



CITY OF HAYWARD AGENDA REPORT

Meeting Date 9/22/05
Agenda Item 1

TO: Planning Commission

FROM: Erik J. Pearson, AICP, Associate Planner
Andrew S. Gaber, P.E., Development Review Engineer

SUBJECT: **Zone Change No. PL-2004-0627 & Vesting Tentative Tract Map 7583/PL-2004-0628 –Bijan Mashaw for University Village (Applicant)/ Unitrust (Owner) – Request to Change the Zoning from Single-Family Residential (RSB6) District to Planned Development (PD) District and Subdivide 1.3 Acres to Build 14 Homes**

The Project Location Is 26528 Hayward Boulevard at Tribune Avenue

RECOMMENDATION

Staff recommends that the Planning Commission recommend that the City Council:

1. Adopt the Initial Study, Mitigated Negative Declaration and Mitigation Monitoring Plan prepared pursuant to the California Environmental Quality Act (CEQA) guidelines; and
2. Approve the zone change and the preliminary development plan subject to the attached findings and conditions; and
3. Approve the Vesting Tentative Tract Map application, subject to the attached findings and conditions.

DISCUSSION

The applicant has requested to change the zoning of the property from a Single-Family Residential (RSB6) District, with a 6,000 square foot minimum parcel size, to a Planned Development (PD) District to allow the subdivision of the 1.3-acre parcel and construction of 14 homes. The property is bordered by single-family homes on large lots to the south and east. To the west, across Hayward Boulevard are multiple-family apartments and condominiums and to the north, across Tribune Avenue are single-family homes and vacant land.

The homes would be detached single-family with the smallest being a townhouse-style on a 1,726-square-foot lot and the largest being a large home on a 7,187-square-foot lot comparable to the custom homes found on Tribune Avenue. The proposed houses are arranged so that the smaller, more closely spaced units are along Hayward Boulevard, consistent with the character of Hayward Boulevard, and the larger houses are on Tribune Avenue to be consistent with its development pattern. The property slopes from the southeast corner down to the intersection of Hayward Boulevard and Tribune Avenue and, as encouraged by the City's Hillside Design

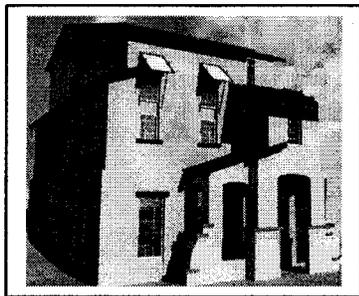
Guidelines, all the homes have stepped foundations and are designed to follow the topography. The buildings are proposed to be at least 20 feet from the Hayward Boulevard right-of-way and at least 10 feet from all other property lines. The houses are separated by 6 to 10 feet from side to side.

General Plan/Neighborhood Plan

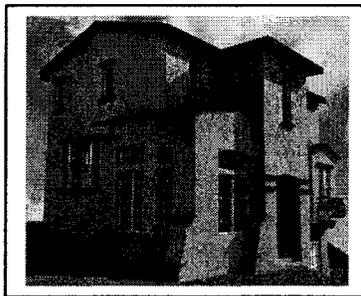
The density of the project at 10.8 dwelling units per acre, is consistent with the General Plan designation of Medium-Density Residential (MDR), which allows up to 17.4 dwelling units per net acre. The General Plan designation for the property was High-Density Residential and was changed to MDR with the adoption of the Hayward Highlands Neighborhood Plan in 1998. The property was also rezoned from High-Density Residential to Single-Family Residential. Furthermore, the neighborhood plan states that "in order to achieve the best site design possible, development applications are encouraged to be processed through the PD District in order to allow either single-family detached or single-family attached development." The applicant has requested the property be zoned PD so that 6,000 square foot lots would not be required for each detached home in order to provide housing at a density nearing the General Plan allowance.

Architecture

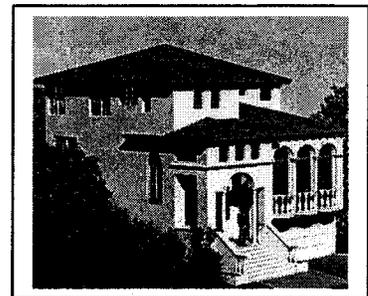
The proposed project consists of three housing types ranging in size from 1,823 square feet to 3,025 square feet. The 'A' units, along Hayward Boulevard, have three levels with three bedrooms and range in size from 1,823 square feet to 1,858 square feet. The 'B' units are two stories and have three bedrooms and 2,092 square feet. The 'C' units are two stories, have four bedrooms and 3,025 square feet. The 'A' and 'B' units have an attached two-car garage. The 'C' units have attached four-car garages. All three house plans are designed in a Spanish Mission style.



A-Unit



B-Unit



C Unit

All three of the proposed house plans have attractive elevations and would have good street appeal from all public views. The proposed homes meet the City's Design Guidelines which require the second floor of each unit to be smaller than the first and the exterior second story side walls are offset from the first floor walls.

Open Space

Because the 'A' and 'B' units do not have full-sized private yards, the open space requirements for multiple-family projects have been applied to this project. For the 12 units a total of 4,200

square feet of open space is required, including at least 1,200 square feet of group open space. The proposal includes 1,731 square feet of group open space and the 'A' and 'B' units have private open space in the form of balconies and ground level open space. In total, the project has approximately 4,500 square feet of open space.

Old Highlands Park, College Heights Park, and California State University, East Bay are all located less than half a mile away from the project site and would provide additional recreational opportunities for residents of the development. In addition, if the project were approved, the applicant would be required to pay park in-lieu fees to help pay for new facilities in the area.

Parking/Circulation

The project has been designed with a total of 55 parking spaces, or 3.9 parking spaces per unit. The attached garages would account for 32 spaces, 12 spaces would be in driveways with an additional 11 spaces located in parking bays. As a comparison, the parking ratio for Hayward Commons on Hayward Boulevard (currently under construction) is 2.6 parking spaces per unit. No street parking is available on Hayward Boulevard or Tribune Avenue. The 'A' and 'B' units would be served by two private driveways accessed from Tribune Avenue. In addition, one of the 'B' units and the two 'C' units would have individual driveways on Tribune Avenue.

AC Transit bus route 94 passes directly by the property and serves Downtown and the Hayward BART station where people can connect to various public transportation options serving the Bay Area. The project site is approximately 500 feet from a neighborhood shopping center at Hayward Boulevard and Civic Avenue.

Trees

There are 20 large Eucalyptus trees proposed for removal. The applicant has submitted reports from three arborists, none of which were prepared according to City guidelines. Only one of the reports submitted had values designated for any of the trees, however, this report was reviewed by the City Arborist who concluded that the values were not accurate. The standard size street tree normally required is a 24-inch box tree. Since the City has not yet received an arborist report that meets City requirements, the City Landscape Architect recommends requiring all 22 of the street trees to be 36-inch box trees as mitigation for the removal of the Eucalyptus grove.

Schools

Children living at the new homes would attend Highland Elementary School (5.6 students), Bret Harte Middle School (1.3 students) and Hayward High School (2.9 students). Pursuant to California Code Sections 65996 and 65997, the current state law governing financing of new school facilities in California, payment of school impact fees to the school district represents acceptable mitigation of school impacts. The impact fees would be paid prior to issuance of building permits. Additionally, the property is less than a half-mile from California State University East Bay.

Tract Map

The proposed subdivision creates 15 parcels; 14 residential lots and 1 lot for the common area which would be maintained by the Homeowners Association. The common area would include the private driveways, group open space, retaining walls and drainage system. The formation of a Homeowners Association and the creation of Conditions, Covenants, and Restrictions (CC&R's) would be required to cover the maintenance of the common areas. The common area landscaping includes all areas of the 'A' and 'B' units except the private open space areas, which would be designated by decorative fencing. The CC&R's would also contain a standard condition that if the homeowners association fails to maintain the common areas and private streets, the City of Hayward will have the right to enter the project and perform the work necessary to maintain these areas and lien the properties for the their proportionate share of the costs.

There are existing utilities in Hayward Boulevard and also in Tribune, including sanitary sewer and water, with sufficient capacity to adequately serve the proposed project. Storm drainage will be directed to a system that currently ends at the corner of Hayward Boulevard and Tribune. Currently, there is no sidewalk on either side of the property at Hayward Boulevard, or on Tribune Avenue. A 5 ½-foot wide sidewalk along Hayward Boulevard frontage would be constructed and a 4-foot wide sidewalk would be constructed along Tribune Avenue. The plans show the sidewalks adjacent to the curbs, but in an effort to provide street trees closer to the Tribune Avenue right-of-way, staff has suggested a condition requiring a 3 ½ -foot planter strip between sidewalk and the curb along Tribune Avenue. There is room for the planter and sidewalk within the existing right-of-way.

ENVIRONMENTAL REVIEW

An Initial Study and Mitigated Negative Declaration have been prepared pursuant to the California Environmental Quality Act (CEQA) guidelines. No significant environmental impacts are expected to result from the project, as mitigated.

PUBLIC NOTICE

On November 12, 2004, a Referral Notice was sent to every property owner and occupant within 300 feet of the subject site, as noted on the latest assessor's records. Notice was also provided to the Hayward Highlands Neighborhood Task Force and the Old Highlands Homeowners Association.

Staff received 27 letters, postcards, e-mails and phone calls; 5 of which were in support of the project and 22 registered opposition to the project. On December 9, 2004 a neighborhood meeting was held and approximately 30 neighbors attended and raised the issues of density, traffic, building spacing, lack of parking, fire department access, mail and garbage service, natural springs and drainage, pedestrian safety, neighborhood compatibility, views and too many driveways accessing Tribune Avenue. Some neighbors expressed a desire to see a development with larger homes.

In response to neighborhood concerns;

- The project has been modified from 16 homes to the 14 currently proposed. At the time of the meeting three duets (six units) were proposed along Hayward Boulevard and now the plans call for 5 single detached units in this area.
- The idea of any new driveways on Hayward Boulevard is strongly opposed by the Public Works staff due to the high volume and speed of traffic. Lot 9 was modified to have the driveway access from Tribune Avenue. This one driveway could be accessed from the interior private driveway if the house were redesigned.
- The Fire Department has reviewed the plans and recommends approval subject to conditions.
- The proposed sidewalks would improve pedestrian safety.
- The General Plan supports a density of 17.4 units per acre or 22 units, while 14 are proposed.
- Springs and drainage have been preliminarily addressed in a geotechnical report dated October 26, 2004 prepared by GFK & Associates, which states that the proposed development is feasible from an engineering standpoint. As required by the conditions of approval, a Soils Engineer would be present during construction and a final soils report would be required prior to Tract acceptance to ensure that underground water is handled properly.

On September 2, 2005 a legal advertisement was published in the Daily Review newspaper to notify the public of the pending application and public hearing. Also, On September 2, 2005, a Notice of Public Hearing for the Planning Commission meeting and Notice of Preparation of Environmental Document were mailed. In addition, public notice signs were placed at the site prior to the Public Hearing to notify neighbors and interested parties residing outside the 300-foot radius.

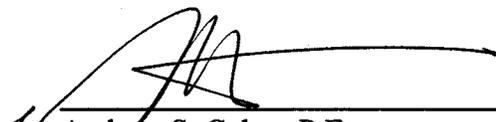
CONCLUSION

Staff supports the creative approach to developing this challenging site. The proposed project is consistent with the Zoning Ordinance, the Design Guidelines, the Hillside Design Guidelines and the Hayward Highlands Neighborhood Plan. The high-quality design and the varying styles of the proposed homes would be a positive addition to the neighborhood.

Prepared by:

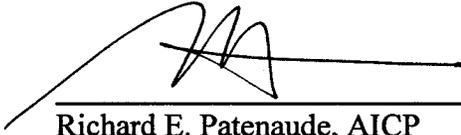


Erik J. Pearson, AICP
Associate Planner



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Development Review Engineer

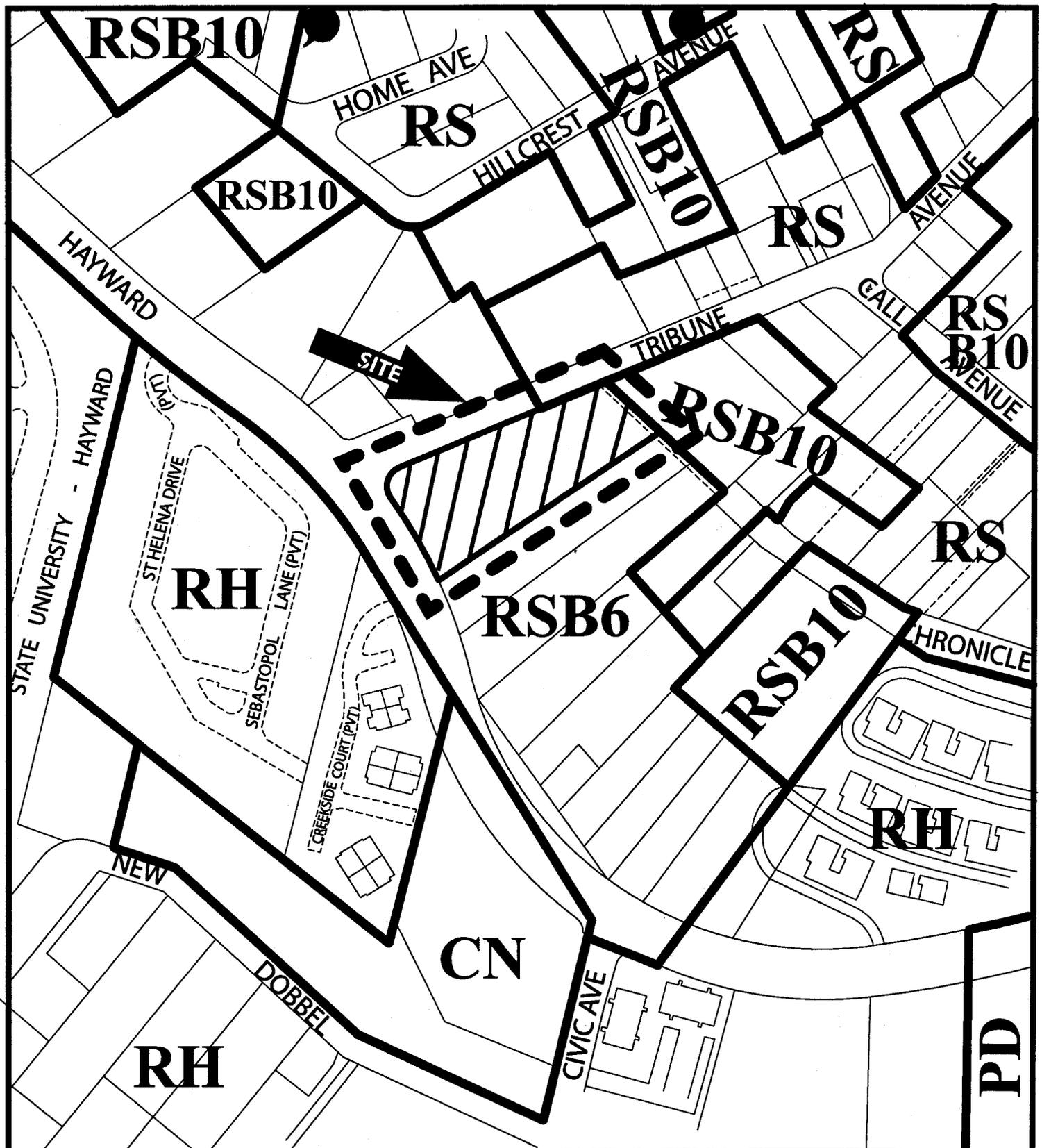
Recommended by:



Richard E. Patenaude, AICP
Acting Planning Manager

Attachments:

- A. Area & Zoning Map
- B. Findings for Approval of Zone Change and Preliminary Development Plan
- C. Conditions of Approval for Zone Change and Preliminary Development Plan
- D. Findings for Approval of Vesting Tentative Tract Map
- E. Conditions of Approval for Vesting Tentative Tract Map
- F. Initial Study, Mitigated Negative Declaration and Mitigation Monitoring Program
- G. Letters and E-mails from Neighbors
- H. Packet Provided by Applicant
Plans



Area & Zoning Map

PL-2004-0627 ZC & PL-2004-0628 TTM 7583

Address: 26528 Hayward Boulevard

Applicant: Bijan Mashaw

Owner: Uni Trust

CN-Neighborhood Commercial
 PD-Planned Development
 RH-High Density Residential RHB 7
 RS-Single-Family Residential,RSB4,RSB6



**CITY OF HAYWARD
PLANNING DIVISION
ZONE CHANGE APPROVAL**

September 22, 2005

ZONE CHANGE APPLICATION NO. PL-2004-0627: Bijan Mashaw for University Village (Applicant)/ Unitrust (Owner) – Request to Change the Zoning From a Single-Family Residential (RSB6) District to a Planned Development (PD) District and Subdivide 1.3 Acres to Build 14 Homes

The Project Location Is 26528 Hayward Boulevard at the Corner of Tribune Avenue

Findings for Approval– Preliminary Development Plan:

- A. Approval of Zone Change Application No. 2004-0627, as conditioned, will not cause a significant impact on the environment as documented in the Initial Study. A Mitigated Negative Declaration has been prepared per the California Environmental Quality Act Guidelines.
- B. The development is in substantial harmony with the surrounding area and conforms to the General Plan, the Hayward Highlands Neighborhood Plan and applicable City policies by providing housing opportunities and enhancing neighborhood quality.
- C. Existing and proposed streets and utilities are adequate to serve the development.
- D. The development creates a residential environment of sustained desirability and stability in that the project meets the intent of the Hayward Highlands Neighborhood Plan in that the plan encourages a Planned Development for this property.
- E. Any latitude or exception(s) to development regulations or policies is adequately offset or compensated for by providing functional facilities or amenities not otherwise required or exceeding other required development standards. The exception requested for reduced lot sizes is offset with the extra open space provided, the extra parking provided and the fact that the steepest part of the property will not be disturbed.

Findings for Approval – Zone Change:

- F. Substantial proof exists that the proposed change will promote the public health, safety, convenience, and general welfare of the residents of Hayward in that the Planned Development Zoning will allow a project providing housing which is supported by the Housing Element of the General Plan and the Neighborhood Plan.

- G. The proposed change is in conformance with the purposes of the Zoning Ordinance and all applicable, officially adopted policies and plans in that the Zoning change is consistent with the General Plan designation.
- H. Streets and public facilities existing or proposed are adequate to serve all uses permitted when property is reclassified.
- I. All uses permitted when property is reclassified will be compatible with present and potential future uses, and, further, a beneficial effect will be achieved which is not obtainable under existing regulations. More housing can be provided than would otherwise be permitted in the RSB6 District with 6,000 square foot lots.

**CITY OF HAYWARD
PLANNING DIVISION
ZONE CHANGE APPROVAL**

September 22, 2005

ZONE CHANGE APPLICATION NO. PL-2004-0627: Bijan Mashaw for University Village (Applicant)/ Unitrust (Owner) – Request to Change the Zoning From a Single-Family Residential (RSB6) District to a Planned Development (PD) District and Subdivide 1.3 Acres to Build 14 Homes

The Project Location Is 26528 Hayward Boulevard at the Corner of Tribune Avenue

CONDITIONS OF APPROVAL:

1. Zone Change Application No. PL-2004-0627, is approved subject to the plans labeled Exhibit "A" and the conditions listed below. This permit becomes void two years after the effective date of approval, unless prior to that time a building permit application has been submitted and accepted for processing by the Building Official, or a time extension of this application is approved. A request for a one-year extension, approval of which is not guaranteed, must be submitted to the Planning Division at least 15 days prior to the above date.
2. Prior to issuance of a grading permit and prior to acceptance of any building permit application, a Precise Plan shall be submitted for approval by the Planning Director and shall include the following:
 - a) A copy of these conditions of approval shall be included on a full-sized sheet(s) in both the architectural and civil plan sets.
 - b) Detailed landscaping and irrigation plans (see conditions # 15 through 33).
 - c) Details of address numbers shall be provided. Address number shall be decorative.
 - d) Details of retaining walls shall be included. All retaining walls shall be constructed of reinforced concrete with a decorative treatment on exposed faces, approved by the Planning Director and the City Engineer. No retaining walls shall exceed 6 feet in height.
 - e) Details for decorative paving within the private streets, details for fencing of private yards and of the perimeter, safety railings and barricades.
 - f) The pavement at the private drive entries shall be enhanced by the use of decorative pavement materials such as colored, stamped concrete (bomanite or equal), brick, concrete interlocking pavers or other approved materials for at least the first 10 feet measured from the right-of-way. The location, design and materials shall be approved by the Planning Director.
 - g) Pedestrian walkways shall be enhanced with decorative materials such as inset brick, exposed aggregate, bomanite stamped concrete or other approved material.
 - h) Details showing the location and design of mailboxes. Grouped mailboxes, if not decorative, shall be enclosed by a structure compatible with the architecture of the homes.

