



## EDEN RANCH

### SB330 PROJECT NARRATIVE

City Ventures is excited to submit our proposal for our SB330 application and will be requesting a Vesting Tentative Map and Site Plan Review to follow for the site located at 29312 Mission Boulevard. The proposed project is currently comprised of three vacant parcels, totaling 4.8 acres. City Ventures is proposing 72 for-sale solar all-electric townhome-style condominiums, including 8 deed restricted units for a net acreage of 2.6 acres, with a passive open space easement at the rear of the site.

The homes would be comprised of 3-4 bedrooms, ranging in size from approximately 1,224 SF to 1,760 SF. Each townhome has its own private garage accessed by a common drive aisle and a front door accessed from the public street or shared paseos, solar panels, and a specific focus on healthy, energy efficient living. The project proposes 150 parking stalls comprised of 2 dedicated stalls in each home's garage (144 covered spaces) as well as 6 surface parking stalls.

The site's General Plan land use designation is Sustainable Mixed Use (SMU), and the zoning designation is Mission Boulevard – Corridor Neighborhood that allows for Multi-Unit Residential developments at a minimum density of 17.5 dwelling units per acre. This project will be geared towards first-time homeowners and small families seeking to establish roots in Hayward. The site is designed to be consistent with the Residential Districts development and design standards set forth in the City's Municipal Code. The project is a Housing Development Project within the meaning of Government Code section 65589.5(h)(2) and has been designed to comply with applicable objective general plan and subdivision standards and criteria as described in Government Code section 65589.5(j). Consistent with Section 10-3.150 of the Municipal Code, the proposed subdivision is not in conflict with the General Plan, applicable specific plans, or neighborhood plans, meets the requirements of the City Zoning Ordinance, and does not involve the approval of variances or other exceptions. Consistent with the findings for Site Plan Review in Section 10-1.3000, the site is surrounded on three sides by other townhome and mixed-use residential developments and thus is compatible with surrounding structures and uses, and will be designed in a way that will make it an attractive addition to the City, taking into consideration physical and environmental constraints. The steeply sloping hillside and fault zone are both avoided and made a passive open space easement by nature of the submittal's proposed vesting tentative map. The project will comply with the intent of City development policies and regulations and will be operated in a manner that is acceptable and compatible with surrounding development.

Consistent with the City's municipal code (Section 10-17.210(c)), the Project includes 10% low-income units as well as 2% moderate-income units, qualifying it for benefits under the State Density Bonus Law (Gov. Code section 65915-65918), including bonus density, unlimited waivers,



one incentive/concession, and use of State Density Bonus Law parking standards. City Ventures plans to utilize the State Density Bonus Law waivers per Table D and a concession request per Table E. City Ventures reserves the right to request additional waivers, incentives/concessions, or parking reductions under the State Density Bonus Law at a later date.

City Ventures is respectfully requesting approval from the City for a Vesting Tentative Tract Map Permit, Site Plan Review Permit, a State Density Bonus and consideration under the City's SB330 Application. City Ventures is eager to work with the City of Hayward to pursue a project that will bring vibrancy to the project site and complement the neighborhood. We look forward to working with you to bring this project to fruition!

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	<p>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>

<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>