all that apply.	<input type="checkbox"/> SINGLE FAMILY HOMES (DETACHED) <input checked="" type="checkbox"/> CONDOMINIUMS <input type="checkbox"/> TOWNHOMES <input type="checkbox"/> APARTMENTS <input type="checkbox"/> LIVE/WORK <input type="checkbox"/> MIXED-USE <input type="checkbox"/> SENIOR HOUSING <input type="checkbox"/> ASSISTED LIVING <input type="checkbox"/> ACCESSORY DWELLING UNITS <input type="checkbox"/> OTHER _____
Project Tenure Type	Ownership
Target Population (i.e. seniors, multifamily, supportive housing, large families)	Multi-Family
Are you applying for a Density Bonus?	Yes
Will occupancy of the project be phased?	YES (Certificate of occupancy will be requested as units /building gets completed. Must complete Occupancy Phasing Plan and get approval from City Engineer and Building Official)
Total Number of Units	72
Total Number of Affordable Units	8
Total Number of Market-Rate Units	64

## SECTION II. AFFORDABLE HOUSING COMPLIANCE NARRATIVE

The proposed project complies with the City of Hayward's Affordable Housing Ordinance (Hayward Municipal Code Chapter 10, Article 17) by meeting the minimum inclusionary housing requirements as follows:

- **Affordable Unit Requirement:** The project includes a base allowed density of 72 residential units. Pursuant to HMC §10-17.030, a minimum of **12%** of the units must be provided as affordable. 2%(1 unit) is provided as moderate and 10% (7 units) are provided as low-income
- **Method of Compliance:** The project will satisfy this requirement by providing **8** affordable units on-site, with 7 of the units (10% of the total units) at the designated income level of **low** and 1 unit at the designated income level of **moderate**.
- **Income Targeting and Location:** The affordable units will be integrated within the project, comparable in exterior appearance and quality of construction to the market-rate units and will be restricted to qualifying households per the City's guidelines.
- **Timing and Documentation:** All required affordable housing agreements will be executed with the city prior to issuance of building permits and recorded against the property prior to approval of any parcel or final map or issuance of any building permit, whichever occurs first, and any in-lieu fees will be paid consistent with the ordinance requirements.

Based on the above, the proposed affordable housing plan meets all requirements of the city inclusionary housing ordinance per Hayward Municipal Code (HMC) Section 10-19.200.

## SECTION III: PROJECT AMENITIES

- **Natural Landscaping** – Frontage trees and shade trees integrated into the site design.
- **Pedestrian Infrastructure** – Sidewalks and pathways throughout site to enhance walkability.
- **Community Open Space** – Landscaped paseos with accent/shade trees and seating areas for gathering and relaxation.
- **Private Outdoor Areas** – Private patios for individual units.
- **Bike Amenities** – On-site bike parking.
- **Convenient Services** – Centralized community mailboxes for all homes.
- **Parking** – All homes come standard with a two car covered garage and on-site guest parking stalls provided.

- **Sustainability Features** –All units are solar all electric to support renewable energy use.
- **EV Infrastructure** – Electric vehicle (EV) charging capability provided in each unit.

#### SECTION IV: ADDITIONAL PROJECT INFORMATION

N/A

#### SECTION V: AFFORDABLE HOUSING COMPLIANCE CALCULATIONS

Total # of units without Density Bonus (max. density units allowed base density)	72
Total affordable units (AHO -Restricted)	8
Percent affordable units(AHO-Restricted)	10% Low(7 units) and 2% Moderate(1 unit)
Number extremely low-income units	0
Number very low-income units	0
Number low income units	7
Number moderate income units	1
Fractional Unit	Will pay fractional unit in-lieu fee

**SECTION VI: UNIT MIX SUMMARY TABLE**

Unit Type (Bedroom Size)	Size (sq ft)	Extremely Low-Income Units		Very Low- Income Units		Low Income Units		Moderate Income Units		No. of Market Rate Units	<b>Total Units</b>
		No. of Unit s	AH Type	No. of Units	AH Type	No. of Units	AH Type	No. of Units	AH Type		
Unit 2 (3 Bed)	1,403		Choose an item.		Choose an item.		Choose an item.		Choose an item.	29	<b>29</b>
Unit 2X (3 Bed)	1,403		Choose an item.		Choose an item.		Choose an item.		Choose an item.	4	<b>4</b>
Unit 3 (3 Bed)	1,699		Choose an item.		Choose an item.		Choose an item.		Choose an item.	11	<b>11</b>
Unit 3X (3 Bed)	1,760		Choose an item.		Choose an item.		Choose an item.		Choose an item.	18	<b>18</b>
Unit 3A	1,224					5	Both AHO & DB				<b>5</b>
Unit 3B	1,294					2	Both AHO & DB	1	Both AHO & DB	2	<b>5</b>
<b>Total Units</b>						<b>7</b>		<b>1</b>		<b>64</b>	<b>72</b>

**SECTION VII. MARKETING PLAN**

A preliminary Marketing Plan will be submitted to the Housing Division for review after the project's entitlements are approved and during the permitting process. A final marketing plan will be submitted to the city for review on the earlier of 120 days before completion of construction or 60 days before marketing the units in the development.