- i) Architectural plans and samples of colors and materials for all exterior building finishes
 - j) The plans shall include provisions for project staging, designated areas for construction employee parking (on- and off-site), construction office, sales office (if any), hours of construction, provisions for noise and dust control, and common area landscaping.
 - k) Improvement plans including utility plans, joint trench plans (showing all pull boxes and water, electric and gas meters) and a lighting plan.
 - l) The lighting plan, prepared by a qualified illumination engineer, shall show exterior lighting design. Exterior lighting shall be erected and maintained so that adequate lighting is provided in all common areas. The Planning Director shall approve the design and location of lighting fixtures, which shall reflect the architectural style of the building(s). Exterior lighting shall be shielded and deflected away from neighboring properties and from windows of houses within the project.
3. If a building permit is issued for construction of improvements authorized by the preliminary development plan and zone change approvals, said approvals shall be void two years after issuance of the building permit, or three years after approval of the application, whichever is later, unless the construction authorized by the building permit has been substantially completed or substantial sums have been expended in reliance upon the zone change approval.
 4. The permittee shall assume the defense of and shall pay on behalf of and hold harmless the City, its officers, employees, volunteers and agents from and against any or all loss, liability, expense, claim costs, suits and damages of every kind, nature and description directly or indirectly arising from the performance and action of this permit.
 5. Any proposal for alterations to the proposed site plan and/or design, which does not require a variance to any zoning code, must be approved by the Planning Director prior to implementation.
 6. Any weed abatement conducted prior to grading shall be done by mowing only. No tilling of the soil is permitted without a grading permit.
 7. All improvements shown on the Precise Plan shall be installed before occupancy of any unit within the project.
 8. Prior to issuance of a building permit, the developer shall submit a soils investigation report for review and approval by the City Engineer.
 9. The approval of this preliminary development plan is tied to the approval of Vesting Tentative Map No. 7583 and the associated conditions of approval. No building permit shall be issued for any structure within this application until the City Council has approved the final map and said map is recorded.
 10. Prior to the sale of any parcel, or prior to the acceptance of site improvements, whichever first occurs, a homeowners' association shall be created to maintain the private street, common area landscaping and open space amenities as depicted on the approved Tentative Map Tract 7583 and CC&R's prepared for the project which shall be reviewed and approved by the Planning Director that shall include the following conditions:
 - a) Each owner shall automatically become a member of the association and shall be subject to a proportionate share of maintenance expenses.

- b) A reserve fund shall be maintained to cover the costs of replacement and repair of the private street, driveways and common area landscaping.
- c) The association shall be managed and maintained by a professional property management company.
- d) Provisions for towing unauthorized and illegally parked vehicles from the site.
- e) The private street, driveways, common areas and residential front yard landscaped areas shall be maintained in good repair, and free of debris at all times.
- f) A requirement that the building exteriors and fences shall be maintained free of graffiti. The owner's representative shall inspect the premises on a weekly basis and any graffiti shall be removed within 72 hours of inspection or within 72 hours of notification by the City's Community Preservation Officer.
- g) The homeowners' association shall maintain the common area irrigation system and maintain the common area landscaping in a healthy, weed-free condition at all times. The homeowner's representative shall inspect the landscaping on a monthly basis and any dead or dying plants (plants that exhibit over 30 percent dieback) shall be replaced within 10 days.
- h) Landscaping and irrigation shall be maintained in all common areas or the City shall have the right to enter upon the property to maintain the exterior portions of the common area at the expense of the homeowners association per Section 10-3.385 of the Subdivision Ordinance.
- i) A tree removal permit is required prior to the removal of any tree.
- j) Trees shall not be severely pruned, topped, or pollarded and any trees that are pruned in this manner shall be replaced with a tree species selected by, and size determined by the Landscape Architect, within the timeframe established by the City and pursuant to the Municipal code.
- k) A provision that if the homeowners' association fails to maintain the common area or private streets, so that owners, their families, tenants, guests or adjacent owners suffer or will suffer substantial diminution in the enjoyment, use or property value of the project, the City of Hayward shall have the right to enter upon the project and to commence and complete such work as is necessary to maintain the common areas and private streets, after reasonable notice, and lien the properties for their proportionate share of the costs.
- l) Each resident shall participate in the City's recycling program.
- m) The garage of each unit shall be maintained for off-street parking and shall not be converted to living or storage areas. An automatic garage door opening mechanism shall be provided for all garage doors.
- n) Individual garbage can(s) shall be kept inside garages except upon pick-up day.
- o) The striped parking spaces shall be provided for and maintained as visitors' spaces and shall not be used for recreational vehicles, camper shells, boats or trailers. These spaces shall be clearly marked and monitored by the homeowners association. Parking stalls shall be used only for vehicles in operating condition. The homeowners association shall remove vehicles parked contrary to this provision.
- p) Additions to residential units are prohibited.

11. The applicant or homeowners association shall maintain in good repair all fencing, parking and street surfaces, common landscaping, lighting, trash enclosures, drainage facilities, project signs, etc. Individual homeowners shall maintain in good repair the exterior elevations of their

dwelling. The CC&Rs shall include provisions as to a reasonable time period that a unit shall be repainted, the limitations of work (modifications) allowed on the exterior of the building, the formation of a design review committee and its power to review changes proposed on a building exterior and its color scheme, and the right of the homeowners association to have necessary work done and to place a lien upon the property if maintenance and repair of the unit is not executed within a specified time frame. The premises shall be kept clean. Any graffiti painted on the property shall be painted out or removed within seven days of occurrence.

12. Any future modification to the approved site plan shall require review and approval by the Planning Commission.
13. Prior to final inspection all pertinent conditions of approval and all improvements shall be completed to the satisfaction of the Planning Director.
14. Violation of these conditions or requirements may result in the City of Hayward instituting a revocation hearing before the Planning Commission.

Landscaping:

15. Prior to the approval of the Precise Plan or improvement plans, detailed landscaping and irrigation plans shall be prepared by a licensed landscape architect and submitted for review and approval by the City. Landscaping and irrigation plans shall comply with the City's Water Efficient Landscape Ordinance.

Mylar copies of the approved plans shall be submitted with the mylars of the improvement plans.
16. Show the location of proposed sewer and water lines as the location of any tree must be at least 5 feet from any water or sewer line or connection. Trees shall be planted according to the City Standard Detail SD-122.
17. Provide 36-inch box Ginko biloba street trees at 25 feet on-center along the frontage of Hayward Boulevard and 36-inch box Melaleuca styphelioides at 25 feet on-center on Tribune Avenue except that units C-1 and C-2 shall have two trees on each lot. The 36-inch box trees are as mitigation for the Eucalyptus trees proposed for removal from the site. All trees shall be installed according to the City Standard detail SD-122.
18. A hose bib shall be provided within each private yard.
19. Landscaped areas adjoining drives and/or parking areas shall be separated by a 6" high class "B" Portland Cement concrete curb.
20. Retaining walls or fences facing a street or driveway shall be continuously buffered with shrubs and vines.
21. Parking rows shall be capped with a landscaped island with a minimum 15-gallon tree and appropriate shrubs and groundcover. All islands and planters shall be a minimum of 5' wide measured inside the curbs.
22. A landscape buffer including shrubs and one 15-gallon tree for every 20 lineal feet of property line shall be planted along the east property line of the PD.
23. All above ground utilities and mechanical equipment shall be screened from view with five gallon shrubs.
24. Any transformer shall be located underground or screened from view by landscaping and shall be located outside any front or side street yard.

25. Utility meters, when not enclosed in a cabinet, shall be screened by either plant materials or decorative screen, allowing sufficient access for reading.
26. A minimum of five feet of landscape area must be shown between any wall or buildings and any street or driveway. This does not include curbs or walls.
27. Landscape plans shall specify site amenities such as, benches, tables, fencing, play equipment and barbecues, for the common open space areas.
28. Prior to the sale of any individual unit/lot, or prior to the acceptance of tract improvements, whichever first occurs, a homeowners' association shall be created to maintain the common area landscaping and open space amenities. Each owner shall automatically become a member of the association and shall be subject to a proportionate share of maintenance expenses. A reserve fund shall be maintained to cover the costs of replacement and repair of all improvements shown on the approved plans.
29. Landscape improvements and street trees for each unit shall be installed according to the approved plans and a Certificate of Substantial Completion by the Developer's Landscape Architect with an Irrigation Schedule shall be submitted prior to the Landscape Inspection by the City.
30. The landscape on all sides of each unit shall be complete and inspected and approved by the City prior to the occupancy of that unit.
31. All common area landscaping, irrigation and other required improvements shall be installed and approved by the City prior to acceptance of tract improvements, or occupancy of 80% of the dwelling units, whichever occurs first. As-built Mylars and an irrigation schedule shall be submitted prior to the final approval of the landscaping for the tract.
32. Landscaping shall be maintained in a healthy, weed-free condition at all times. The owner's representative shall inspect the landscaping on a monthly basis and any dead or dying plants (plants that exhibit over 30% die-back) shall be replaced within ten days of the inspection. Trees shall not be severely pruned, topped or pollarded. Any trees that are pruned in this manner shall be replaced with a tree species selected by, and size determined by the City Landscape Architect, within the timeframe established by the City and pursuant to Municipal Code.
33. Park Dedication In-Lieu Fees are required for all new dwelling units. Fees shall be those in effect at the time of issuance of the building permit.
34. Landscape improvements shall be installed according to the approved plans and a Certificate of Substantial Completion, and an Irrigation Schedule shall be submitted prior to the issuance of a Certificate of Occupancy.

Solid Waste & Recycling:

35. A Construction and Demolition Debris Recycling Statement must be submitted with the building permit application.
36. A Construction and Demolition Debris Recycling Summary Report must be completed, including weigh tags, at the COMPLETION of the project.
37. This approval is subject to the requirements contained in the memo from the Solid Waste and Recycling Division of the Public Works Department dated 11/15/04.

FINDINGS FOR APPROVAL
TENTATIVE TRACT MAP 7583

1. The approval of Tentative Map Tract 7583, as conditioned, will have no significant impact on the environment, cumulative or otherwise as documented in the Initial Study. A Mitigated Negative Declaration has been prepared per the California Environmental Quality Act Guidelines.
2. The tentative tract map substantially conforms to the State Subdivision Map Act, the City's Subdivision Regulations, the General Plan, and the City of Hayward Zoning Ordinance.
3. The site is physically suitable for the proposed type of development.
4. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.
5. The design of the subdivision and the proposed improvements are not likely to cause serious health problems.
6. Existing streets and utilities are adequate to serve the project.
7. None of the findings set forth in Section 64474 of the Subdivision Map Act¹ have been made.

¹ The findings of Section 66474 set forth the grounds for denial of a tentative map which are as follows:

- (a) That the proposed map is not consistent with applicable general and specific plans as specified in Section 65451.
- (b) That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.
- (c) That the site is not physically suitable for the type of development.
- (d) That the site is not physically suitable for the proposed density of development.
- (e) That the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.
- (f) That the design of the subdivision or type of improvements is likely to cause serious public health problems.
- (g) That the design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of, property with the proposed subdivision.

**CONDITIONS OF APPROVAL
TENTATIVE TRACT MAP 7583**

Unless otherwise stated, all necessary easements shall be dedicated, and all improvements shall be designed and installed at no cost to the City of Hayward.

All improvements shall be designed and constructed in accordance with the City of Hayward Municipal Code – Chapter 10, Article 3, and Standard Specifications and Details – unless otherwise indicated hereinafter.

The applicant/developer's engineer shall perform all design work unless otherwise indicated.

NOTE:

Prior to submittal of the Improvement Plans and Final Map, a Precise Plan must be reviewed and approved by the Planning Director (see Zone Change Conditions of Approval).

IMPROVEMENTS

Improvement plans shall be submitted to the City Engineer for review and approval. Subject plans shall, in addition to the standard improvements, incorporate the following special design requirements:

1. An Encroachment Permit must be obtained prior to the start of any construction within the public right-of-way.

Hayward Boulevard

2. Curb, gutter, sidewalk and conform paving shall be constructed across the entire project frontage. Handicap ramps shall be installed where required by the City Engineer. Trees along the street frontage shall be protected in place and shall remain unless removal is authorized by the City Landscape Architect. Overhead utilities along the street frontage shall be undergrounded.
3. The curb return at the intersection of Hayward Boulevard and Tribune Avenue shall be designed to have a minimum radius of 30 feet. The existing traffic signal and appurtenances shall be relocated if necessary to provide the proper clearances.
4. Existing curb inlets and storm drain at this corner of the intersection shall be relocated to match the new curb alignment and provide necessary clearances.

Tribune Avenue

5. Curb, gutter, planter strip, sidewalk and conform paving shall be constructed across the entire project frontage. The half street adjacent to the project shall be overlaid with a

minimum of 2 inches of A.C. The exact thickness shall be determined during design of the frontage improvements and shall be reviewed and approved by the City Engineer.

6. Existing overhead utilities along Tribune Avenue shall be undergrounded.
7. New standard street lights shall be installed along the street frontage. The design and location shall be approved by the City Engineer.
8. Driveways shall entrance per City Standard Detail SD 110, not as a street type intersection.
9. Existing drainage inlets shall be reconstructed or relocated as necessary to match the new curb and gutter.

Private Driveway

10. The private drive shall be 22 feet curb to curb to allow for two travel lanes. The driveway shall be designed with standard curb and gutter and shall be constructed to public street standards.
11. The intersection of the private drive with Tribune Avenue shall be designed as a driveway approach. The intersection of the private drive with Hayward Boulevard shall be designed as a standard street intersection, and shall be configured so that private vehicles can exit only, but emergency vehicles may enter and exit.
12. The private driveway shall be designated as a fire lane and no parking will be allowed. Curbs shall be painted red and fire lane signage installed every 100 linear feet. Installation of red-curb and signs shall meet Fire Department and City Engineer standards.
13. Streetlights and pedestrian lighting shall be installed along the entire length of the private drive. Poles and fixtures will be owned and maintained by the homeowners association and shall have a decorative design approved by the Planning Director and the City Engineer.
14. Driveways shall be a minimum of 20 feet deep between the back of curb or back of sidewalk, as appropriate.

Landscaping and Irrigation

15. Prior to the approval of the improvement plans a detailed landscaping and irrigation plan for the site shall be prepared by a licensed landscape architect and submitted for review and approval by the City's Landscape Architect. See Zone Change Conditions of Approval.

Storm Drainage

16. As noted in the letter from GFK & Associates dated October 26, 2004, the Soil Engineer shall be present to test and/or observe grading and foundation activities. A wet area was excavated and filled with gravel in August 2002. Work completed in this area shall be documented in the Final Soils Report, which must be received and approved by the City Engineer prior to Tract acceptance.
17. The on-site storm drain system shall be a private system owned and maintained by the homeowners association or property owners.

18. The Hydrology and Hydraulics Criteria Summary, Alameda County Flood Control and Water Conservation District, latest edition shall be used to determine storm drainage runoff. A detailed grading and drainage plan with supporting calculations and a completed Drainage Review Checklist shall be approved by the Alameda County Flood Control and the City Engineer. The hydrology study shall substantiate that there will be no net increase in the quantity of runoff from the site versus the flow rate derived from the original design of downstream facilities. If there is augmented runoff, off-site and/or on-site mitigation measures will be necessary.
19. A Storm Water Pollution Prevention Plan (SWPPP) showing how storm water quality will be protected during and after construction shall be submitted for review and approval of the City Engineer.
20. The developer shall provide a copy of the Notice of Intent filed with the State Water Resources Control Board, prior to the issuance of a grading permit for the project site.
21. The project plans shall identify and incorporate Best Management Practices (BMPs) appropriate to the uses conducted onsite to effectively prevent the entry of pollutants into storm water runoff to the maximum extent practicable. Roof leaders shall discharge into a landscaped area prior to storm runoff entering a pipe system.
22. The proposed BMP's shall be designed to comply with the hydraulic sizing criteria listed in Provision C.3.d of the Alameda Countywide Clean Water Program NPDES permit (page 22.) In addition, the California Stormwater Quality Association's Stormwater Best Management Practice Handbook New Development and Redevelopment, subsection 5.5 on pages 5 -12 has a section title "BMP Design Criteria for Flow and Volume." This handbook is available on their website, www.cabmphandbooks.com.
23. The developer shall prepare a Maintenance Agreement for storm water BMP's constructed as part of this project. The Maintenance Agreement shall be reviewed and approved by the City prior to recordation with the Alameda County Recorder's Office. The Agreement shall be recorded to ensure that the responsibility for maintenance is bound to the property in perpetuity.
24. The project streets and parking area's shall be designed to facilitate street sweeping. The Home Owners Association shall be responsible for street sweeping on a regular basis.
25. The project plan measures shall also include erosion control measures to prevent soil, dirt, debris and contaminated materials from entering the storm drain system, in accordance with the regulations outlined in the ABAG Erosion and Sediment Control Handbook.
26. The applicant/developer is responsible for ensuring that all contractors are aware of all storm water quality measures and implement such measures. Failure to comply with the approved construction BMPs will result in the issuance of correction notices, citations or a project stop order.
27. The project shall not block runoff from, or augment runoff to, adjacent properties. The drainage area map developed for the hydrology design shall clearly indicate all the areas tributary to the project area. The developer is required to mitigate augmented runoffs with off-site and/or on-site improvements.

28. All storm drain inlets must be labeled "No Dumping - Drains to Bay" using City approved methods.
29. Storm water inlets shall be installed at the curb face per the City of Hayward Standard Details. The design and location shall be approved by the City Engineer.

Sanitary Sewer System

30. Sanitary sewer service is available from the City Of Hayward, subject to standard conditions and fees in effect at the time of application. Each home must have a separate sanitary sewer lateral.

Water System

31. Water service is available from the City of Hayward, subject to standard conditions and fees in effect at the time of application for water service.
32. Each unit must have a separate radio read water meter. A separate water meter must be installed for the common landscaped areas within the project site.
33. Two fire hydrants shall be provided on the private drive within the development and a new fire hydrant shall be installed on Hayward Boulevard. The locations of all hydrants shall be approved by the Fire Department prior to start of construction. Fire hydrant locations shall be identified with blue reflective pavement markers installed in the street adjacent to the fire hydrant.
34. Fire hydrants shall be modified double steamer type which shall be installed per City standards. Crash post protection may be required for the fire hydrant if it is installed in an unprotected area susceptible to potential vehicular impact.
35. Fire flow requirements for this development shall be 1,500 gallons per minute at 20 psi for a two-hour duration.

Utilities

36. All utility services shall be "underground service" designed and installed in accordance with the Pacific Gas and Electric Company, SBC and Comcast regulations. Transformers, and switch gear cabinets, shall be placed underground unless otherwise approved by the Planning Director and the City Engineer. Underground utility plans must be submitted for City approval prior to installation.
37. The joint trench for the homes must be placed so as not to conflict with the installation of required street trees and landscaping.
38. The developer shall provide and install the appropriate facilities, conduit, junction boxes, etc., to allow for installation of a fiber optic network within the subdivision.
39. All proposed surface-mounted hardware (fire hydrants, electroliers, etc.) along the proposed streets shall be located outside of the sidewalk within the proposed Public Utility Easement in accordance with the requirements of the City Engineer or, where applicable, the Fire Chief.

40. All utilities shall be designed in accordance with the requirements of the City of Hayward and applicable public agency standards.

Fire Protection

41. Road grades for the new proposed private street shall not be in excess of 15%;
42. The new private street shall be red-curbed on both sides of the street (except at driveway entrances to the homes), and provided with fire lane signage as per City of Hayward Fire Department standards. Fire lane signs shall be installed at each driveway entrance and at every 100 feet (linear) thereafter, or in locations required by the Fire Department. Fire lane signage shall state "No Parking – Fire Lane";
43. The (2) two driveway entrances off of Tribune Avenue are adequate in width and meet fire apparatus turning radii for entering and backing up. Red-curbing shall be installed 15 feet out beyond the driveway flare, both sides of the driveway at both proposed driveway entrances;
44. The proposed homes are within the City's Wildland/Urban interface. A fuel management plan shall be prepared by a qualified consultant. The report shall be reviewed and approved by the Fire Marshal prior to the start of construction of any structures. The fuel management plan shall be recorded. Buildings construction requirements shall meet, but not be limited to the following items:
- a) Each house requires interior smoke detectors (hard wired with battery backup) per the CBC.
 - b) Class A roofing materials.
 - c) Exterior non-combustible siding materials.
 - d) Double-paned windows.
 - e) Attached decks are required to be protected with automatic fire sprinklers (if of combustible construction.) Otherwise, decks shall be constructed of heavy timber or non-combustible building and construction materials.
 - f) Spark arrestors are required on each chimney cap.
 - g) Each structure shall be protected with an automatic fire sprinkler system designed per NFPA 13-D (Modified) Standards to include fire sprinkler protection within the garages and attic spaces, under combustible (attached) decks and /or balconies, within crawl spaces, porch area and foyers, and any other vulnerable area of the structure where the Fire Department may deem necessary for protection.
 - h) Each structure shall have an exterior alarm bell installed on the fire sprinkler riser.
 - i) Each structure shall have an interior alarm bell installed within the structure, which will activate upon any waterflow activity. The location of the interior alarm bell shall be in a location approved by the Fire Department.
45. Addressing for each home shall be assigned and approved by the Fire Department. Numbers shall be a minimum of 4-inches in height (self-illuminated) or 6-inch tall if on a contrasting background, and be visible from the street. An address monument sign shall be installed at the private driveway entrance with minimum 6-inch high numbers on a contrasting background.

Retaining Walls

46. All retaining walls shall be constructed with decorative reinforced concrete. The exposed face of any retaining wall shall not exceed 6 feet from ground to top of wall.

Dedications, Easements and Deed Restrictions

47. The final map shall reflect:
- a. Dedication of right-of-way along Tribune Avenue and Hayward Boulevard to allow widening of the streets to their ultimate width.
 - b. Five-foot-wide public utility easements (PUE) along the edge of the public/private streets where necessary as determined by the City Engineer.
 - c. Dedication of appropriate easements over the private streets/driveways for access, egress, water, sewer and other utility lines.

Subdivision Agreement

48. Execute a subdivision agreement and post bonds with the City that shall secure the construction of the public improvements per Section 10-3.332, Security for Installation of Improvements, of the Municipal Code. Insurance shall be provided per the terms of the subdivision agreement.

PRIOR TO CONSTRUCTION WITH COMBUSTIBLE MATERIALS

49. Required water system improvements shall be completed and operational prior to the start of combustible construction to the satisfaction of the Fire Chief.
50. A minimum 22-foot-wide all-weather access road, engineered for 50,000 pounds gross vehicle weight, shall be maintained for emergency vehicle access.

DURING CONSTRUCTION

51. The following control measures for construction noise, grading and construction activities shall be adhered to, unless otherwise approved by the Planning Director or City Engineer:
- a. Grading and construction activities shall be limited to the hours 7:00 am to 7:00 pm on weekdays; there shall be no grading or construction activities on weekends or holidays.
 - b. Grading and construction equipment shall be properly muffled.
 - c. Unnecessary idling of grading and construction equipment is prohibited.
 - d. Stationary noise-generating construction equipment, such as compressors, shall be located as far as practical from occupied residential housing units.
 - e. Applicant/developer shall designate a "noise disturbance coordinator" who will be responsible for responding to any local complaints about construction noise. Letters shall be mailed to surrounding property owners and residents (within 200 feet of the project boundary) with this information.
 - f. The developer shall participate in the City's recycling program during construction.

- g. Daily clean-up of trash and debris shall occur on Tribune Avenue and Hayward Boulevard. and other neighborhood streets utilized by construction equipment or vehicles making deliveries.
- h. The site shall be watered twice daily during site grading and earth removal work, or at other times as may be needed to control dust emissions.
- i. All grading and earth removal work shall follow remediation plan requirements, if soil contamination is found to exist on the site.
- j. Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites;
- k. Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites.
- l. Apply (non-toxic) soil stabilizers or hydroseed to inactive construction areas (previously graded areas inactive for 10-days or more).
- m. Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.).
- n. Gather all construction debris on a regular basis and place them in a dumpster or other container which is emptied or removed on a weekly basis. When appropriate, use tarps on the ground to collect fallen debris or splatters that could contribute to storm water pollution.
- o. Remove all dirt, gravel, rubbish, refuse and green waste from the sidewalk, street pavement, and storm drain system adjoining the project site. During wet weather, avoid driving vehicles off paved areas and other outdoor work.
- p. Broom sweep the sidewalk and public street pavement adjoining the project site on a daily basis. Caked on mud or dirt shall be scraped from these areas before sweeping.
- q. No site grading shall occur during the rainy season, between October 15 and April 15, unless approved erosion control measures are in place.
- r. Install filter materials (such as sandbags, filter fabric, etc.) at the storm drain inlet nearest the downstream side of the project site prior to: 1) start of the rainy season; 2) site dewatering activities; or 3) street washing activities; and 4) saw cutting asphalt or concrete, or in order to retain any debris or dirt flowing into the City storm drain system. Filter materials shall be maintained and/or replaced as necessary to ensure effectiveness and prevent street flooding. Dispose of filter particles in the trash.
- s. Create a contained and covered area on the site for the storage of bags of cement, paints, flammables, oils, fertilizers, pesticides or any other materials used on the project site that have the potential for being discharged to the storm drain system through being windblown or in the event of a material spill.
- t. Never clean machinery, tools, brushes, etc., or rinse containers into a street, gutter, storm drain or stream. See "*Building Maintenance/Remodeling*" flyer for more information.
- u. Ensure that concrete/gunite supply trucks or concrete/plasters finishing operations do not discharge washwater into street gutters or drains.
- v. The applicant/developer shall immediately report any soil or water contamination noticed during construction to the City Fire Department Hazardous Materials Division, the Alameda County Department of Health and the Regional Water Quality Control Board.

52. A representative of the soils engineer shall be on the site during grading operations and shall perform such testing as deemed necessary by the City Engineer. The representative of the soils engineer shall observe grading operations with recommended corrective measures given to the contractor and the City Engineer.
53. The minimum soils sampling and testing frequency shall conform to Chapter 8 of the Caltrans Construction Manual. The subdivider shall require the soils engineer to daily submit all testing and sampling and reports to the City Engineer.
54. The developer shall be responsible to adhere to all aspects of the Storm Water Pollution Prevention Plan (SWPPP) as approved per conditions of approval above.
55. Construction Administration services shall be provided by the project landscape architect. Services to include:
 - a. Observation of irrigation system before burying pipes.
 - b. Observation of plant material upon delivery to the site.
 - c. Observation of layout and placement of plant material upon delivery to the site.
 - d. Observation for maintenance period commencement.
 - e. Observation for final acceptance.

PRIOR TO CONNECTION OF UTILITIES AND ISSUANCE OF CERTIFICATES OF OCCUPANCY

56. The applicant/developer shall pay the following fees, the amount of the fee shall be in accordance with the fee schedule in effect at the time of issuance of the building permits.
 - a. Supplemental Building Construction and Improvement Tax.
 - b. School Tax.
 - c. Park In-lieu fees for each dwelling unit at the rate in effect when the building permit for unit is issued.
57. Any damaged curb, gutter and/or sidewalk along the street frontages shall be repaired or replaced to the satisfaction of the City Engineer.
58. All common area landscaping, irrigation and other required improvements shall be installed according to the approved plans.
59. The on-site street light electroliers shall be in operating condition as approved by the Planning Director and the City Engineer.

PRIOR TO CITY APPROVAL OF THE TRACT IMPROVEMENTS AS BEING COMPLETED

60. All tract improvements, including the complete installation of all improvements relative to streets, fencing, sanitary sewer, storm drainage, water system, underground utilities, etc., shall be completed and attested to by the City Engineer before approval of occupancy of any unit. Where facilities of other agencies are involved, such installation shall be verified as having been completed and accepted by those agencies.

61. All common area landscaping, irrigation and other required improvements shall be installed prior to acceptance of tract improvements, or occupancy of 80 percent of the dwelling units, whichever first occurs.
62. The improvements associated with the Pacific Gas and Electric Company, SBC and ComCast shall be installed to the satisfaction of the respective companies.
63. The subdivider shall submit an "as built" plan indicating the following:
 - a. All the underground facilities, sanitary sewer mains and laterals, water services (including meter locations), Pacific Gas and Electric Company, SBC and Comcast, etc.
 - b. All the site improvements, except landscaping species, buildings and appurtenant structures.



**CITY OF HAYWARD
MITIGATED NEGATIVE DECLARATION**

Notice is hereby given that the City of Hayward finds that could not have a significant effect on the environment as prescribed by the California Environmental Quality Act of 1970, as amended will occur for the following proposed project:

I. PROJECT DESCRIPTION:

Zone Change No. PL-2004-0627 & Vesting Tentative Tract Map 7583/PL-2004-0628 – Request to Change the Zoning From a Single-Family Residential (RSB6) District to a Planned Development (PD) District and Subdivide 1.3 Acres to Build 14 Homes. The Project Location Is 26528 Hayward Boulevard at the Corner of Tribune Avenue in Hayward, California.

II. FINDING PROJECT WILL NOT SIGNIFICANTLY AFFECT ENVIRONMENT:

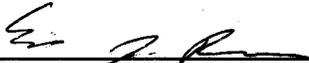
The proposed project could not have a significant effect on the environment.

FINDINGS SUPPORTING DECLARATION:

1. The proposed project has been reviewed according to the standards and requirements of the California Environmental Quality Act (CEQA) and an Initial Study Environmental Evaluation Checklist has been prepared for the proposed project. The Initial Study has determined that the proposed project, with the recommended mitigation measures, could not result in significant effects on the environment.
2. The project will not adversely affect any scenic resources.
3. The project will not have an adverse effect on agricultural land since the property is surrounded by urban uses and it is too small to be used for agriculture.
4. The project will not result in significant impacts related to changes into air quality. When the property is developed the City will require the developer to submit a construction Best Management Practice (BMP) program prior to the issuance of any grading or building permit.
5. The project will not result in significant impacts to biological resources such as wildlife and wetlands since the site contains no such habitat and it is surrounded by urban uses.
6. The project will not result in significant impacts to known cultural resources including historical resources, archaeological resources, paleontological resources, unique topography or disturb human remains.

7. The project site is not located within a "State of California Earthquake Fault Zone", however, construction will be required to comply with the Uniform Building Code standards to minimize seismic risk due to ground shaking.
8. The project will not lead to the exposure of people to hazardous materials.
9. The project will meet all water quality standards. Drainage improvements will be made to accommodate storm water runoff.
10. The project is consistent with the policies of the City General Policies Plan, the Hillside Design Guidelines, the City of Hayward Design Guidelines and the Zoning Ordinance.
11. The project could not result in a significant impact to mineral resources since the site is too small to be developed to extract mineral resources.
12. The project will not have a significant noise impact. Any noise impacts will be limited to the construction of the project, which will be limited to the hours of 7 a.m. to 7 p.m. Monday through Friday.
13. The project will not result in a significant impact to public services.
14. The project will not result in significant impacts to traffic or result in changes to traffic patterns or emergency vehicle access.

I. ***PERSON WHO PREPARED INITIAL STUDY:***



Erik J. Pearson, AICP Associate Planner
Dated: August 31, 2005

II. ***COPY OF INITIAL STUDY IS ATTACHED***

For additional information, please contact the City of Hayward, Planning Division, 777 B Street, Hayward, CA 94541-5007, telephone (510) 583-4210, or e-mail erik.pearson@hayward-ca.gov .

DISTRIBUTION/POSTING

- Provide copies to all organizations and individuals requesting it in writing.
- Reference in all public hearing notices to be distributed 20 days in advance of initial public hearing and/or published once in Daily Review 20 days prior to hearing.
- Project file.
- Post immediately upon receipt at the City Clerk's Office, the Main City Hall bulletin board, and in all City library branches, and do not remove until the date after the public hearing.

MITIGATION MONITORING PROGRAM

Zone Change PL-2004-0627
Tentative Tract Map 7583 (PL-2004-0628)
Bijan Mashaw for University Village (Applicant)
Unitrust (Owner)

26528 Hayward Boulevard

1. *AESTHETICS*

Mitigation Measure: A lighting plan will be required to show that light fixtures will only illuminate the site and not the sky above it or surrounding properties.

Implementation Responsibility: Applicant

Verification Responsibility: Planning Division

Monitoring Schedule during Plan Review: Prior to issuance of building permits.

Monitoring Schedule during Construction/Implementation: Building Inspector will ensure that lights are installed per approved plan.

2. *AGRICULTURE RESOURCES— No mitigation required*

3. *AIR QUALITY*

Mitigation Measure: In order to reduce intermittent air pollutants during the construction phase, the developer shall ensure that unpaved construction areas are sprinkled with water as necessary to reduce dust generation, construction equipment is maintained and operated in such a way as to minimize exhaust emissions, and if construction activity is postponed, graded or vacant land is immediately revegetated.

Implementation Responsibility: Applicant

Verification Responsibility: Construction Inspector

Monitoring Schedule during Plan Review: Prior to issuance of a grading permit.

Monitoring Schedule during Construction/Implementation: Construction Inspector will ensure that sprinkling is done as necessary to minimize dust.

4. *BIOLOGICAL RESOURCES— No mitigation required*

5. *CULTURAL RESOURCES – No mitigation required*

6. *GEOLOGY AND SOILS – No mitigation required*

7. *HAZARDS AND HAZARDOUS MATERIALS— No mitigation required*

- 8. HYDROLOGY AND WATER QUALITY– No mitigation required**
- 9. LAND USE & PLANNING– No mitigation required**
- 10. MINERAL RESOURCES– No mitigation required**
- 11. NOISE– No mitigation required**
- 12. POPULATION & HOUSING – No mitigation required**
- 13. PUBLIC SERVICES– No mitigation required**
- 14. RECREATION– No mitigation required**
- 15. TRANSPORTATION/TRAFFIC– No mitigation required**
- 16. UTILITIES AND SERVICE SYSTEMS– No mitigation required**



**DEPARTMENT OF COMMUNITY AND ECONOMIC DEVELOPMENT
Development Review Services Division**

INITIAL STUDY CHECKLIST FORM

Project title: Zone Change No. PL-2004-0627 & Vesting Tentative Tract Map 7583/PL-2004-0628 –Bijan Mashaw for University Village (Applicant)/ Unitrust (Owner) – Request to Change the Zoning From a Single-Family Residential (RSB6) District to a Planned Development (PD) District and Subdivide 1.3 Acres to Build 14 Homes

Lead agency name and address: City of Hayward, 777 “B” Street, Hayward, CA 94541-5007

Contact persons and phone numbers: Erik J. Pearson, Associate Planner (510) 583-4210

Project location: The Project Location Is 26528 Hayward Boulevard at the Corner of Tribune Avenue in Hayward, California.

Project sponsor’s name and address:
Bijan Mashaw
Unitrust
26886 Parkside Drive
Hayward, CA 94544

General Plan: Medium Density Residential (MDR)

Zoning: Residential Single-Family with a 6,000 square foot minimum parcel size (RS-B6)

Description of project: Change the Zoning From a Single-Family Residential (RSB6) District to a Planned Development (PD) District and Subdivide 1.3 Acres to Build 14 Homes.

Surrounding land uses and setting: To the east and south are single-family residential homes. To the west, across Hayward Boulevard is multiple-family housing. To the north, across Tribune Avenue is vacant land for which a subdivision approval is pending.

Other public agencies whose approval is required: None.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input checked="" type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology /Soils |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use / Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance | |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

Erik J. Pearson, AICP Associate Planner

August 31, 2005
Date

City of Hayward

ENVIRONMENTAL ISSUES:

<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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I. AESTHETICS -- Would the project:

- | | | | | |
|---|---|--|---|--|
| <p>a) Have a substantial adverse effect on a scenic vista?
<i>Comment:</i> <i>The project will not affect any scenic vista.</i></p> <p>b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
<i>Comment:</i> <i>The project will not damage scenic resources.</i></p> <p>c) Substantially degrade the existing visual character or quality of the site and its surroundings?
<i>Comment:</i> <i>The project will not substantially degrade the existing visual character or quality of the site and its surroundings.</i></p> <p>d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?
<i>Comment:</i> <i>Specific lighting plans have not yet been reviewed.</i>
<i>Mitigation:</i> <i>A lighting plan will be required to show that light fixtures will only illuminate the site and not the sky above it or surrounding properties.</i>
<i>Implementation of this mitigation measure will reduce light and glare impacts to a level of insignificance.</i>

<i>Monitoring:</i> <i>Condition of Approval</i></p> | <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> | <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> | <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> | <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input type="checkbox"/></p> |
|---|---|--|---|--|

II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- | | | | | |
|--|---|---|---|---|
| <p>a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
<i>Comment:</i> <i>The project site does not contain farmland.</i></p> <p>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?
<i>Comment:</i> <i>The project is not located in an agricultural district nor an area used for agricultural purposes.</i></p> | <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> | <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> | <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> | <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> |
|--|---|---|---|---|

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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- c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Comment: The project area does not contain agricultural uses or farmland, See II b.

III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- a) Conflict with or obstruct implementation of the applicable air quality plan?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Comment: The project will not conflict with the Bay Area 2000 Clean Air Plan or the City of Hayward General Plan policies relating to Air Quality.

- b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Comments: The Bay Area air basin currently exceeds both federal and state standards for ozone and state standards for particulate matter <10 microns in diameter (PM10). The project is of a relatively small scale and is not expected to generate enough vehicle trips to make a significant contribution to the existing air quality violation.

Impacts: Air pollutants, especially suspended particulates, would be generated intermittently during the construction period. This is a potentially significant impact.

Mitigation Measure: In order to reduce intermittent air pollutants during the construction phase, the developer shall ensure that unpaved construction areas are sprinkled with water as necessary to reduce dust generation, construction equipment is maintained and operated in such a way as to minimize exhaust emissions, and if construction activity is postponed, graded or vacant land is immediately revegetated.

Implementation of this mitigation measure will reduce air quality impacts to a level of insignificance.

Monitoring: Condition of Approval

- c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Comment: Due to the small scale of the project, impacts to air quality will not be cumulatively considerable.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
d) Expose sensitive receptors to substantial pollutant concentrations? <i>Comment: The project will not expose sensitive receptors to substantial pollutant concentrations.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people? <i>Comment: The project will not create objectionable odors affecting a substantial number of people.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
IV. BIOLOGICAL RESOURCES -- Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? <i>Comment: The property is surrounded by suburban uses. There is no evidence of any candidate, sensitive, or special status species.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? <i>Comment: The site contains no riparian or sensitive habitat.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? <i>Comment: The site contains no wetlands. This is the conclusion reached by the Army Corps of Engineers and is documented in a letter from the Corps dated May 2, 2003.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? <i>Comment: The site does not contain habitat used by migratory fish or wildlife nor is it a migratory wildlife corridor.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? <i>Comment: The project is in conformance with the General Polices Plan and will conform to the requirements of the Tree Preservation Ordinance.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan? <i>Comment: There are no habitat conservation plans affecting the property.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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V. CULTURAL RESOURCES -- Would the project:

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| a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Comment: No known historical resources exist on-site.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Comment: No known archaeological resources exist in on-site.

Impacts: If previously unknown resources are encountered during future grading activities, the developer and the City of Hayward will take appropriate measures.

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| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Comment: No known paleontological resources exist on-site.

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| d) Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Comments: No known human remains are located on-site.

Impacts: If any remains are found, all work will be stopped and police called to investigate.

VI. GEOLOGY AND SOILS -- Would the project:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

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| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Comment: The project is not located within the Hayward Fault Zone.

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|------------------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| ii) Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Comment: The site is not located within a "State of California Earthquake Fault Zone". The project will be required to comply with the Uniform Building Code Standards to minimize seismic risk due to ground shaking.

Impacts: Ground shaking can be expected at the site during a moderate to severe earthquake, which is common to virtually all development in the general region. This impact is considered less than significant.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
iii) Seismic-related ground failure, including liquefaction? <i>Comment: Liquefaction and differential compaction is not considered to be likely on this site.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides? <i>Comment: The project is not located within an area subject to landslides.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil? <i>Comment: The Engineering Division will ensure that proper erosion control measures are implemented during construction.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? <i>Comment: See comment VI (a)(i).</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? <i>Comment: Prior to issuance of a building permit, engineering and building staff will review a soils investigation report to ensure that the building foundations are adequately designed for the soil type on-site.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? <i>Comment: The site would be connected to the City of Hayward sewer system.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VII. HAZARDS AND HAZARDOUS MATERIALS - Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? <i>Comment: There is no evidence of hazardous materials at the site nor will hazardous materials be used or transported at or near the site.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? <i>Comment: See VII a.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? <i>Comment: See VII a.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? <i>Comment: See VII a.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? <i>Comment: The project is not located within an airport zone.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? <i>Comment: See VII e.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? <i>Comment: The project will not interfere with any known emergency response plan or emergency evacuation plan. The Hayward Fire Department serves the area. Emergency response times will be maintained.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? <i>Comment: The project is not located in an area of wildlands and is not adjacent to wildlands.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VIII. HYDROLOGY AND WATER QUALITY -- Would the project:

a) Violate any water quality standards or waste discharge requirements? <i>Comment: The project will meet all water quality standards. Drainage improvements will be made to accommodate runoff.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
<p>b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?</p> <p>Comment: <i>The site will be served with water by the City of Hayward. Therefore, water quality standards will not be violated and groundwater supplies will not be depleted. Recharge of the groundwater table will be decreased as the proposal involves increasing the percentage of the site covered with impervious surfaces. This impact is deemed insignificant as there are no known wells nearby that would see a drop in production.</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?</p> <p>Comment: <i>The project is not located near a stream or a river. Development of the site will not result in substantial erosion or siltation on-or off-site.</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?</p> <p>Comment: <i>The project is within an urban area and runoff will leave the site via the City's storm drain system. Drainage patterns on the site will not cause flooding.</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?</p> <p>Comment: <i>The amount of run-off from the project will not exceed the capacity of the stormwater drainage system. See VIII a.</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>f) Otherwise substantially degrade water quality?</p> <p>Comment: <i>See VIII a.</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?</p> <p>Comment: <i>According to FEMA Flood Insurance Rate Maps (panel # 065033-0012C dated 9/16/81), this site is not within the 100-year flood hazard area.</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?</p> <p>Comment: <i>See VIII g.</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? <i>Comment: The site is not within the 100-year flood zone, is not near any levees and is not located downstream of a dam.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

j) Inundation by seiche, tsunami, or mudflow? <i>Comment: The project is not in a location that would allow these phenomena to affect the site.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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IX. LAND USE AND PLANNING - Would the project:

a) Physically divide an established community? <i>Comment: The project will not physically divide the existing community. The site is at the edge of a neighborhood.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? <i>Comment: The area is designated on the General Policies Plan Map as Medium Density Residential (MDR). The MDR designation allows up to 17.4 units per acre. The proposal is for less than 14 units per acre. The current zoning designation is Residential Single-Family with a 6,000 square foot minimum parcel size (RSB6). The applicant has requested to change the zoning to a Planned Development (PD) district to allow for smaller lot sizes.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Conflict with any applicable habitat conservation plan or natural community conservation plan? <i>Comment: See IV f.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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X. MINERAL RESOURCES – Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? <i>Comment: The project will not result in a significant impact to mineral resources since the subject site is located in an urbanized area that does not contain mineral resources that could be feasibly removed.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? <i>Comment: See X a.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
XI. NOISE - Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>Comment: Exposure of persons to or generation of any new noise or noise levels in excess of standards established in the Noise Element of the Hayward General Plan or the Municipal Code, or applicable standards of other agencies if any, will be temporary in nature during the construction of the homes and associated improvements. All City noise standards are required to be met and maintained upon completion of construction. Grading and construction will be limited to the hours between 7:00 a.m. and 7:00 p.m. weekdays. No work will be done on weekends or national holidays.</i>				
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Comment: See XI a.</i>				
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Comment: See XI a</i>				
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Comment: See XI a</i>				
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Comment: See VII e.</i>				
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Comment: See VII e.</i>				