**SECTION VIII: STATE DENSITY BONUS**

The project qualifies for benefits under the State Density Bonus Law Section 65915–65918 and Hayward Municipal Code (HMC) Section 10-19.200, including unlimited waivers and one incentive/concession. The project is proposing 8 waivers and 1 concession.

**Attachment B** provides details of the State Density Bonus request.

**Density Bonus Compliance Calculation**

Base Density (maximum allowed density per zoning district)	168
Total Units Proposed	72
<b>Total proposed density bonus affordable units</b>	
Number of extremely low-income units	0
Number of very low-income units	0
Number of low-income units	7
Number of moderate income units	1
Percentage of proposed units that are affordable	10% Low and 2% Moderate
Density Bonus Units Allowed (total units allowed with density bonus)	20%
Total affordable units restricted under AHO	8

## SECTION IX. SITE PLAN

The project will comply with Section 10-17.220 of the Affordable Housing Ordinance regarding the design, distribution, and timing of affordable units as follows:

- **Design and Quality:** The affordable units will be constructed to the same overall quality, exterior materials, and architectural finishes as the market-rate units. They will be indistinguishable in exterior appearance from market-rate units, consistent with HMC §10-17.220(A).

- **Unit Size and Mix:**

The units selected to be BMRs meet the requirements for Location and Design of BMR Units under the City of Hayward Below-Market-Rate Housing Program Administrative Guidelines. The selected BMR units are evenly dispersed throughout the proposed residential buildings in the Hayward project, as shown on Attachment A. The units designated as BMRs in the project will be of a similar bedroom mix to the market rate units, as all homes in the project are 3-bedroom homes (both market rate and affordable). Therefore, the BMR units have the same number of bedrooms as the market-rate units in the project. Additionally, the units selected as BMRs are comparable in net habitable square footage to the market-rate units in the project. All BMR units are proposed to have consistent exterior design with the market-rate units and be comparable in terms of interior design, appearance, materials, and quality of finish. Each selected BMR unit will also include a private enclosed 2-car garage, consistent with the market-rate units that also provide 2-car parking.

- **Distribution:** Affordable units will be dispersed throughout the project site rather than clustered in a single location, as required by HMC §10-17.220(B), in order to promote an inclusive community and avoid segregation of affordable units. Please reference attachment A for the conceptual BMR unit locations.

- **Timing of Construction:** City Ventures intends to construct the BMR units in tandem with the market-rate units. City Ventures plans to pull building permits for an entire building all at once so that all units in a particular building (both market rate and BMR) would start construction at the same time. Please reference preliminary Phasing Exhibit (attachment A); City Ventures reserves the right to revise the phasing plan at later date and will give the city reasonable justification for the changes if necessary.

**Attachment A** is a Site Plan of the project showing the proposed location for each of the 8 for-sale affordable units as well as the BMR Phasing.

## SECTION X. PHASING PLAN

See Attachment A – Proposed Phasing is included on the Site Plan. The affordable units are

distributed throughout the site and will be built simultaneously to the market rate units.

**SECTION XI. DENSITY BONUS APPLICATION**

**See attachment B**

**ATTACHMENT A**  
SITE PLAN & PHASING PLAN



PHASING TABLE

PHASE	BLDG NO.	BMR Location	AMI Level
1	1		
2	2		
3	3		
4	Unit # 31		Low
4	Unit # 32		Low
5	Unit # 39		Low
6			
7	Unit # 52		Moderate
7	Unit # 53		Low
8	Unit # 60		Low
8	Unit # 61		Low
9	Unit # 69		Low

**ATTACHMENT B**  
DENSITY BONUS REQUEST

TABLE A: Required Affordable Housing	Number of Homes	% Income Allocation
Low Income	3.84	50%
Moderate Income	3.84	50%
<b>TOTAL</b>		<b>8 units</b>

TABLE B: Proposed Affordable Housing - Section 10-17.210(c)	Number of Homes	% Income Allocation
Low Income	7	88%
Moderate Income	1	12%
<b>TOTAL</b>		<b>8</b>

TABLE C: Density		
Existing Allowed Density	Allowed State Density Bonus Law Density (20%)	Proposed Density
17.5-35 du/ac	42 du/ac	27.7 du/ac

TABLE D: Proposed Waivers	
Muni Code 10-24.2.2.040 - Mission Boulevard - Corridor Neighborhood (MB-CN)	
Standard	Waiver
Ground Floor Finish Level 12" min above grade	Pursuant to CBC Chapter 11A, at least 10% of multi-story dwelling units in buildings without elevators must be designed as accessible/adaptable. These requirements include providing a zero-inch (flush) threshold at primary unit entries, including front doors. The project has been designed to comply with these CBC accessibility standards by providing the required eight (8) accessible/adaptable units across six (6) of the project's nine (9) buildings and compliance with CBC Chapter 11A is also a Condition of Approval for the project. Compliance with the subject development standard would require constructing extended ramped walkways from each affected building in order to achieve compliant flush-entry access to units with finished floor elevations a minimum of 12 inches above adjacent grade, rather than the grade-responsive entries currently proposed. Due to the site's topography, there is insufficient space to provide these additional ramped walkways without reducing the size of the proposed buildings and eliminating residential units. Accordingly, compliance with this standard would physically preclude the project from achieving the density otherwise permitted under the State Density Bonus Law.

<p>Front &amp; Street Side Setbacks (Façade Zone) - 6' min, 24' max</p>	<p>A waiver from the State Density Bonus Law is requested to allow the project to exceed the maximum 24-foot front setback in order to accommodate required stormwater treatment facilities. Due to the site's topography, the lowest point is located at the front of the property along Mission Boulevard, making this the only practical location for stormwater treatment. Strict compliance with the 24-foot max setback would necessitate non-contiguous treatment areas in the middle and upper portions of the site. This approach would reduce land available for housing and is impractical from an engineering standpoint, as stormwater cannot effectively be treated at higher elevations given that the site naturally slopes downward from the rear to the front. Accordingly, this standard would physically preclude the project from achieving the density otherwise permitted under State Density Bonus Law.</p>
<p>Building within Façade Zone (Percent of Net Lot Width) - Front, when facing public ROW: 60% min</p>	<p>State Density Bonus Law waiver requested. Compliance with this standard would require relocating stormwater treatment to the middle or upper portions of the site in order for buildings to be along 60% of public facing ROW. Relocating stormwater treatment to the middle or upper portions of the site would reduce land available for housing and is impractical from an engineering standpoint, as stormwater cannot effectively be treated at higher elevations given that the site naturally slopes downward from the rear to the front. Accordingly, this standard would physically preclude the project from achieving the density otherwise permitted under State Density Bonus Law.</p>
<p><b>Muni Code 10-24.3.2.010 - Architectural Standards</b></p>	
<p>a. Building Massing. (2) Facades between 75 and 125 feet long shall have vertical breaks using recesses or projections of the facade plane that are at least 8 feet wide and 2 feet deep for the height of the structure at least once every 75 feet.(3)Facades that equal to or greater than 125 feet long shall have vertical breaks using recesses or projections that are at least 15 feet wide and 10 feet deep for the height of the structure at least once every 125 feet.</p>	<p>Compliance with this standard would require reducing the living square footage and number of units of the the proposed buildings that are over 125 feet in length in order to provide vertical breaks using recesses or projections that are at least 15 feet wide and 10 feet deep for the height of the structure. As a result, strict application of this standard would physically preclude the project from achieving the proposed residential density. Accordingly, the project requests a State Density Bonus Law waiver from this standard in order to maintain the proposed building sizes and preserve the number of residential units contemplated by the project.</p>
<p><b>Muni Code 10-24.3.2.050 - Parking and Loading</b></p>	