XII. POPULATION AND HOUSING -- Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Comment: 14 new homes are proposed. The private driveways proposed could not be used to facilitate further development in the area.</i>				
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Comment: No housing will be displaced.</i>				

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Significant
Impact</i> | <i>Potentially
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Unless
Mitigation
Incorporation</i> | <i>Less Than
Significant
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Impact</i> |
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| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?
<i>Comment: See XII b.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XIII. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Fire protection?
<i>Comment: The proposed project would have no effect upon, or result in only a minimal need for new or altered government services in fire and police protection, schools, maintenance of public facilities, including roads, and in other government services.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Police protection?
<i>Comment: See XIII a.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Schools?
<i>Comment: See XIII a.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Parks?
<i>Comment: See XIII a.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Other public facilities?
<i>Comment: No other public facilities will be significantly impacted.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XIV. RECREATION --

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|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
<i>Comment: The project will add to the number of people using area parks, however the increase will not be significant enough to cause deterioration of facilities.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?
<i>Comment: The proposal includes the construction of group open space, however it's construction will not cause an adverse physical effect on the environment.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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XV. TRANSPORTATION/TRAFFIC -- Would the project:

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| a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Comment: *The project will not result in a substantial increase in traffic. No traffic study was required due to the small scale of the project.*

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| b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Comment: *See XV a.*

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| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Comment: *The project will not affect air traffic patterns.*

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| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Comment: *The proposal will not substantially increase hazards.*

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| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Comment: *The Hayward Fire Department has reviewed the project and finds the project acceptable to Hayward Fire Department requirements and standards.*

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| f) Result in inadequate parking capacity? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Comment: *The proposal meets the requirements for parking as specified in the City's Off-Street Parking regulations.*

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| g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Comment: *The project does not conflict with adopted policies supporting alternative transportation.*

XVI. UTILITIES AND SERVICE SYSTEMS - Would the project:

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| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Comment: *The project will not exceed wastewater treatment requirements.*

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? <i>Comment: The City's existing wastewater treatment facilities are capable of handling the wastewater generated by the project.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? <i>Comment: The project will require the construction of facilities for storm water drainage at the perimeter of the site, however, this will not cause any significant environmental effects.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? <i>Comment: The City of Hayward supplies water to the site and has sufficient water to serve the project.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? <i>Comment: The City of Hayward operates its own wastewater facility. This facility has the capacity to accommodate the amount of wastewater that will be generated by the project.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? <i>Comment: Waste Management of Alameda County will dispose the solid waste. The Altamont landfill is available to the City of Hayward until 2009 and has sufficient capacity to handle the amount of solid waste generated by the project. The landfill recently received an approval that increases the capacity and adds 25 years to the life of the landfill to the year 2034.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste? <i>Comment: The project study area participates in the Waste Management of Alameda County recycling program. Construction and operation of the project will comply with all federal, state and local statutes and regulations related to solid waste.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
--	---	--	---	----------------------

XVII. MANDATORY FINDINGS OF SIGNIFICANCE --

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

There is a project plan being submitted for:
**10 townhouse units and
 6 homes**
 at the corner of Tribune Ave. and Hayward Blvd.

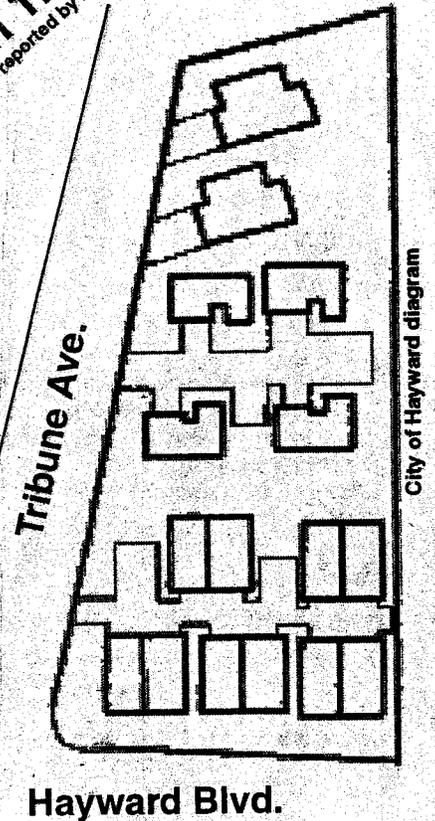
- YES:** If enough neighbors say and do nothing it will be built
- NO:** If you think this is too much density in our neighborhood, tell the City of Hayward:

- Attend the Preliminary Meeting:
 December 9th,
 10 AM
 Room 1C, City Hall, 777 "B" Street
- Email: Erik.Pearson@hayward-ca.gov
- Write: Erik Pearson
 Planning Division
 777 B Street
 Hayward, CA 94541

Erik: 510-583-4210
 Ref. #: PL-2004-0627 ZC
 PL-2004-0628 TTM 7583

For additional information, history and opinion on this issue please see www.ohnews.org
 If you'd like to be added to an email list for future updates on this issue and results of this first meeting, please email to: subscribe@ohnews.org

16 Units in 1.3 acre
 (as reported by Hayward GIS)



ERIK

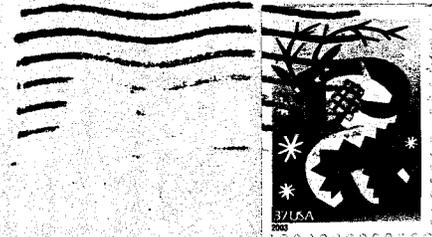
Your Neighborhood! Your Voice!

**Do you want:
 16 homes on 1.3 acres?
 (10 townhomes & 6 single-family houses)
 at Tribune Ave and Hayward Blvd?**

What are the potential concerns?

- Density (higher than the current SB6 zoning)
- Are townhouses appropriate for our neighborhood?
- Adherence to hillside design guidelines.
- Developer experience for this size project?
- Building height (2+ stories)
- Realistic amount of Guest Parking?
- Traffic, Pedestrian safety
- Loss of Trees, Loss of Visual Space
- Grading

Plan to attend the meeting to find out more!
 ... or check out the www.OHNews.org web site!



Resident
 [Redacted] Parkside Dr.
 Hayward CA 94542-1632

This postcard has been sent by volunteers donating their time and money to inform our neighbors of this important issue. It does not come from and is not associated with your elected Old Highlands Homeowners Association (OHHA) board.

ATTACHMENT G

Erik Pearson

From: David Aghaebrahim [David_Aghaebrahim@pmc-sierra.com]
Sent: Thursday, March 03, 2005 11:06 AM
To: Erik Pearson
Subject: Support for the proposed Development on Hayward Boulevard/Tribune,

I am writing this letter to support the development which is located at the corner of Hayward Boulevard and Tribune.

The developer has tried to create a good set of housing, this is appreciated. If the neighbors on Tribune want expensive houses, then where should be the medium priced houses? This proposal has tried to have a mixture of both. It proposes larger houses up on Tribune and townhouses on Hayward Boulevard, and single houses in the middle. What else can be better than this?

This development has lots of open space and the density is less than other comparable ones in the area.

It is normal that some neighbors oppose a new development. But, this development has tried to make everybody happy.

Thanks

David Aghaebrahim

FREE emotion icons for your Email - [CLICK HERE](#)



Erik Pearson

From: Joy Bhadury [jbhadury@csu Hayward.edu]
Sent: Tuesday, February 22, 2005 11:34 AM
To: Erik Pearson
Subject: Support For Highland Villas

Dear Mr. Pearson:

Hi. I am Dr. Joy bhadury, Chair, Department of Management and Finance at Hayward (now CSU-East Bay). I am writing this email in support of the construction of the HIGhland Villas at the corner of Tribune and Hayward Blvd. As a department Chair who has had to recruit many new faculty to my department, I am acutely aware of the shortage of affordable housing within close proximity to our university. Housing units such as the one being proposed would be an immense help. I have looked at the proposed plan and find it to be ideally suited for new faculty who typically need smaller, starter units.

If you need any more information, please do not hesitate to contact me.

Best Regards.
J. bhadury

--

Joyendu "Joy" Bhadury, Ph.D.
Professor and Chair
Department of Management and Finance
School of Business and Economics
California State University - Hayward
Hayward, California 94542

Office: Music and Business Bldng; Rm 2589

Tel: (510) 885-3307

Fax: (510) 885-4796
(510) 885-4353 (students should send fax only to this number)

Email: jbhadury@csu Hayward.edu

RECEIVED

FEB 17 2005

**Al Gressel
26200 Parkside Dr.
Hayward, CA 94542**

PLANNING DIVISION

TO:

City Of Hayward
777 B Street
Hayward, CA 94541

February 1, 2005

In care of Erik Pearson
Hayward Planning Department

Re: A short note regarding the support for Highland Villas project
located on Hayward Boulevard and Tribune.

I am a retired general building contractor, I did mostly commercial work as well as a string of houses. I have lived in the Highland Area for more than 20 years. As a concerned citizen and neighbor, I have been watching the proposed project Highland Villas.

The proposed development has a good balance of houses, the mixture is very unique, or shall I say outstanding of what I have seen before. The larger houses would fit right in at the hillside so do the medium units - - - placed in the middle and smaller units placed along Hayward Boulevard.

In response to some of the questions and concerns, well it certainly will look better then the units across Hayward Boulevard (apartments) or one block up on Hayward Boulevard on the same side of the apartments.

We all want to live in a nice neighborhood, but that means you can not shut out everybody else because you live here. This would be and is the wrong attitude that I hear many times. So what can I say, we are all here and we have to live together.

Thank you
Al Gressel

Al Gressel

Erik Pearson

From: Natalie Forrest/Doug Sprague [dournata@pacbell.net]
Sent: Tuesday, December 21, 2004 9:39 AM
To: Erik Pearson
Subject: Tribune Ave Project

Dear Erik

I am sorry to miss the preliminary hearing on the plan for Tribune Ave and Hayward Blvd.

I wanted to let you know that I object to the plan because of the four entrances on Tribune. This will be way to much traffic congestion on Tribune, a main exit for our neighborhood. Please ask Bejan to plan his exits on Hayward.

I am no longer on the OHHA Board so this represents one man's view.

Hope all is well with you

Doug Sprague
26285 Parkside Drive

Erik Pearson

From: Bruce Barrett [bruce@earthreflections.com]
Sent: Thursday, December 09, 2004 6:17 PM
To: Andrew Gaber; Erik Pearson
Subject: Citation of the 5/7/9 units for the Mashaw lot

Dear Erik Pearson and Andrew Gaber,

Re: PL-2004-0627 ZC & PL-2004-0628 TTM 7583
Tribune & Hayward lot with a proposed (bad) plan for 16 units.

There was some question this morning as to where I got the sheet from the City of Hayward that stated that the minimum and average number of units for this lot should be 5 and 7, respectively.

Here is the URL for the City of Hayward General Plan, Appendix-E:
<http://www.ci.hayward.ca.us/about/generalplan/xAppendix-E.pdf>

Title of Appendix:

=====
Appendix E
Vacant and Underutilized Parcels by Planned Land Use

Title of section (page 2):

Appendix E-2: Land Zoned to Allow Residential Development
that Could be Redeveloped by Planned Land Use

The map on page 16 shows that V-35 is the lot in question.

Please see page 2 which states:

ID #	Neighborhood	Zoning	ACs	Net ACs	Min	Avg	Max
V-35	Hayward Highlands	RSB6	1.30	1.04	4	7	7

This document is apparently newer than the one I had, and presented, but the data is essentially the same. (The new maximum value is 7 rather than of the older value I had at 9.)

So, the general plan says 5 to 7 units on this lot. A greater number of units (16) is in direct opposition to the written, approved, published City of Hayward General Plan. Any action other than rejecting this (bad) plan would conflict with the General Plan.

After reviewing and considering this correspondence please include it in the packet going to the Planning Commission (if this issue ever makes it to the Planning Commission.)

Thank you for your interest and cooperation, and kind regards,

Bruce Barrett
2675 Hillcrest Ave,
Hayward, Ca 94542

Long Time resident
Task force member.
Past OHHA Board member and chairman

From: "Michael Hughes" <HughesMichael@dublin.k12.ca.us>
To: <Erick.Pearson@hayward-ca.gov>
Date: 12/7/04 11:10:44 AM
Subject: PL-2004-0628 TTM 7583

RECEIVED

DEC 13 2004

PLANNING DIVISION

Hello Mr. Pearson,
I am a long time resident of Tribune Ave. (1971) And I have been involved in many of the multitude of community based plans for the repair and upgrading of Tribune Ave.

I understand zoning. I'm also aware of the relatively recent change in residential zoning in the Highlands to require 10,000 sq. ft. lots for single family homes. And I realize that the lot in question is not zoned single family residential.

I also have some understanding of the concept of, the intent of the law vs. the letter of the law.

I believe that as long as the plans for said lot require egress and ingress from Tribune Ave. the purposed density is very excessive and not in keeping with the residential community. It will be a blight on the community.

It is not the fault of the residential home owners that access to and from said lot is problematic from Hayward Blvd. Another property nearby was recently developed utilizing Access from Hayward Blvd.

As you know the lot in question extends a long ways up Tribune Blvd. It is bordered by several single family homes, which are examples of a single family neighborhood. The plan in question ignores the existing neighborhood. It will also necessitate the death of several heritage trees. The root zone of the monumental trees will be compromised by excavation, paving, and grading. Properly utilized these trees would enhance the value of new homes, as they currently enhance the value of the existing neighborhood.

The suggested density is not in keeping with the neighborhood. This purposed density is reflected in the number of residents and also the number of cars associated with each residence. Oh yes, there is no parking on Tribune Ave. What is the requirement for parking spaces on a single family residential lot? Where is the, and how much, parking is on this purposed plan?

What about the drainage, spring, on the lot? Maybe, with proper engineering, homes and lots can be constructed while dealing with the marsh, (check the flora associated with wet lands). But what will feed and water the heritage trees?

I believe developers are responsible for the consequences of changing surface water flow on a project. Is killing a heritage tree a capital offense or just not necessary?

Obviously I am not in favor of the purposed development. And obviously I do not have the expertise to offer competent arguments, but I'm willing to learn. I teach at a public school, consequently I can not attend the 12/9 meeting. I would appreciate information from this meeting, notes, recommendations, opinions, etc.

I can be reached at 510 733 0659 and/or 2933 Tribune Ave. Hayward, Ca.
94542

Respectfully, Mike Hughes

12/06/04

To: ERIK PEARSON - City of Hayward Planning Div.

Subject: Ref. # PL-2004-0627 ZC

PL-2004-0628 TTM 7583

Corner of Tribune Ave, + Hayward Blvd,

the DENSITY (as shown

to be built) far exceeds any reasonable and realistic density. This property has serious negatives as follows:

- 1) Many Natural Springs,
- 2) Serious DRAINAGE Problems,
- 3) TRIBUNE AVE, which is NOT a real street, but an "OLD DIRT ROAD!!"
- 4) HAYWARD BLVD. is a very busy thoroughfare

The PROPOSAL presently is not functional & ^{not} practical for the conditions above and the potential traffic problems.

We suggest a "PLAN" to build four (4) very nice HOMES* on this property. Please consider.

Dean W. Fisher, 26598 CALL AVE., Hayward 94542

*Single Family Residences

Erik Pearson

From: Sherman Lewis [slewis@csu Hayward.edu]
Sent: Thursday, December 02, 2004 1:52 PM
To: Erik Pearson
Cc: subscribe@OHnews.org; Bijan Mashaw; George Dimic
Subject: Housing project at Hayward Bl. and Tribune

In general, I support the currently proposed project.

According to OH News, it has a density of 4300 sqft/unit, just below single family. In fact, I support medium density (2500 sqft/unit) along Hayward Bl., which was part of the original agreement for the street assessment district.

The project would provide more housing, some affordable housing, and possibly more campus-serving housing. The project increases business at our local shopping center, helps get density to support for transit, and may save open space and reduce travel distances compared to other locations. While not quite smart growth, it is at least infill.

The project also has singles on the upper side, allowing a good interface with the singles next to it.

The building is kept off the high point on the inner corner of the property, reducing grading impacts.

The townhouses fronting on Hayward Bl. are less dense than other projects along the street. Two stories are consistent with the single family nature of the main neighborhood and lower than other projects on Hayward Bl.

Access on Tribune minimizes friction on the major arterial and keeps it away from the intersection. The traffic impacts are minor and both Tribune and Hayward Bl have excess capacity.

The project will hopefully get rid of the eucalyptus trees, an introduced species posing a danger from fire and falling limbs which also preempts native species.

I hope the city will require the project to

- accommodate an intermittent water flow by designing a natural surface flow and natural vegetation with some wet-season ponding between the singles and the townhouses.
- plant native trees like sycamores, laurel, live oak, and redwoods to replace the eucs.
- require completion of frontage street and drainage improvements independent of any pending assessment district.
- require some safe pedestrian way on one side of Tribune.
- make sure sight distance for exiting vehicles provide a clear view both ways on Tribune.
- have about 4 parking spaces per unit, including stacked spaces, due to lack of street parking on Tribune.

--

Sherman Lewis
510-538-3692; slewis@csu Hayward.edu
2787 Hillcrest Ave., Hayward CA 94542

Erik Pearson

From: Sherman Lewis [slewis@csu Hayward.edu]
Sent: Friday, December 03, 2004 9:19 AM
To: Erik Pearson
Cc: subscribe@OHnews.org; Bijan Mashaw; George Dimic
Subject: Housing project- density error

In previous email I said "According to OH News, it has a density of 4300 sqft/unit."

I goofed. 1.3 acres is 56,628 sqft, divided by 16 is 3,540 sqft/unit, which is in-between single and medium density, which makes sense as the project is a mix of singles and townhouses.

--

Sherman Lewis
510-538-3692; slewis@csu Hayward.edu
2787 Hillcrest Ave., Hayward CA 94542

Erik Pearson

From: JoyNRalph@aol.com

Sent: Sunday, November 28, 2004 5:25 PM

To: Erik Pearson

Subject: Zoning change at Tribune and Hayward Blvd.

I am unable to attend the meeting re the zoning change at Tribune and Hayward Blvd. We would like to offer our objections to the project plan as presented as it is entirely too dense for 1.3 acres, the townhouses will obstruct the hillside views, and the traffic exiting Tribune will be too much for our community.

Ralph and Joy Sanderson, 26212 Parkside Dr.

Erik Pearson

From: Meena Anderson [meena.anderson@safeway.com]
Sent: Friday, November 26, 2004 6:24 PM
To: Erik Pearson
Subject: RE: PL 2004-0627 Zc



Card for Meena
Anderson (361 B...

Erik,

I live on Tribune Ave. and I Strongly OPPOSE the development on the parcel located on the corner of Tribune and Hayward Blvd. Single family homes are being built on Hayward Blvd and Call Ave, please don't allow an irrational individual to ruin our neighborhood. We have lived here for 15 years and we cherish the area. Thanks.

Meena

"MMS <safeway.com>" made the following annotations.

Warning:

All e-mail sent to this address will be received by the Safeway corporate e-mail system, and is subject to archival and review by someone other than the recipient. This e-mail may contain information proprietary to Safeway and is intended only for the use of the intended recipient(s). If the reader of this message is not the intended recipient(s), you are notified that you have received this message in error and that any review, dissemination, distribution or copying of this message is strictly prohibited. If you have received this message in error, please notify the sender immediately.

=====

Erik Pearson

From: Kathy [Kathy.Switzer@comcast.net]
Sent: Wednesday, November 24, 2004 8:38 PM
To: Erik Pearson
Subject: Ref#PL-2004-0627 ZC

Hello Erik,

I received your postcard regarding the projected townhomes and homes on Tribune and Hayward Blvd. Myself and my husband, Brad would like to state that we think it definitely would be to many homes on such a little amount of land. Sorry.

Thank you for asking our opinion. I greatly appreciate it.

Kathy

Erik Pearson

From: ALCOJUNKYARDDOG@aol.com
Sent: Monday, November 15, 2004 1:36 PM
To: Erik Pearson
Subject: property on Tribune/Hayward Blvd.

as a past OHHA Board member, we visited a multi-home idea on this property several years ago....the lots are small and have underground water seeping through...as a resident of Call Ave, I do not support this density for this area.....maybe six single houses, but certainly not a project of them.....tooo much traffic as it is.

11/16/2004

Erik Pearson

From: Mark Lowman [mjameslowman@msn.com]
Sent: Monday, November 15, 2004 10:21 PM
To: Andrew Gaber
Cc: Erik Pearson; Jesus Armas
Subject: Proposed Development at 26528 Hayward Blvd.

Mr. Gaber,

I want to go on record as being opposed to the zone change proposal at the above cited address. The proposed plan calls for a mix of high density and single family housing on property that is most appropriate to single family dwellings only in keeping with the construction in the rest of the neighborhood. In addition, the proposal calls for entry to and exit from the development to be on Tribune Avenue, which is in such a poor state or repair as to be unable to handle the existing neighborhood traffic as Mr. Armas can verify. Not to mention that the increased traffic on Tribune would pose an additional risk to the school children who use Tribune Avenue as a walkway to the bus stop on the corner of Hayward Blvd. and Tribune.

A more appropriate development would be for all single family dwellings with entry and exit on Hayward Blvd.

Mark Lowman
2630 Home Ave.
Hayward, CA 94545

Erik Pearson

From: Valerie Caveglia [vcaveglia@mail.fremont.k12.ca.us]
Sent: Monday, December 06, 2004 7:11 PM
To: Erik Pearson
Subject: PL-2004-0627 ZC PL-2004-0628 TTM 7583

Dear Erik,

I am writing regarding my concerns about the proposed development at the end of Tribune Ave.

My greatest concern is that the Old Highlands neighborhood is single family, and the ten townhouse units that will spill onto Tribune Ave., therefore becoming part of our neighborhood, are inappropriate for the neighborhood. I'm sure there are zoning issues at question here.

Hayward Blvd. is, I believe, medium density in that area, but Tribune Ave. is NOT . Tribune is one of the artery streets of the Old Highlands. I hope you are able to see the conflict there.

Now, of course, if the townhomes had egress onto Hayward Blvd., there would be no issue, except for my next concern, which is DENSITY. 16 units in 1.3 acres is 10 more than should be built there. The other lots in the neighborhood are zoned at 6000 or 10,000 sq. ft. Part of this lot is a steep hill. Logically, the hill is going to have to be eliminated in order in fit in all the homes.

My last concern is the disregard of the Hillside Design guidelines by this project. The proposed height of the homes seem like they are a story higher than they should be to fit into the guidelines. Yes, I know they are GUIDELINES, but a lot of time, effort, and thought went into their development, so that the Hayward Hills wouldn't end up looking like Daly City.

I do hope that the City Staff does not just rubber stamp this project without the proper public hearing.

Thank you for your attention.

Valerie Caveglia

Erik Pearson

From: George Dimic [gdimic@accoes.com]
Sent: Tuesday, December 07, 2004 6:37 AM
To: bmashaw@csuhayward.edu; Erik Pearson
Subject: Housing Development at Tribune and Hayward

Hi Erik,

The intent of this email is to express my support for the proposed PD at Tribune and Hayward Blvd.

I find that walking/driving along Hayward Boulevard from Campus Drive towards upper Highland presents a pleasant medium density offering with apartment buildings, condominiums, a stretch of land slated for development, proposed PD, some new housing units and a large apartment complex on the North side. The South side of Hayward Blvd offers CSUH, condominiums, a shopping (strip mall) center and additional apartments. Visually, the proposed PD fits quite nicely with the existing developments along Hayward Blvd. Once the PD turns up Tribune, I find a nice transition to a lower density housing and finally it transitions to 2 large Single Family residences. This gradual density transition within the proposed PD will fit nicely within the neighborhood and will provide a desirable infill for low, medium and higher priced homes.

To be sure, there are concerns and perhaps additional work by the developer:

1. Eucalyptus trees MUST go - These disgusting trees are a real nuisance and danger to the neighborhood. Every storm is a poignant reminder just how filthy these trees are, clogging the storm drains, endangering the pedestrians with broken/falling branches and ever present danger of the whole tree toppling over as one did in 1981.
2. The sidewalk/curb concern - I for one, would like to be able to walk or run along Hayward Blvd and have a safe sidewalk to do so on. I am in favor of a traditional vertical curb/gutter along Hayward Blvd. in front of this PD, and curving around Tribune mimicking what is on the other side of Tribune.
3. Visual transition - I'd like to see some elevated planter boxes along the lower part of this PD with nice, tall, fast growing (native plants - not euces), offering a natural screen for the higher density condos.
4. Driveways - I like the fact that the proposed PD does not exit onto Hayward Blvd. (35MPH speed limit) and instead exits onto Tribune (15MPH speed limit). This to me is a safer choice. I'd like to be sure that the distance of the first driveway up Tribune is far enough from Hayward Blvd to meet Traffic Safety Standards.
5. Drainage - much has been said in the past about drainage/runoff within the proposed PD. I believe that the Developer and the City Engineering staff have sufficient expertise to address the issue for a functional, reliable and long term solution for the perspective new buyers and any potential neighborhood impact.
6. Sidewalk/curbs along Tribune - the entire length of the proposed PD along Tribune should have a rolling curb and level sidewalk made of crushed and compacted rock (not paved) in anticipation of what the future neighborhood streets improvement will look like.
7. Retaining walls - I like the fact that the proposed PD does not rely on massive excavating and retaining walls that would no doubt be required had the planned PD gone for higher density (more than 16 homes). Please work with the developer to retain as much of the natural slope as is practical.

I'll be happy to elaborate on these and other issues at this Thursday's planning meeting.
Regards, George

George Dimic, PE

Erik Pearson

From: George Dimic [gdimic@accoes.com]
Sent: Monday, December 27, 2004 11:09 AM
To: brrway@aol.com; CatBalloue22@aol.com; HSteelman@aol.com; SAVillaN1@aol.com; grandviewrealty@comcast.net; DaKruser@pacbell.net; captainkait@yahoo.com; Jahmes45@yahoo.com; Raveensingh@yahoo.com
Cc: bmashaw@csuhayward.edu
Subject: Tribune/Hayward development

Happy Holidays to All!

Lot of us attended 12.9.04 Planning presentation regarding the proposed PD at Tribune/Hayward. The discussions were lively but quite orderly, and I believe everyone had a chance to voice their opinion(s) primarily for the developer to address and at the same time for the Planners to get the 'flavor' of what is at stake.

Some important items were accomplished:

1. The entire neighborhood was notified via Webmaster's email broadcast to attend the meeting and express their views. Lots of people did in fact attend.
2. As expected the neighborhood is not unanimously supporting or objecting the development, but is addressing various issues ranging from Density, Parking, Vegetation, Traffic Safety, Zoning, Effect on Surrounding Property Values, provisions for Infrastructure Services (mail, garbage, fire, police), all the way to personal preferences. It is my belief that as the neighborhood representatives, the OHHA Board has facilitated an open forum for the exchange of ideas. It is largely now the Planning Department's task to review the merit of the proposed development and integrate it within Hayward Highland Neighborhood Plan -1998, evaluating the opinions expressed by the attendees of the 12.9.04 presentation.
3. The 2005 Board will surely deal with this development during the course of their reign, but I am of the opinion that, emotions aside, the project is systematically moving forward, as it gets further refined and addresses some of the more pressing issues.

I'd be happy to send a summary email to Erik/Andrew before the end of the year, or leave it up to 2005 BOARD to do so. Please let me have your thoughts ASAP. Regards, George

George Dimic, PE
ACCO
Ph. 510.346.4399
Fx. 510.347.1317
email: gdimic@accoes.com

Erik Pearson

From: Beatrice Pressley [beapressley@mac.com]
Sent: Tuesday, December 07, 2004 9:25 PM
To: Erik Pearson

Dear Mr. Pearson

I am a resident of Old Highlands and will attend the Thursday meeting. I am concerned about parking for the proposed project at Tribune and Hayward Blvd because of the limited parking. With too little parking, people will park on Hayward Blvd and Tribune Ave. It doesn't matter if there are "no parking" signs. People ignore them and the police have too much to do to come up here to ticket illegally parked cars. And, since they don't do it now, why would they do it in the future. So, then it is a safety issue--remember the Oakland fire. If the trucks cannot get through then the residents are doomed. Our last fire chief said that it is not 'if we have a fire but when we have a fire.'

I have told Bijan I will not support the project with such limited parking. The proposal for so many houses on such a limited property puts all of us in jeopardy.

Beatrice Pressley ☐ 2898 Hillcrest Ave

Erik Pearson

From: sgonz50@comcast.net
Sent: Wednesday, December 08, 2004 11:26 AM
To: Erik Pearson; Andrew Gaber
Subject: Proposed Development on Tribune

Dear City Officials:

I am opposed to the proposed re-zoning to permit the proposed development that would put 16 housing units on the corner of Tribune Avenue and Hayward Blvd. I think this proposed plan is inappropriate for the following reasons:

- The density of this project is too high (12.3 houses / acre). It needs to be cut in half to make it viable. Please do not permit the rezoning
- It would finish ruining the neighborhood character of the Old Hayward Highlands.
- Tribune Avenue already has its problems with traffic and parking. Even though parking on the street is prohibited, people park on the street all the time with no enforcement. Even with necessary parking (tree service, construction trucks, PG&E trucks) Tribune becomes a hazard almost daily. Just think of what would happen if you put 16 more units here.

This proposed plan does not match the goals of Planned Development. We need to have a plan and stick to it if we are to have a quality neighborhood.

- The proposed plan does not have enough guest parking for this dense of a project. There is no legal parking on Tribune or Hayward Blvd.

Questions:

1. Will these buildings be limited to two-story dwellings?
2. What about appropriate grading that will not imperil existing homes?
3. What about the trees? What trees need to be cut down and what will they be replaced with?
4. How will this development fit into the current negotiations with the city for street improvements in the Old Hayward Highlands?

I cannot attend the meeting because I cannot get off of work. Please do not approve this rezoning that will ruin our neighborhood and our city.

Sarah Gonzales
2910 Hillcrest Ave.
Hayward 94542

--

Sarah Gonzales
Assistant Professor
sgonz50@comcast.net

12/8/2004

**RECEIVED**

Highland Villas

26528 Hayward Boulevard

SEP 06 2005

(510) 733 2337

Hayward CA94542

Concerns and Questions PLANNING DIVISION**What is the Density/Zoning in this property? Isn't the zone for this property Single Density, SB6?**

The current zoning for this property is SB6, but the General Plan designation for the property is Medium Density Residential (MDR). This property is located at the corner of Tribune and Hayward Boulevard, and is considered a Hayward Boulevard Property. The zone and density designation for all Hayward Boulevard properties were High Density until 1998. The City of Hayward Council changed the zoning from High Density to Medium Density in 1998 based on the recommendation of a Neighborhood Task Force. However, the City Council indicated that the applications for Medium Density should be processed through PD, a Planned Development process.

There was a proposal in 2003 for a development in this parcel with 8 single houses, per SB6. The City expressed that "the General Plan for the Hayward/Tribune area calls for between 8.7 and 17.4 dwelling units per acre. Therefore, lots of 6,000+ SF would not be consistent with the General Plan in that the density is not high enough." The Hayward Highlands Neighborhood Plan states: ". . . in order to achieve the best site design possible, development applications are encouraged to be processed through the PD (Planned Development) District."

The variety of housing in this project is a good way to create an interface and for a smooth transition from large to small units to blend with the community. Density wise, the General Plan designation of Medium Density allows for up to 17.4 dwelling units per acre. The proposed density is less than 10.7 units per acre, and structure coverage is only 25%, which is much less than allowed 40%.

Are the houses appropriate for this neighborhood?

Through careful planning and consideration, the houses along Tribune are designed single family style, and the homes along Hayward boulevard are designed with higher density, which is not out of ordinary for either area.

The proposed development housing units are of different sizes and designed to create a transition between the larger homes, along Tribune, and medium density housing along Hayward Boulevard. There are two proposed single houses in the upper part of Tribune, one is planned for 3,200 SF and the other is designed for 2,900+ SF of living spaces. Four single houses in the middle are designed to have, approximately 2,000 SF of living space, each, with their own driveways. And the single ones near Hayward Boulevard, each has a living space of approximately 1,800 SF which is more of a medium density style.

There would be a visual transition from Tribune and also Hayward Boulevard. The transition between the larger homes, along Tribune, and medium density housing along Hayward Boulevard was the main objective to create this kind of Planned Development, to blend with existing community.

Are There Too Many Housing Units?

Again, the designated density for this property was high-density, and was changed to medium density. Per high-density designation, there could be up to 40 units in this property. Per medium density, there could be up to 23 units in this property. Actually, a 39-units housing proposal was approved by the City in 1989, and there is a plan available that shows 23 single units can be placed in this property per Med Density criteria. Even with SB6, there could be up to 9 units in this property.

The proposed plan has 2 single houses per SB6 guidelines, and 4 single houses with a common driveway and 8 single houses with a common driveways near Hayward Boulevard, a total of 14 units which is significantly below the allowed 23 units. The overall density and landscape area is also more than average for a similar development. The proposed development is using only 25% of the parcel for structure coverage, whereas the City requires the structure coverage to be less than 40%. The amount of green area used for landscape or open space area is approximately 30,190 Square Feet, which is 54% of the 1.3 acres.

Parking is a Problem

Yes, in fact, parking is a problem, particularly considering that there is no-parking allowed on Tribune. But, parking problem is not just for this development. The guideline for medium density indicate that there should be 2.1 car parking per units. Currently, the plan proposes 11 additional on-site parking spaces for 12 units in addition to 2 covered parking per unit, and 8 parking in the private driveways. The large C units, each one has a 4-car garage and driveway spaces for 2 cars. In average, the parking ratio is 3.9 car parking per unit, which is better than any development in the area.

Does the New Development Affect the Property Value of a Surrounding House?

Based on the estimated value, the lowest priced house on Hayward Boulevard will be appraised higher than \$650,000, for a 1800 SF. That is approximately \$360 per square foot. So if a house in the immediate area is 2500 SF, you may decide how it compares. However, houses are compared with similar characteristics. It is more likely that a house on Tribune will be compared with the proposed single unit on Tribune which is estimated to have an estimated value of more than \$1 M.

Traffic: Does it Add Traffic to Tribune?

If we assume that there would be 25 cars by the owners of this development who would like to go to work between 7 to 9 AM, then there would be one additional car per 5 minutes added to the traffic on Tribune. If each owner has 2 cars and half of them go to work at the peak time, between 7:30 to 8:30 am, still there would be one extra car every 3 to 5 minutes.

is the Entry/Exit Close to the Intersection?

There is no standard as to how close a driveway or a street shall be to an intersection. However, City of Hayward Traffic Code, Section 9.01 specifies that there must be no object or obstruction to the view from 30 feet of the intersection, and that no object's height shall be more than 3 feet in this distance. It is not uncommon to have a driveway or a street close to an intersection as long as the obstruction-safety factors are considered. The closest case to Highland Villas is the driveway for Hillcrest Apartments, at the beginning of Call Avenue, which is a little over 30 feet away from Hayward Boulevard. The first driveway for this development is 70 feet away from Hayward Boulevard.

Are you asking for zone change or any variance?

Since the designation was changed to Medium Density Residential with the adoption of the Hayward Highlands Neighborhood Plan in 1998, the City encourages to process the applications through PD (Planned development) for general plan of Medium Density. Highland Villas proposed plan is to be processed through PD. (Please see the zoning section for this property.) At this time, there is no request for any variance. However, a Planned Development process is necessary to adopt the City of Hayward's General Plan.

What do you Do with the Mature Trees?

There are approximately 18 small to medium size Eucalyptus trees along Tribune in moderate to poor health and structure. The City's Hillside Design and Urban/Wildland Interface Guidelines classifies the Eucalyptus trees as Highly Flammable Plants. The project proposes to replace all of the Eucalyptus trees with high quality native trees. The City's Landscape Architect recommends replacing the trees along Hayward Boulevard with a 36" boxed sizes. Most of the existing eucalyptus trees will be replaced with high-quality, high-grade native trees, according to the arborists and landscape Architect recommendations. The plan is to do this in phases.

How about Fire-Engine entry/exit and safety, mail distribution, and garbage collection?

The entry to each driveway is designed with the consultation of the Fire Chief and City ordinance. It is designed so that a fire engine can have access to each unit in an emergency case.

The units are of single family type and the garbage collection requirement need to be met. With the cooperation of the Pots Office, there would be a common mail box (MUD), near Tribune, for all the A-units, and a common mail box for all the B-Units.

How about the design of the houses and heights

The buildings have been designed in a unique, attractive architectural style and each unit meets the architectural design guidelines applicable to single-family homes. Particularly, the height of each unit is not more than what is specified by the City of Hayward. The Design is based on a creative architectural style that incorporates aesthetic quality. The design incorporates

- An offset is used to break up a building into components, and at least one side of the building wall above the first floor level is "set in."
- Necessary bays, trellises or other feature are used to create relief, high shade, and contrast
- Building penetration and projection is used to created a rhythm of patterns for view scape.

Please see the Information at:

www.HighlandVillas.info

or write us at

HighlandVillas@hotmail.com, or BestPoints@Aim.com

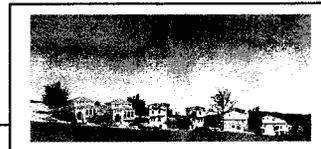
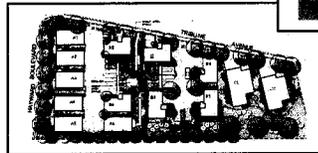
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PLANNING DIVISION



H i g h l a n d V i l l a s
D e v e l o p m e n t



H i g h l a n d V i l l a s
Hayward Boulevard/Tribune Avenue

August 2005
Unit-Trust



H i g h l a n d V i l l a s

Development

An Innovative Way to Blend

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The applications

Request from the City of Hayward to approve Subdivision Vesting Tentative Tract Map and Zone Change From a Single-Family Residential (RSB6) District to Med Density based on a Planned Development (PD) District and Subdivide 1.3 Acres to 15 Parcels, and construct 14 single-family homes.

The proposal

The Property is located at the corner of Hayward Boulevard and Tribune Avenue. The site is currently vacant. The properties across the lot from Hayward Boulevard consist of condominium complexes and apartments complexes, each with more than 50 units. The proposal is to divide the 1.3 acre lot into 15 parcels to accommodate 14 single-family homes and a common area space. Three types of housing are proposed:

1. **C-units:** 2 single family homes on the upper part of the lot on Tribune. One home having approximately 2900 SF of living space with a 4-car garage, and the other one having 3200 SF of living spaces with a 4-car garage.
2. **B-Units:** 6 single family homes having approximately 2,000 SF of living space each. Four of these units are located in the middle section having their own driveways in a little court. The other 2 units have shared driveway with A units.
3. **A-Units,** 6 single family units along Hayward Boulevard and near the property line, each unit has approximately 1800 SQ. FT. of living space.

All the units in the proposed development are single-family homes, and are of different sizes. The sizes, density and design creates a smooth transition from larger homes along Tribune to medium density housing along Hayward Boulevard.

The buildings have been designed in a unique, attractive architectural style and each unit meets the architectural design guidelines applicable to single-family homes. C-unit has a 4-car garage, and each of the other ones has a 2-car garage. The main level has a split level of living, dining, kitchen, half bath, and family room. The upper level has bedrooms and bathrooms. Each of the smaller units along Hayward Boulevard has approximately 1800 square feet of living area and 500 square feet of garage space. The four units in the middle, each with a 2000+ SQ.FT. of living space with their own driveway, separates the units with those along Hayward Boulevard. The two proposed single houses in the upper part of Tribune, one with 2900 SF of living space, and the other one with 3200 SF of living spaces adds value to the surrounding area.

The variety of housing in this project is a good way to create an interface and for a smooth transition from large to small units. The two large units, on the upper side of Tribune, C1 and C2 units, are of upscale housing type. The size of the parcel for C2 unit is approximately 7,200 SF, and the size of Parcel for C1 unit is approximately 6800 SF. The planned building in each of these lots allow 4

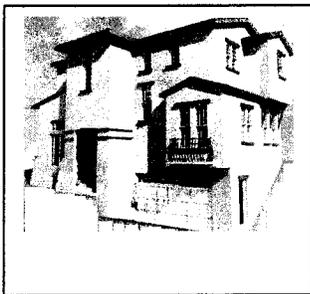
parking spaces per unit that also meets the requirements of a single family housing. (The computed slope per Hillside Design Guideline is 18% for C1, and less than 22% for C2.)

The five units located the west of the property along Hayward Boulevard are served by a single driveway running along the west property line for their garage entry. End unit will have either a ground floor private area or a balcony to meet the requirements for Private Open Space. The height of each proposed house does not exceed 32 feet in height with two exposed levels on the front elevation and approximately 29 feet in height with two levels of living area above the garage on the rear elevations. Due to grade differences of the property, all the houses have differences in elevation and generally the roof of a unit is lower than the roof of another unit and of the surrounding area. There will be no impact to the views that the surrounding homes currently have. Any impact to privacy are expected to be minimal due to the design and the differences in elevation and the orientation of the outdoor spaces.

The development fulfills the City's requirements for the setbacks. The buildings are proposed to be more than 10 feet from each side of the property line and at least 20 feet from the front of the property line -- Hayward Boulevard. Majority of the houses are separated by at least 10 feet from side to side. The units in front of the Hayward Boulevard are separated with another one by 7' or 10'. However, no building setback is required on Townhouse lots (Sec 10--1.430), and the Planned Development District allows flexibility in reducing separation between units.

Each building unit meets the City's Design Guideline which require offset, per Guidelines amendment on October 1999, which recommends the second floor of each unit to be smaller than the first and the exterior second story side walls "step in" from the first floor walls (at least on one side.) The Design of the houses are based on a creative architectural style that incorporates aesthetic quality. The design incorporates

- An offset is used to break up a building into components, and at least one side of the building wall above the first floor level is "set in."
- Necessary bays, trellises or other feature are used to create relief, high shade, and contrast
- Building penetration and projection is used to created a rhythm of patterns for view scape.
- The height of at least one second-story exterior side building wall is lower than the opposite side building wall.