<p>A. 2. There is a maximum of two (2) off-street parking spaces per residential unit allowed except within one-half mile radius of the Hayward and South Hayward BART Stations where there is a maximum of one (1) off-street automobile parking space per residential unit allowed. The Review Authority may approve additional residential parking after making all the following findings:  a.The request is consistent with the goals and policies of the Hayward General Plan, the Mission Boulevard Form Based Code; and any other adopted policies related to parking and the multi-modal network;  b.The request is supported by a quantitative justification from the applicant that the demand for the additional parking spaces exists and providing additional parking spaces is warranted; and  c.The additional parking will not impede bicycle and pedestrian circulation and safety.</p>	<p>State Density Bonus Law waiver requested. The project consists primarily of family-oriented townhouse units with 3-bedroom floor plans designed to serve larger households that typically require two vehicle parking spaces. Limiting the project to one parking space per unit would create a functional mismatch between household size and parking availability, resulting in operational conflicts, spillover parking impacts, and reduced livability for intended residents. To comply with this standard, the project would need to reduce unit size, bedroom count, and overall residential density in order to accommodate smaller household types with lower parking demand. Accordingly, strict application of this standard would physically preclude the project from achieving the density otherwise permitted under State Density Bonus Law.</p>
<p><b>Muni Code 10-1.204 - Minimum Design Standards Applicable to All Districts</b></p>	
<p>I. Open Space. For developments with four or more residential units, a minimum of 150 square feet of open space is required per dwelling unit. Common use and/or private open space can be used to satisfy this requirement. Detached residential subdivisions with less than four units on each parcel are excluded from this requirement.  (1)For a development with 21 or more units, 50 percent of the required open space shall be outdoors.  (2)Required open space shall not include the required front or side street yard or exceed 5 percent slope.  (3)Common use open space shall be available to all residents.  (4)Private open space which is directly available to individual units shall adhere to the following requirements:  a)Shall be at least 50 square feet in size and shall have no dimension less than 5 feet.  b)Grade-level open space shall be screened from view by fencing or landscaping.  (5)All new developments shall achieve the following point values for residential amenities, based on the total number of dwelling units in the project: 51 and up - 200 Point Value</p>	<p>The project complies with all applicable open space requirements with the exception of the Residential Amenities point requirement set forth in Table 10-1.204:2, which requires a minimum of 200 amenity points. The project therefore requests a State Density Bonus Law waiver from this standard. Compliance with the 200-point amenity requirement would require the addition of further open space and recreational amenity areas, reducing the developable area available for residential units and resulting in a corresponding reduction in project density. As a result, strict application of this standard would physically preclude the project from achieving the proposed residential density. Accordingly, the requested waiver is necessary to allow the project to devote sufficient site area toward residential development while maintaining the proposed unit count and density.</p>
<p><b>Muni Code 10-24.3.2.060(A)(3) - Landscaping</b></p>	
<p>New development with building facades that are at least 15 feet taller than the tallest existing buildings on the abutting parcels, shall include a landscape buffer at least 12 feet wide between the new and existing buildings. The landscape buffer shall include 15-gallon evergreen trees that create a continuous tree canopy at maturity as defined by the Sunset Western Garden Book.</p>	<p>State Density Bonus Law waiver requested. Compliance with this standard would require the removal of Building 6 in order to accommodate a 12-foot landscape buffer between the adjacent property (APN 78C-455-1-7) and the project site's proposed buildings. Providing the required landscape buffer would reduce the site's developable area, resulting in a loss of residential units and a corresponding reduction in project density.</p>
<p><b>City Standard SD-110</b></p>	

<p>Minimum separation of 25 feet for driveways on the same property.</p>	<p>State Density Bonus Law waiver requested to allow a reduced separation of 20 feet between the project’s proposed entry at Drive Aisle A and the existing driveway located approximately 20 feet north of the shared property line with APN 78C-455-1-7, which serves access to the adjacent commercial building. Compliance with this standard would require shifting Drive Aisle A approximately five feet to the south, resulting in the loss of multiple residential units within the adjacent building and a corresponding reduction in project density. Accordingly, strict application of this standard would physically preclude the project from achieving the proposed residential density.</p>
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<p><b>TABLE E: Proposed Concession</b></p>	
<p><b>Standard</b></p>	<p><b>Concession</b></p>
<p>Water System Looping</p>	<p>The City’s Utilities Division has requested that the project to loop its water system by connecting to adjacent developments to the north or south of the Eden Ranch project to provide system redundancy. Water system looping, however, is not an adopted objective development standard and therefore is not enforceable on the project. City Ventures is requesting a concession to eliminate this request from the City’s Utilities Division due to the substantial costs associated with implementation. Constructing a looped system would require extending water mains beneath existing and proposed retaining walls, demolition of private streets within neighboring developments, and reconciliation of significant grade differences between properties. These improvements would be highly disruptive and cost-prohibitive. Pursuant to the State Density Bonus Law (Government Code Sections 65915–65918) and Hayward Municipal Code Chapter 10, Article 19 (Density Bonus Ordinance), the project qualifies for a concession that results in actual and identifiable cost reductions. The required off-site infrastructure and associated construction constraints would impose significant additional costs that undermine the project’s financial feasibility. Accordingly, City Ventures requests a concession to waive the water system looping requirement, as compliance would result in excessive costs and hinder the project’s ability to deliver the permitted residential density.</p>