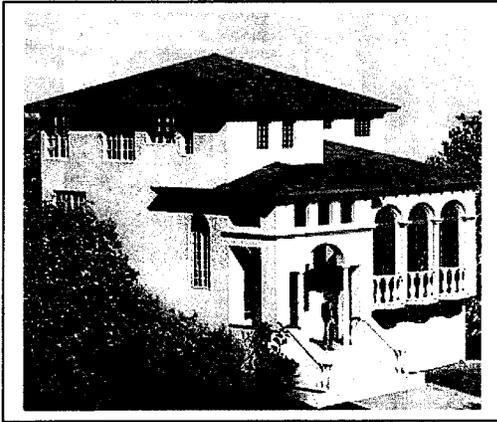
B-Unit, Front Elevation
Elevation



B-Unit, Side Elevation



A-Unit, Front and Side



C-Units, Front and Side

The visual impact of the development to the neighborhood from Tribune is secured through the C-units, and B units, which is designed to provide an attractive streetscape as viewed from the right-of-way and to be consistent with the front elevations of the houses on Tribune. A small "court" for B-units has been designed for a group of four houses in a small community style. There are four different styles of architecture used. For each style there are several variations in colors, front materials and front elevations.

The entry for the A units along Hayward Boulevard, in the lower elevation, is designed to be in lower than the rest of the house. The other units are designed to have an entry in a higher level slope and the garage which is in the lower level is set on the lower elevation to follow the contours. This consistency has been followed throughout to match the contours and elevations. The site plan was modified to place an attractive B-style unit in the middle facing Tribune to make them aesthetically pleasing as viewed from Tribune. Two different visuals for two C-Units are provided so that each house is unique. This feature, the quality (for example each unit will have granite counter tops), the intended custom-build construction style for each unit at the time of implementation make these homes to be of a "custom-built appearance", and not of a "tract-home" appearance. Two units were dropped from the original proposal to create more parking space and more landscaped area. All the units are now single units, detached, instead of twins in the middle. It is safe to say that homes are not "look alike."

Similar Developments in the Area

The other similar development in the area that were processed through Planned Developments district are:

1. Ridge View with 32 units; all the 32 units are in an approximately 2 acres (16 units per acre); there is another acre of land attached to it that is not useable due to its steep slope to the canyon.
2. Parkside Village with 18 units in approximately 1.1 acre (16 units per acre); there is another acre of land attached to it that is not useable due to its steep slope to the canyon.
3. Hayward Common, with 14 units in approximately one acre, approved in 2005

The homes in Ridge View are separated by 5 feet, and the homes in Hayward Common are separated by 8 feet. The homes in Parkside Village are of duet style. The majority of people prefer having single-family home, detached style. The homes make an attractive neighborhood and the building setbacks in this development are sufficient. The Planning Commission approved another project located at Winton Avenue and Alice Street which calls for 8 detached townhouses separated by 5 feet, 2 inches. The Hayward Common with similar design and characteristics was approved in 2004, and currently is in the implementation phase.

The History Behind the Project

In 2002, the developer submitted a multi-unit housing development under PD that contained 15 housing units and a Preschool. The proposal was withdrawn because of the design issues and neighborhood concerns. In 2003, the developer asked for feedback for an 8 unit single-family proposal based on SB6. It was brought to the attention of the developer that the General Plan for the Hayward/Tribune area calls for between 8.7 and 17.4 dwelling units per acre. Therefore, lots of 6,000+ SF would not be consistent with the General Plan since the density would not be high enough. The Hayward Highlands Neighborhood Plan states: “. . . in order to achieve the best site design possible, development applications are encouraged to be processed through the PD (Planned Development) District in order to allow either single-family detached or single-family attached development.

In early 2004, the current conceptual site plan was developed with 18 units, The City, neighbors and OHHA was consulted. Based on the received feedback, in November 2004, the application was submitted with sixteen units. Two rows of duets along Hayward Boulevard, and singles in the middle, and two large units in the upper Tribune. Since then, the project has been under careful review and modifications, two units have been dropped and all the units were converted to detached Single-family houses. Meanwhile, the density was reduced, more parking spaces were provided, the group area was centrally located, and more open spaces were created.

Density and Zoning

The current zoning for this property is SB6, but the General Plan designation for the property is Medium Density Residential (MDR), which allows for up to 17.4 dwelling units per acre. The proposed density is less than 10.7 units per acre, as shown in the following table.

Table 1 The Current vs General Plan Density

	Zone	Density	Requirements/max
Current	SB6	Single Units	6000 SF/Lot Max 8 or 9 units in this lot
General Plan	MDR	Med Density	Max 17.4 nits/Acre up to 22.6 units in this lot
Proposed	MDR	10.7 per Acre	12 medium size and 2 single housing

Total Area: 1.3 Acres

Prior to 1998, the General Plan designation for the property was High-Density Residential and was changed to Medium Density Residential with the adoption of the Hayward Highlands Neighborhood Plan in 1998. The following are excerpt from the Neighborhood plan development as adopted by the city of Hayward on February 24, 1998.

The general plan is a policy guide for future decisions.

Policy 1 Retain single family charter of Hayward Highland, encouraged owner occupied housing.

Strategy 1.1a Reduce the density (of the property along the Hayward boulevard) from high density (17.4-34.8 units per acre) to medium density (8.7-17 units per acre). In order to achieve the best site design possible, encourage that the applications to be processed through PD

The houses on Tribune are single-family homes per SB6 and the neighbors prefer single-family housing. However, it was expressed to the developer that the City is interested in optimal use of land and that the General Plan for the Hayward/Tribune area calls for between 8.7 to 17.4 dwelling units per acre. **The proposed development is a novel way to create a transition from single family, large homes, to medium density housing.** The current density versus proposed density is summarized in the following table:

Table 2 The Density allowed for this parcel

	Allowed	Proposed	Notes
Units per Acre	17.4	10.7	Proposed Density : MDR
Total no of Units For this lot	22.6	14	Tot Area: 1.3 Acres

PD encourage a development that would represent a well thought out plan, gives flexibility in codes (for example lot size, or density), and optimizing the space utilization. The City recognizes that high-quality design of residential structures contributes positively to the community (Sec. 10-1.445).

The Medium Density Residential (MDR) allows 17.4 units per acre, or 22.6 units for the entire parcel whereas this development proposes 10.7 units per acres, a total of 14 units. The total coverage for the entire development is composed of paved areas and Private Driveways and footprint areas for structures, presented in the following table. The percentage of covered area by structure is approximately 14,234 Square foot (25% of the 1.3 acres), and the percentage coverage for paved area is 11,502 (20%). In average, 46% is covered by structures and paving , and 54% is open for green space.

The proposed development is composed of all single-family, owner-occupied units, each with their own property lot. The ownership for the multi unit is of Townhouse style. The lot sizes vary from 1700 to 3500 Square feet. The lot sizes look small but a large parcel is assigned as a common parcel, which will be owned by the home owners. The lot sizes for the large units C1 and C2, on the upper Tribune is 6,807, and 7,187 Square feet, respectively.

Table 3 The coverage Area for this Parcel

	Assigned for Multi Units	Assigned for Single Units	Total
Total Area	41,932+ SF	13,994+ SF	55,926+ SF (1.3 Acres)
Paved Area	10,374 SF	1,128 SF	11,502 SF
Private Driveways	6,309 SF	1,100 SF	7,409 SF
Footprint Areas for Structures	11,114 SF	3,120 SF	14,234 SF
% Covered by Structures	26.5 %	22%	25%
Green Area	20,500+ SF 51%	9,746+ SF 69%	30,190+ 54%

Table 4. The Lot Sizes

	Total Area
Lot 1-12	28,400 SF
Lot A (The Common)	13,557
Lot 1-12 & A The Multi-Unit	41,957 SF
Lot 13	6,807
Lot 14	7,187
Total	55,900 SF

Open Space

The required usable open space is composed of 1) group open space and 2) private open space. A minimum of 350 square feet of usable open space per unit or a total of 4200 square feet is required for the project. Of the 350 square feet per unit, at least 100 square feet must be devoted to private open space, if it is located at the ground level, and a minimum of 60 square feet is required, if it is in the second floor, which can be in the form of a balcony. For A1 to A5 units, a balcony is provided, and for the other units, the private open space is on the ground floor. Each unit has a minimum 90 cubic feet of storage space at the ground level per code. The provided group open space is centrally located with approximately 1700 SF., which is more than the minimum requirements. The overall density and landscape area is also more than average for a multi-unit development.

The area covered by structures is only 25% (the city allows up to 40% coverage), and 75% of the 1.3 acre is open. The amount of green area used for landscape or open space area is approximately 30,190 Square Feet, which is -- 54% of the 1.3 acres.

The requirement for General, Group Open Space, Private Open Space, and total Usable Open space are exceeding the requirement by the City. The Open space requirements vs provided in this proposal is summarized in the following table:

Table 5. The Open Space

	Required	Requirements Note	Provided
(1) General a. Usable open space b. Group Open Space c. Noise level	350 SF/unit 100 SF/unit slope less than 5% less than 65 db		Yes Yes Yes Yes
(2) Group Open Space	1200 SF	12x100, Centrally located	1,700 SF
(3) Private Open Space	300 (5 units x60) 700 (7 units x 100)	60 S.F./unit if 2 nd floor 100 SF if Ground	Min of 11,00 SF
(4) Usable Open Space	4200 S.F	350 SF/unit (2 times Private Open Space + Others)	More than 4200 SF
Coverage by structure	Less than 40%		25% (14,234 SF)
Open, Green Areas			54% (30,190+ SF)

Again, the open space area is more than average. The proposed development is using only 25% of the parcel for structure coverage, whereas the City requires the structure coverage to be less than 40%.

Highland Park neighborhood park and College Heights Park with 3.9-acres, and miles of trails for walking, biking, and horse riding, located less than half a mile away from the project site which provides additional recreational opportunities for residents of this development.

Parking

Each house has a two-car garage with adequate space for garbage and recycling containers as well as the minimum 90 cubic feet of storage space. Since the project has been classified as multi-family, the City's Off-Street Parking Regulations require 2.1 parking spaces per unit. For the multi-unit portion of the project, 12 units (excluding 2 Single-Family homes, each with 4 car garage) -- a total of 25.2 parking spaces are required, 3 of which must be available to guests. The proposal includes 43 parking spaces, of which 11 is for open parking, located centrally at different locations on the site. Out of 11 open, off-street, on-site parking spaces provided for multi-units, 9 of them are for standard size (82%), and 1 is for handicap parking with loading area. The development provides a total of 55 parking spaces for all 14 units - an all on-site - average of 3.9 per unit.

Table 6. Parking Data

	Multi unit sec Required	Multi unit sec Provided	Single Family lots, provided	Total Parking Provided
Covered Parking		24 *	8	32
Shared parking		11 *		11
Driveway		8	4	12
Total parking	25.2 * (2.1/unit x12)	43 * 3.6 per unit	12 6 per unit	55 3.9 per unit

* Med Density Parking Requirements: 2.1/unit, a total of 25.2 parking spaces

Trees

There are approximately 18 small to medium size Eucalyptus trees along Tribune in moderate to poor health and structure. The City's Hillside Design and Urban/Wildland Interface Guidelines classifies the Eucalyptus trees as Highly Flammable Plants. The project proposes to replace all of the Eucalyptus trees with high quality native trees. The City's Landscape Architect recommends replacing the trees along Hayward Boulevard with a 36" boxed sizes.

Schools

Children living at the new homes would attend Highland Elementary School, Bret Harte Intermediate School, and Hayward High School. The property is across from a major University -- California State University -East Bay.

AC Transit bus route #94 passes directly by the property and serves Downtown and the Hayward BART station where people can connect to various public transportation options serving the Bay Area. The project site is within walking distance of a neighborhood shopping center at Hayward Boulevard and Civic Avenue.

Tract Map

The proposed subdivision creates 15 parcels; 14 residential lots and 1 lot for the common area which will be owned by the Home Owners' Association, who will also maintain the Group areas driveways, retaining walls and drainage system within the development. The proposed driveway widths are adequate for circulation and Fire Department accessibility requirements.

The formation of a Homeowners Association and the creation of Conditions, Covenants, and Restrictions (CC&R's) will be required to cover the maintenance of the private driveways, group common area landscaping, retaining walls and drainage system. The common area landscaping includes all areas except the private lots with the homes. The CC&R's will also contain a standard condition that if the homeowners association fails to maintain the common areas and private streets, the City of Hayward will have the right to enter the project and perform the work necessary to maintain these areas and lien the properties for the their proportionate share of the costs.

There are existing utilities in Hayward Boulevard and also in Tribune, including sanitary sewer and water, with sufficient capacity to adequately serve the proposed project. Storm drainage will be directed to a system that currently ends at the corner of Hayward Boulevard and Tribune. Currently, there is no sidewalk on either side of the property at Hayward Boulevard, nor on Tribune. A 4-foot wide sidewalk will be constructed along the Tribune and a 5.5' foot wide sidewalk along Hayward Boulevard frontage.

ENVIRONMENTAL REVIEW

An Initial Study and Mitigated Negative Declaration have been prepared pursuant to the California Environmental Quality Act (CEQA) guidelines. No significant environmental impacts are expected to result from the project, as mitigated.

The OHHA's Position

Per developer, the neighbors were asked about their feedback regarding the kind of development they would like to see. A survey was also distributed to about 200 neighbors, regarding this issue. The OHHA (Old Highlands Homeowners Association) was also consulted regarding the type of housing that they would support. In 2002, the board members wrote a letter expressing the type of development that they would support. (Their letter is enclosed.) Among their recommendation, were:

1. Single family housing based on SB6, low density, or
1. A co-housing development, or
2. Condos or multiples (perhaps in combination with single family homes)

Per developer, the feedback from the neighbors, the zoning and density requirements and constraints, the City's recommendations, and OHHA's recommendations were all considered in designing and developing the new plan. The first draft of the existing plan were sent to OHHA in May 2004. The OHHA's comment was:

“as long as the visual impact of the development was blended into the neighborhood character, the proposal seemed acceptable.” And that if the details are presented and that “encompassing the recommendation made, a favorable review will be issued.” (The documents and OHHA's Newsletter is enclosed.)

When the formal plan was submitted to OHHA, the support letter to the City on December 10, 2004 indicated that the Board felt that the proposed development requires neighborhood input and will solicit it for a summary. After the December 9th meeting, the OHHA's chair wrote to the city indicated that the developer is willing to work through some of the concerns.

Public Notice And Neighbors Position

In November 2004 a Referral Notice was sent to every property owner or occupant within 300 feet of the subject site, as noted on the latest assessor's records, for a general meeting on December 9, 2004. Notice was also provided to the Hayward Highlands Neighborhood Task Force, the Hayward Area Planning Association, and the OHHA (Old Highlands Homeowners Association.)

The neighborhood meeting was held on December 9, 2004. There were approximately 30 people attended the meeting, of which 20 of them were neighbors. Some of the neighbors were in the support of the project, and some raised issues of density and traffic. The summary of the comments and questions were:

*amount of density,
too many houses, there should be only 5 -9 houses
Not enough spacing between the houses,
not enough parking, needs to have additional parking for the twins,
not enough space for parking or for "additional things" such as boats
not enough room for the fire department to get through on the streets,
where is the mail and garbage places?
would like to see a sidewalk along Tribune on the other side of the housing
development
concerned about traffic,*

*the houses may be too tall,
shielding between houses, etc. ,
wants housing that empties out into Hayward Blvd not to Tribune.
Like to see a visual transition*

The summary of the comments indicate that the neighbors who attended the meeting were concerned about:

- Density/Zoning
- Values and the value of the surrounding houses
- Quality of houses and functionality
- Parking
- Safety
- Landscaping

The most common comment was the density. The applicant has addressed the issues of density and parking by reducing the number of units, increasing the amount of open space, and increasing the number of parking. (per developer, the conceptual plan started with 18 units. The applications was submitted with 16 units, and per staff recommendation, two units were dropped. The current proposal contains 12 units in the multiple unit part, and two units in the single family part.

The developer has also responded to the density concern by indicating that the Medium Density Residential (MDR) allows 17.4 units per acre, or 22.6 units for the entire parcel whereas this development proposes 10.7 units per acres, a total of 14 units. (A conceptual site plan with 23 units was presented for review.) Furthermore, the Hayward Highlands Neighborhood Plan also recommends to evaluate an "Interface" for potential conflicts between multiple family development along Hayward Boulevard and adjacent single family residences. This development is in harmony with this recommendation. There are two large houses with large living space in the upper side of Tribune, medium size, single homes in the middle that can be considered as the interface, and medium density along Hayward Boulevard.

Letters and e-mails from neighbors opposing and supporting the project have been received

Note on the density

Some neighbors, particularly neighbors on Tribune would prefer to see conventional single-family homes on this site with SB6 zoning. However, when the surrounding homes were built prior to 1998, the zoning of the subject property was Residential-High Density (RH) and the General Plan designation was High Density Residential (HDR) allowing as many as 39 dwelling units in this parcel. The RH zoning and HDR designation would have allowed twice as many dwelling units as are permitted today under the MDR designation. A neighbor attending the meeting suggested that the project should follow the standards outlined in a proposed interface zoning ordinance for Hayward Boulevard, which was included in the Hayward Highlands Neighborhood Plan. The Neighborhood Plan discusses exploring buffer zones between adjacent single-family and multiple-family districts. It appears that this development is implementing this buffer zone.

Traffic

An analysis prepared by the Developer and the City's Engineering and Transportation Division revealed that the proposal would not cause a substantial increase in traffic for Hayward Boulevard and no traffic study was required

CONCLUSION

The proposed density in this project is appropriate as it is near a major activity center. The proposed project complies with the zoning ordinance, building ordinance, City's Design Guidelines, the Hillside Design Guidelines and the Hayward Highlands Neighborhood Plan. The proposed development meets all the requirements including the zoning requirements. The City recognizes that high-quality design of residential structures contributes positively to the neighborhood. This project provides a variety of housing of high quality for the City of Hayward.

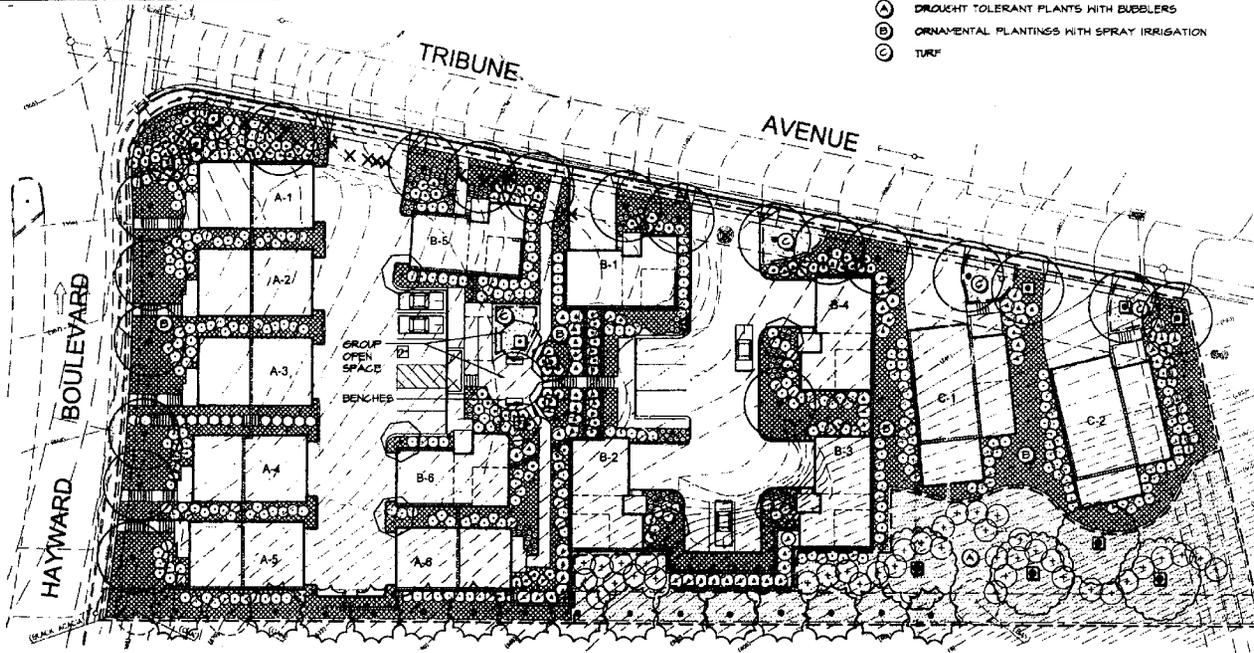
The developer has incorporated ideas and innovation to achieve the intention of the PD, specifically:

- a. The development, through efficient space utilization and attractive design, is in harmony with the natural characteristics of the land.
- b. The site is appropriately developed to achieve the best site design possible, and to be in harmonious with the natural characteristics of the land through the design for this site, variety of design, surrounding area consideration, and enhanced landscaping.
- c. The development has incorporated a variety of housing types and allows diversification in the relationship of uses, buildings, architectural design, lot sizes, yard areas, and open spaces which could not have been achieved under other zoning districts. Particularly, the architectural style, the mixture of the houses, the quality, and the sizes all are planned to develop a unique community so that it can create a transition from single, to medium density and to achieve the best site design possible.
- d. The development has met the objectives of the General Plan and City's requirements, standards and ordinance, as well as the Design Guidelines. For example: the setback and building specification per City's Standards, all the set back requirements, the number of parking provided, the structure coverage, and green space.

Highland Villas
Conceptual Landscaping & Site plan

Applicant: Uni Trust, Parcel Number: 810-1649-001-02
Zone Change App# 2004-0627, and
Vesting Transition Tract Number: 7583
Highland Villas, 26528
26528 Hayward Boulevard, Hayward CA 94542

Nov. 5 - August 2005



LANDSCAPE ZONES

- (A) DROUGHT TOLERANT PLANTS WITH BUBBLERS
- (B) ORNAMENTAL PLANTINGS WITH SPRAY IRRIGATION
- (C) TURF

PLANT PALETTE

SYMBOL	PLANT TYPE	BOTANICAL NAME	COMMON NAME	SIZE
(Large circle with dot)	WOODLAND TREE	QUERCUS ABRIFOLIA QUERCUS WISLIZENII QUERCUS LOBATA	COAST LIVE OAK INTERIOR LIVE OAK VALLEY OAK	15 GAL
(Large circle with dot)	STREET TREE	GINKGO BILOBA MELALEUCA STYPHELOIDES	GINKGO PRICKLY MELALEUCA	24" Box & 36" Box along Hayward Boulevard
(Small circle with dot)	ACCENT TREE	CERCIS OCCIDENTALIS LAGERSTROEMIA INDICA PRUNUS CERASIFERA 'ATROPURPUREA'	REDBUD CRAPE MYRTLE PURPLE-LEAF PLUM	24" BOX
(Large circle with dot)	EVERGREEN SCREEN	SEQUOIA SEMPERVIRENS	REDWOOD	15 GAL
(Triangle)	VINE	JASMINUM POLYANTHUM SOLANUM JASMINOIDES HISTERIA SINENSIS	JASMINE POTATO VINE CHINESE HISTERIA	5 GAL.
(Large circle with 3 dots)	LARGE WOODLAND SHRUB	CEANOTHUS SPP. CISTUS SPP.	CEANOTHUS ROCKROSE	5 GAL.
(Small circle with 3 dots)	LOW FOUNDATION SHRUB	ROSHARIUM OFFICINALIS 'PROCRATUS'	CREEPING ROSEMARY EVERGREEN CURRANT	5 GAL.
(Medium circle with 3 dots)	MEDIUM FOUNDATION SHRUB	BERBERIS DARWINII	DARWIN'S BARBERRY	5 GAL.
(Small circle with 6 dots)	SMALL ACCENT SHRUB	DIETES VEGETA STRELITZIA REGINAE	FORTNIGHT LILY BIRD OF PARADISE	5 GAL.
(Medium circle with 6 dots)	MEDIUM ACCENT SHRUB	LAVANDULA SPP. PENSTEMON SPP.	LAVENDER PENSTEMON	5 GAL.
(Stippled pattern)	ORNAMENTAL GROUNDCOVER	FRASARIA CHILOENSIS SAZANIA RIGENS LEUCOLAENA	MILD STRAWBERRY SAZANIA GAZANIA	1 GAL.
(Dotted pattern)	WOODLAND GROUNDCOVER	VINCA MINOR	DWARF PERIWINKLE	1 GAL.
(Stippled pattern)	TURF	DROUGHT TOLERANT DWARF TURF TYPE TALL FESCUE	NGN	500

STANDARD CONDITIONS

- PRIOR TO THE APPROVAL OF IMPROVEMENT PLANS OR ISSUANCE OF THE FIRST BUILDING PERMIT, DETAILED LANDSCAPING AND IRRIGATION PLANS FOR ALL COMMON AREAS, THE FRONT YARDS AND ANY DISTRESSED SLOPED STEEPER THAN 5:1 ON THIS SITE SHALL BE PREPARED BY A LICENSED LANDSCAPE ARCHITECT AND SUBMITTED FOR REVIEW AND APPROVAL BY THE CITY. LANDSCAPING AND IRRIGATION PLANS SHALL COMPLY WITH THE CITY'S WATER EFFICIENT LANDSCAPE ORDINANCE AND THE YELLAND DESIGN AND URBAN/AVENUE INTERSTATE RULES, ETC.
- MYLARS OF THE APPROVED LANDSCAPE PLANS SHALL BE SUBMITTED TO PUBLIC WORKS ENGINEERING AS A PART OF THE APPROVED CIVIL PLANS. ALL COMMON AREA LANDSCAPING, IRRIGATION AND OTHER REQUIRED IMPROVEMENTS SHALL BE INSTALLED PRIOR TO ACCEPTANCE OF TRACT IMPROVEMENTS, OR OCCUPANCY OF BOTH OF THE DWELLING UNITS, WHICHEVER FIRST OCCURS.
- STREET TREES SHALL BE PLANTED ACCORDING TO THE CITY STANDARD DETAIL, SD-122.
- WARRANTY WALLS, SOLID BUILDING WALLS, TRASH ENCLOSURES OR FENCES FACING A STREET OR DRIVEWAY SHALL BE CONTINUOUSLY BUFFERED WITH SHRUBS AND VINES. ALL ABOVE GROUND UTILITIES AND MECHANICAL EQUIPMENT SHALL BE SCREENED FROM THE STREET OR DRIVES WITH 5 GALLON SHRUBS. THESE SHRUBS ARE USED FOR SCREENING, THE TYPE AND SPACING OF SHRUBS SHALL CREATE A CONTINUOUS 50" HIGH HEDGE WITHIN TWO YEARS. THIS MEASUREMENT SHALL BE FROM THE TOP OF CURB.
- LANDSCAPING AND REQUIRED TREES FOR EACH UNIT SHALL BE INSTALLED PRIOR TO OCCUPANCY OF EACH BUILDING.
- LANDSCAPE IMPROVEMENTS SHALL BE INSTALLED ACCORDING TO THE APPROVED PLANS AND A CERTIFICATE OF SUBSTANTIAL COMPLETION, AS-BUILT MYLARS AND AN IRRIGATION SCHEDULE SHALL BE SUBMITTED PRIOR TO THE FINAL APPROVAL OF THE LANDSCAPING FOR THE TRACT.
- LANDSCAPING SHALL BE MAINTAINED IN A HEALTHY, NEED-FREE CONDITION AT ALL TIMES. PLANTS SHALL BE REPLACED WHEN NECESSARY. ALL TREES SHOWN ON THE APPROVED SITE PLAN INCLUDING STREET, PARKING LOT AND BUFFER TREES THAT ARE SEVERELY TOPPED OR PRUNED AT ANY TIME SHALL BE REPLACED IMMEDIATELY, AS DETERMINED BY THE CITY LANDSCAPE ARCHITECT.
- PRIOR TO THE SALE OF ANY INDIVIDUAL UNIT OR PRIOR TO THE ACCEPTANCE OF TRACT IMPROVEMENTS, WHICHEVER FIRST OCCURS, A HOMEOWNERS ASSOCIATION SHALL BE CREATED TO MAINTAIN THE COMMON AREA LANDSCAPING AND OPEN SPACE AREAS. EACH OWNER SHALL AUTOMATICALLY BECOME A MEMBER OF THE ASSOCIATION AND SHALL BE SUBJECT TO A PROPORTIONATE SHARE OF MAINTENANCE EXPENSES. A RESERVE FUND SHALL BE MAINTAINED TO COVER THE COSTS OF REPLACEMENT AND REPAIR OF ALL IMPROVEMENTS SHOWN ON THE APPROVED PLANS.
- PAIR DEDICATION IN-LIEU FEES ARE REQUIRED FOR ALL NEW DWELLING UNITS. FEES SHALL BE THOSE IN EFFECT AT THE TIME OF ISSUANCE OF THE BUILDING PERMIT.
- A TREE REMOVAL PERMIT IS REQUIRED PRIOR TO THE REMOVAL OF ANY TREE ON THIS SITE. CERTAIN TREES ARE PROTECTED AT SMALLER SIZES. SEE THE TREE PRESERVATION ORDINANCE FOR MORE INFORMATION. REPLACEMENT TREES SHALL BE REQUIRED FOR ANY TREES REMOVED, AS DETERMINED BY THE CITY LANDSCAPE ARCHITECT.
- PRIOR TO THE ISSUANCE OF A GRADING OR BUILDING PERMIT, THE DEVELOPER SHALL PROVIDE A TREE PRESERVATION BOND, SURETY OR DEPOSIT EQUAL IN VALUE TO THE TREES TO BE PRESERVED. THE BOND, SURETY OR DEPOSIT SHALL BE RETURNED WHEN THE TRACT IS ACCEPTED IF THE TREES ARE FOUND TO BE IN A HEALTHY, THIVING AND UNHARMED CONDITION. THE DEVELOPER SHALL PROVIDE AN ARBORIST'S REPORT EVALUATING THE CONDITION OF THE TREES. THE EXISTING TREES SHALL BE TENDED UNDER THE SUPERVISION OF A CERTIFIED ARBORIST. A PERMIT IS REQUIRED FOR THIS WORK.
- GRADING AND IMPROVEMENT PLANS SHALL INCLUDE TREE PRESERVATION AND PROTECTION MEASURES AS REQUIRED BY THE CITY LANDSCAPE ARCHITECT. TREES SHALL BE PRUNED AT THE CRIP LINE THROUGHOUT THE CONSTRUCTION PERIOD AND SHALL BE MAINTAINED IN A HEALTHY CONDITION THROUGHOUT THE CONSTRUCTION PERIOD. PAVING AND ANY WORK DONE WITHIN THE CANOPY OF THE TREES, IF AN EXISTING TREE MUST BE REMOVED FOR HEALTH AND SAFETY ISSUES, NEW TREES SHALL BE PLANTED IN SUFFICIENT QUANTITY AND SIZE TO EQUAL THE CANOPY STRUCTURE OF THE EXISTING TREE THAT IS TO BE REMOVED AND SHALL BE SPECIES OF TREES THAT HAVE THE CAPABILITY OF REPLACING THE HEIGHT AND HOLDS THE BENEFITS OF THE EXISTING TREE.

TREE MITIGATION SUMMARY

QUANTITY	SIZE	VALUE PER TREE	TOTAL VALUE
PROPOSED			
10	24" BOX	\$500.00	\$5000.00
4	15 GAL.	\$100.00	\$400.00
REMOVED			
20	VARIES*	VARIES*	\$5264.32*
NET VALUE			\$135.68

* AS NOTED IN TREE EVALUATION REPORT FOR 26528 HAYWARD BLVD., PREPARED BY SHAWN JADRNIK, DATED DECEMBER 2004

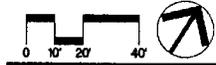
PLANT LEGEND

- (Circle with X) EXISTING TREE TO BE REMOVED (PER ARBORIST RECOMMENDATION)
- (Circle with square) EXISTING TREE TO BE REMOVED (PER ARBORIST RECOMMENDATION)
- (Dashed line) LIMIT OF LANDSCAPE ZONE
- (Square) SQUARE INDICATES MITIGATION TREE

Project #
ZC PL-2004-0627
TTM 7583

Conceptual Planting Plan

HIGHLAND VILLAS
26528 Hayward Boulevard



Callender Associates
Landscape Architecture
311 Seventh Ave
San Mateo, CA 94401
T 650.775.1313

Architectural Plans and Model/Elevation Analysis for

Highland Villas,
28528 Hayward Boulevard, Hayward CA 94542

Highland Villas Planned Development, November 5, 2004
Applicant: Uni Trust, Parcel Number: 81D-164D-001-02,
Vesting Tentative Tract Number: 7583

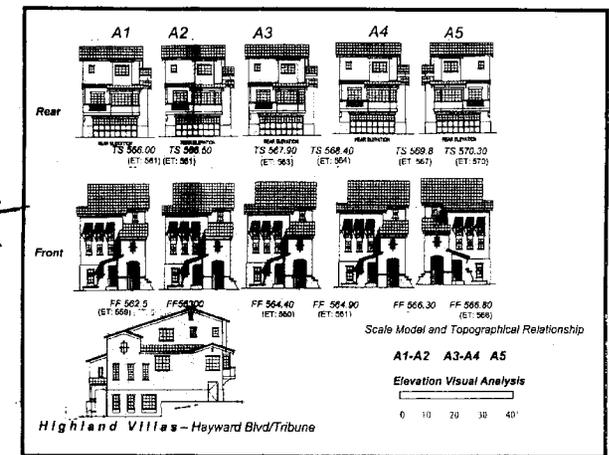
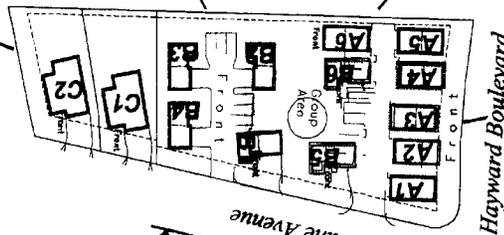
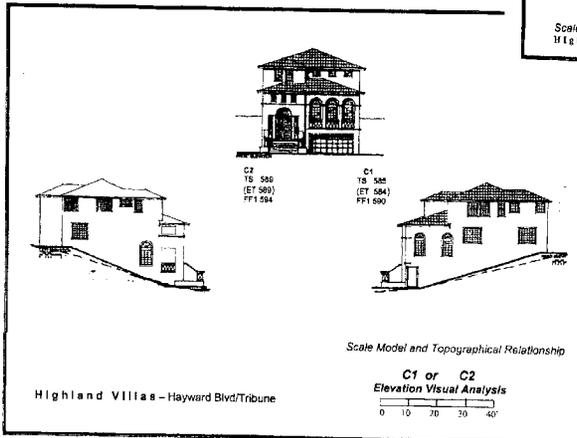
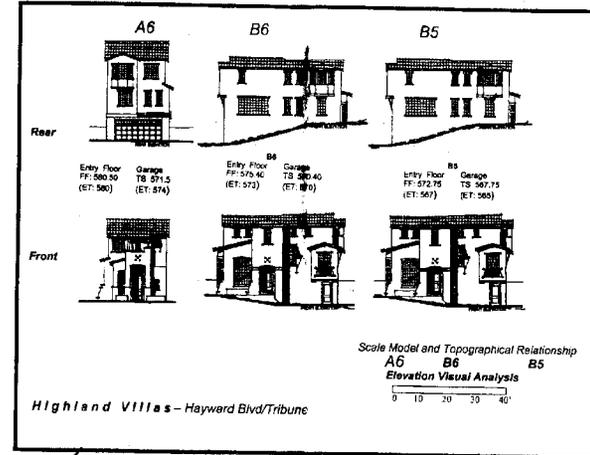
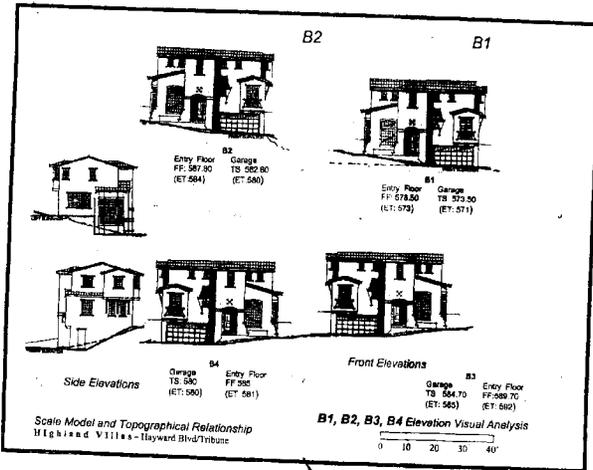
Rev. 5 - August 2005

O N D A R O S A

128 Union Place
San Francisco, CA 94133
415.362.7441 Pritchey

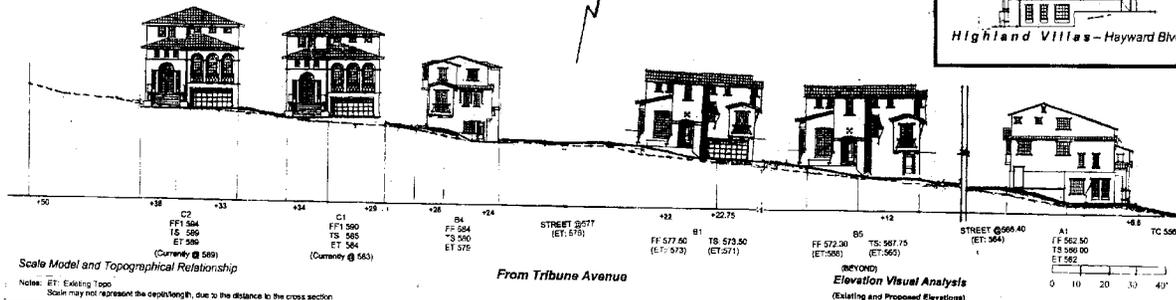
Architectural
Urban Design
Process Planning
Master Plans

HIGHLAND VILLAS



Abbreviations:

Current Topo
Proposed
ET: Current Topo
FF: Proposed First Floor Finish
TS: Proposed Top of the Slab of the Garage



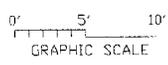
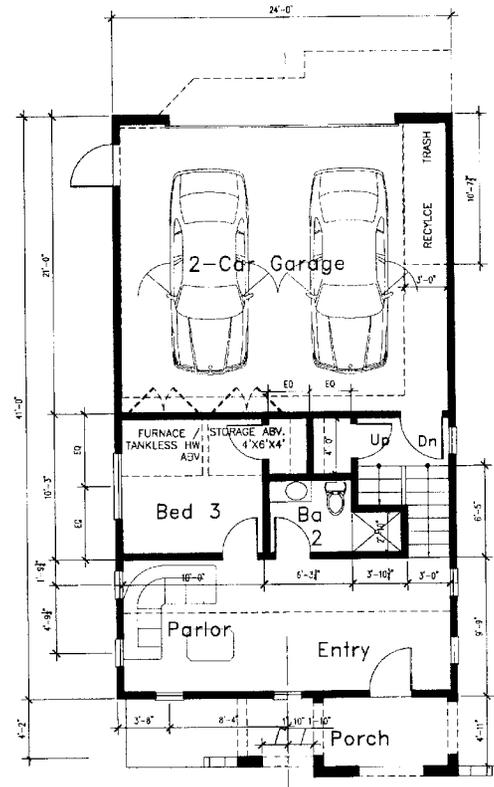
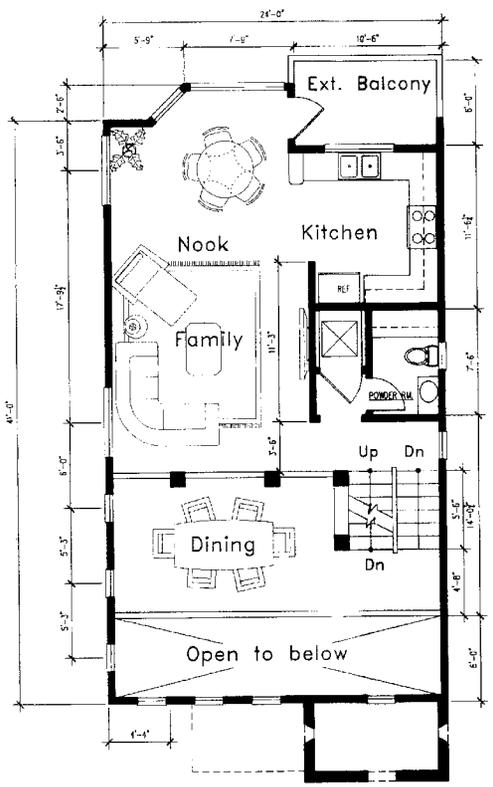
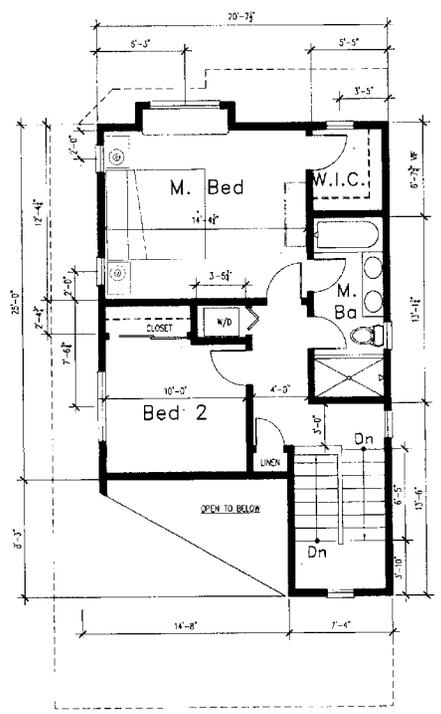
Notes: ET: Existing Topo
Scale may not represent the depth/length, due to the distance to the cross section

Topographical Relationship Model and Elevation Analysis

Highland Villas
28528 Hayward Boulevard, Hayward CA 94542
Highland Villas Planned Development, November 5, 2004
Applicant: Uni Trust, Parcel Number: 81D-164D-001-02,
Vesting Tentative Tract Number: 7583

For
A1 - A4
units

A5
On Pages
13-14



AREA SUMMARY	
FLOOR	BUILDING AREA
FIRST FLOOR	483 SQ. FT.
SECOND FLOOR	143 SQ. FT.
THIRD FLOOR	500 SQ. FT.
UNIT TOTAL	1126 SQ. FT.
GARAGE	504 SQ. FT.
DECK	60 SQ. FT.

NOTE: SQUARE FOOTAGES DO NOT INCLUDE ON GRADE PORCHES, ENTRIES OR DECKS. THESE AREAS ARE PROVIDED FOR PERMITTING PURPOSES ONLY. ALL OTHER USES SHOULD VERIFY THE INFO PRIOR TO RELYING ON THE GIVEN SQUARE FOOTAGES.

HIGHLAND VILLAS

ONDA ROSA

Architecture
Engineering
Space Planning
Interior Design

129 JASPER PLACE
SAN FRANCISCO, CA
94133
415-362-7441
ONDA@ONDA.ROSA.COM

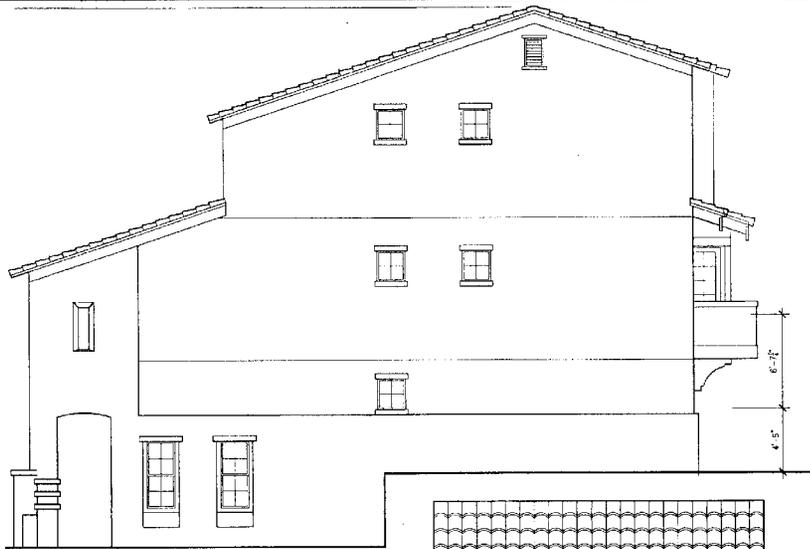
UNIT A1 - A4 DESIGN REVIEW PLANS
(A5 On Pages 13-14) AUGUST 18, 2005

26528 HAYWARD BLVD
HAYWARD CA
94542

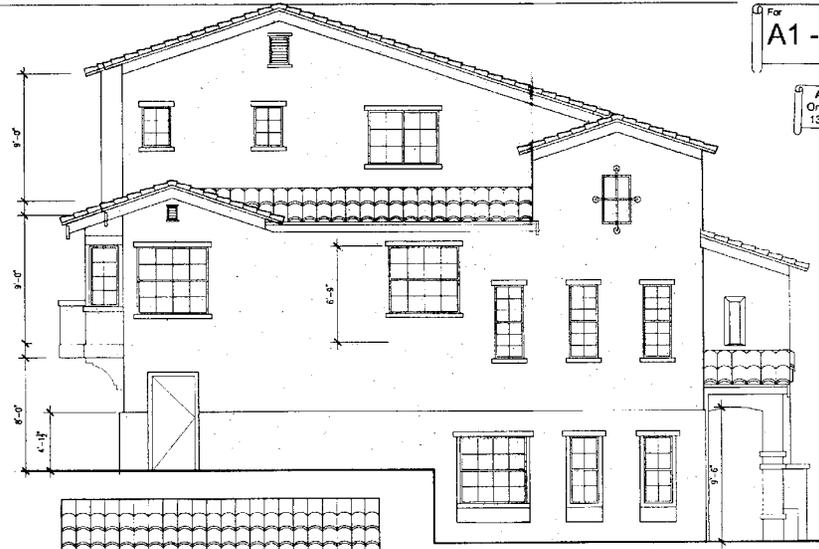
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For
A1 - A4
units

A5
On Pages
13-14



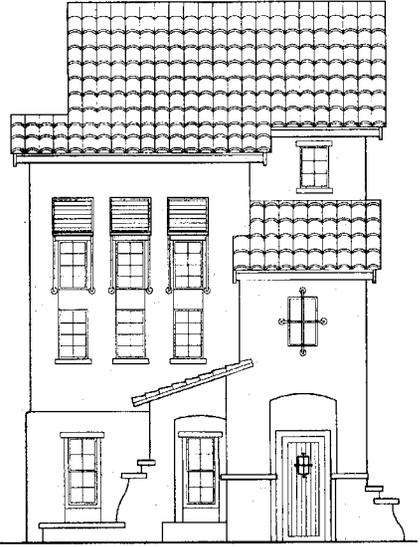
RIGHT SIDE ELEVATION



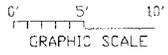
LEFT SIDE ELEVATION



REAR ELEVATION



FRONT ELEVATION



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HIGHLAND VILLAS

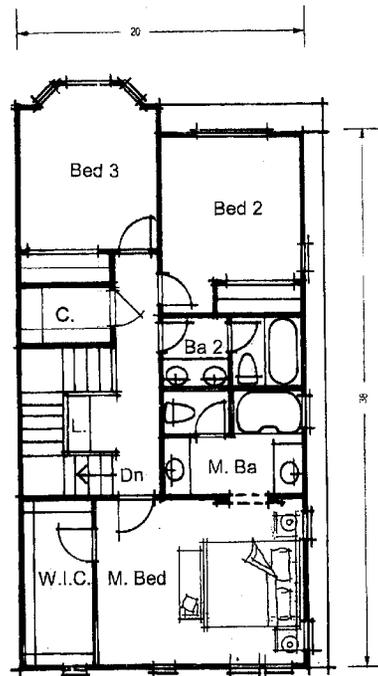
UNIT A1 - A4 DESIGN REVIEW ELEVATIONS

(A5 On Pages 13-14)

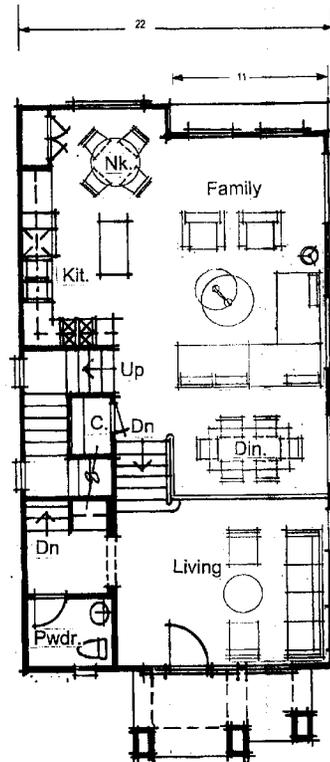
AUGUST 18, 2005

26528 HAYWARD BLVD
HAYWARD CA
94542

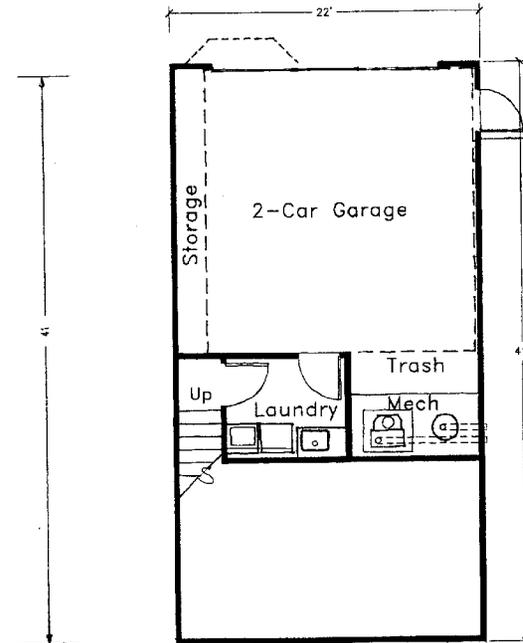
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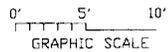
UPPER LEVEL PLAN



MIDDLE LEVEL PLAN



LOWER LEVEL PLAN



AREA SUMMARY	
FLOOR	BUILDING AREA
FIRST FLOOR	189 SQ. FT.
SECOND FLOOR	878 SQ. FT.
THIRD FLOOR	851 SQ. FT.
UNIT TOTAL	1,918 SQ. FT.
GARAGE	452 SQ. FT.

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129 JACOB PLACE
SAN FRANCISCO, CA
94133
415-382-7441
ONDAROSA1@UNG.COM

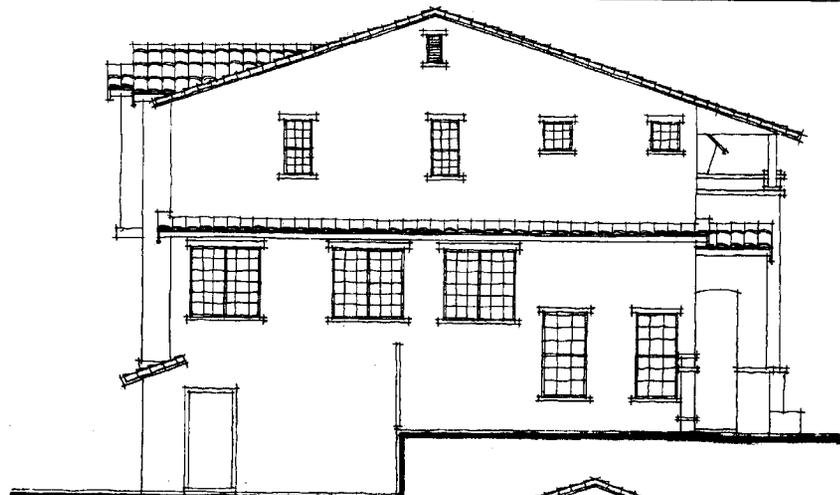
HIGHLAND VILLAS

UNIT A6 DESIGN REVIEW PLANS
JUNE 10, 2005

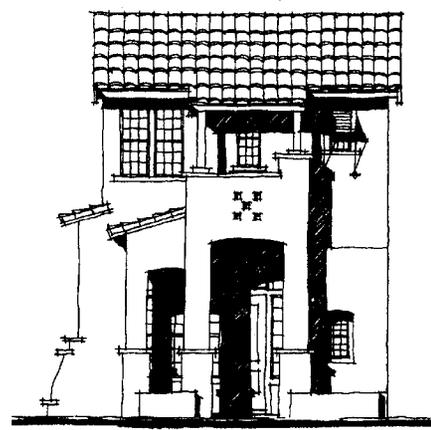
26528 HAYWARD BLVD
HAYWARD CA
94542

PARCEL NUMBER: 81D-1840-001-02

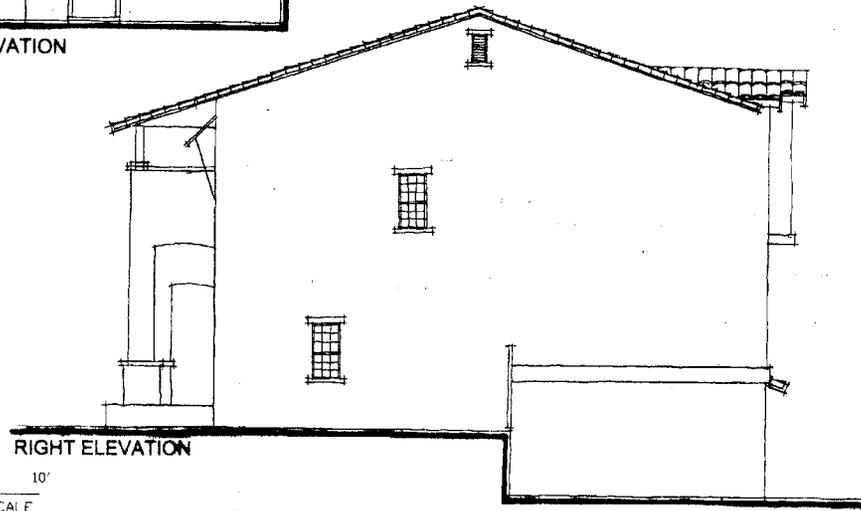
For
A6
unit



LEFT ELEVATION



FRONT ELEVATION



RIGHT ELEVATION



REAR ELEVATION

0' 5' 10'
GRAPHIC SCALE

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Engineering
Space Planning
Interior Design

128 JASPER PLACE
SAN FRANCISCO, CA
94133
415-362-7441
ONDA.ROSA@GMAIL.COM

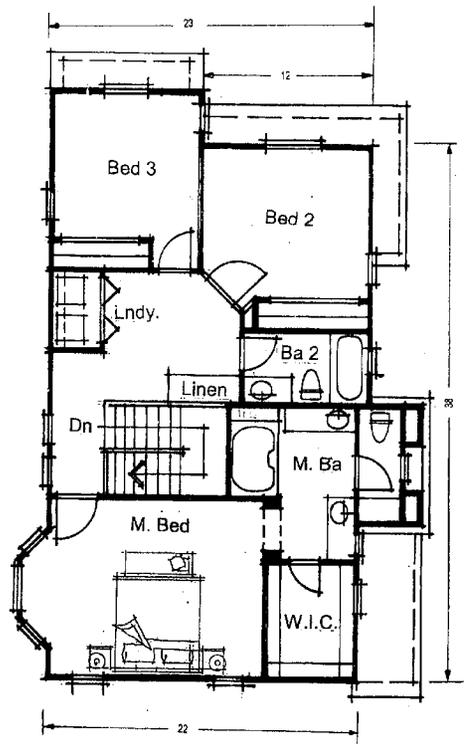
HIGHLAND VILLAS

UNIT A6 DESIGN REVIEW ELEVATIONS
JUNE 10, 2005

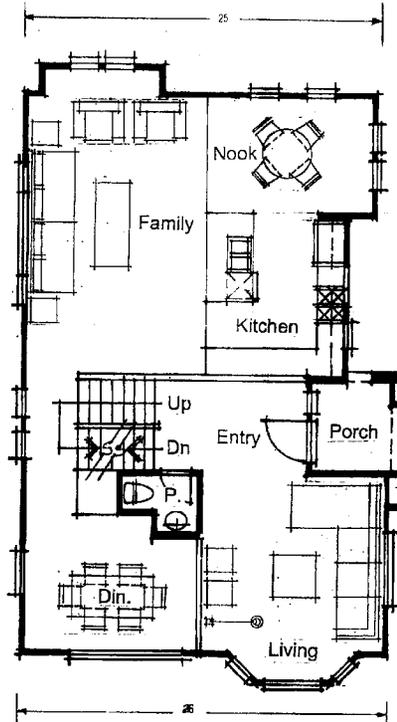
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HAYWARD CA
94542

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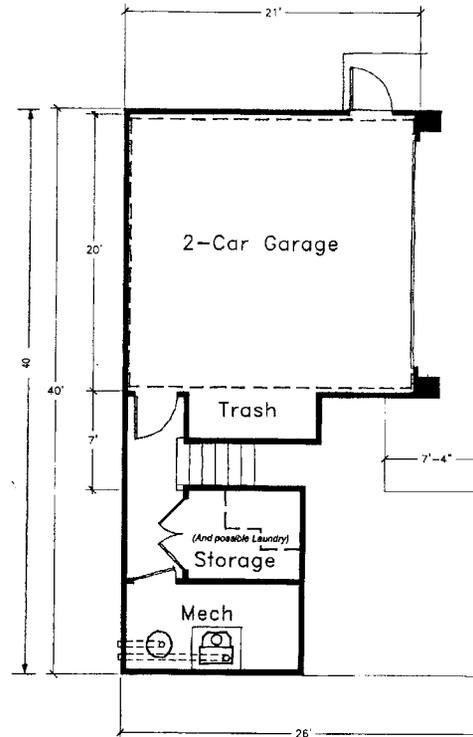
For
B1 -- B6
units



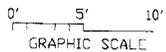
UPPER LEVEL PLAN



MIDDLE LEVEL PLAN



LOWER LEVEL PLAN



AREA SUMMARY	
FLOOR	BUILDING AREA
FIRST FLOOR	218 SQ. FT.
SECOND FLOOR	993 SQ. FT.
THIRD FLOOR	861 SQ. FT.
UNIT TOTAL	2,072 SQ. FT.
GARAGE	424 SQ. FT.

(NOTE: SQUARE FOOTAGES DO NOT INCLUDE ON GRADE PORCHES, ENTRIES OR DECKS. THESE AREAS ARE PROVIDED FOR PERMITTING PURPOSES ONLY. ALL OTHER USERS SHOULD VERIFY THE INFO PRIOR TO RELYING ON THE GIVEN SQUARE FOOTAGES.)

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Interior Design

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SAN FRANCISCO, CA
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UNIT B1 - B6 DESIGN REVIEW PLANS

JUNE 10, 2005

26528 HAYWARD BLVD
HAYWARD CA
94542

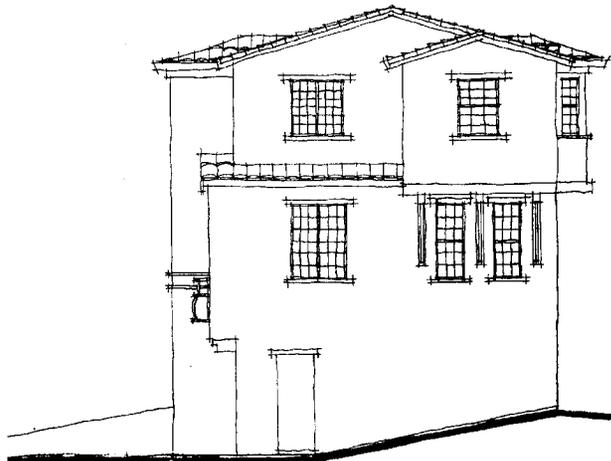
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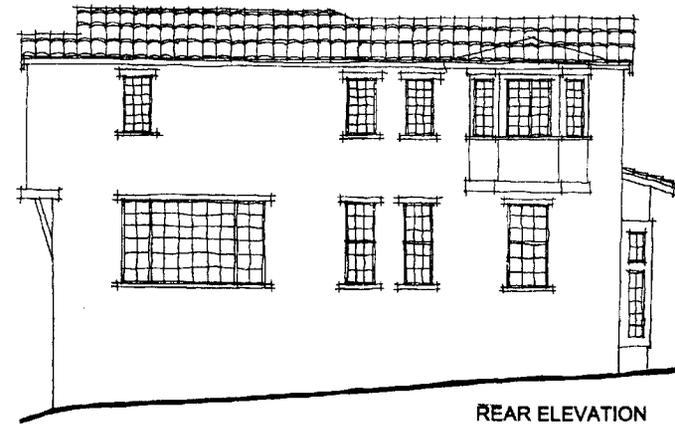
LEFT ELEVATION



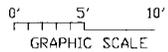
FRONT ELEVATION



RIGHT ELEVATION



REAR ELEVATION



GRAPHIC SCALE

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Engineering
Space Planning
Interior Design

129 JASPER PLACE
SAN FRANCISCO, CA
94133
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HIGHLAND VILLAS

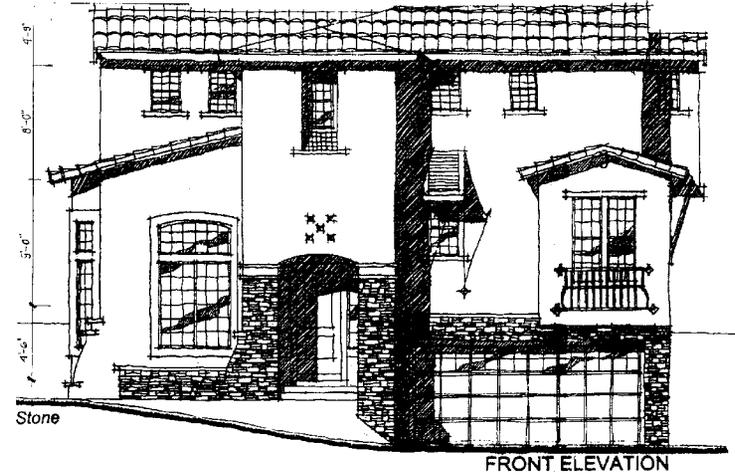
UNIT B1 - B6 DESIGN REVIEW ELEVATIONS
JUNE 10, 2005

26528 HAYWARD BLVD
HAYWARD CA
94542

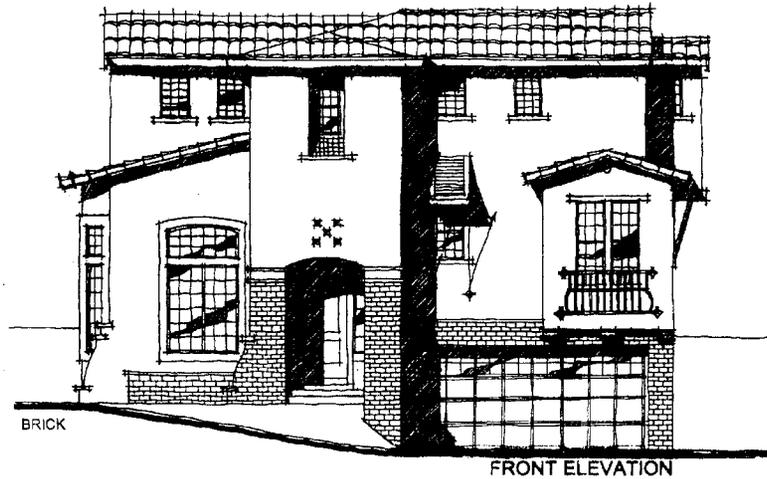
PARCEL NUMBER: 81D-1640-001-02

Front Elevations for B units
Alternative cladding

For
B1 -- B6
units



FRONT ELEVATION



FRONT ELEVATION

0' 5' 10'
GRAPHIC SCALE

ONDA ROSA

Architecture
Engineering
Space Planning
Interior Design

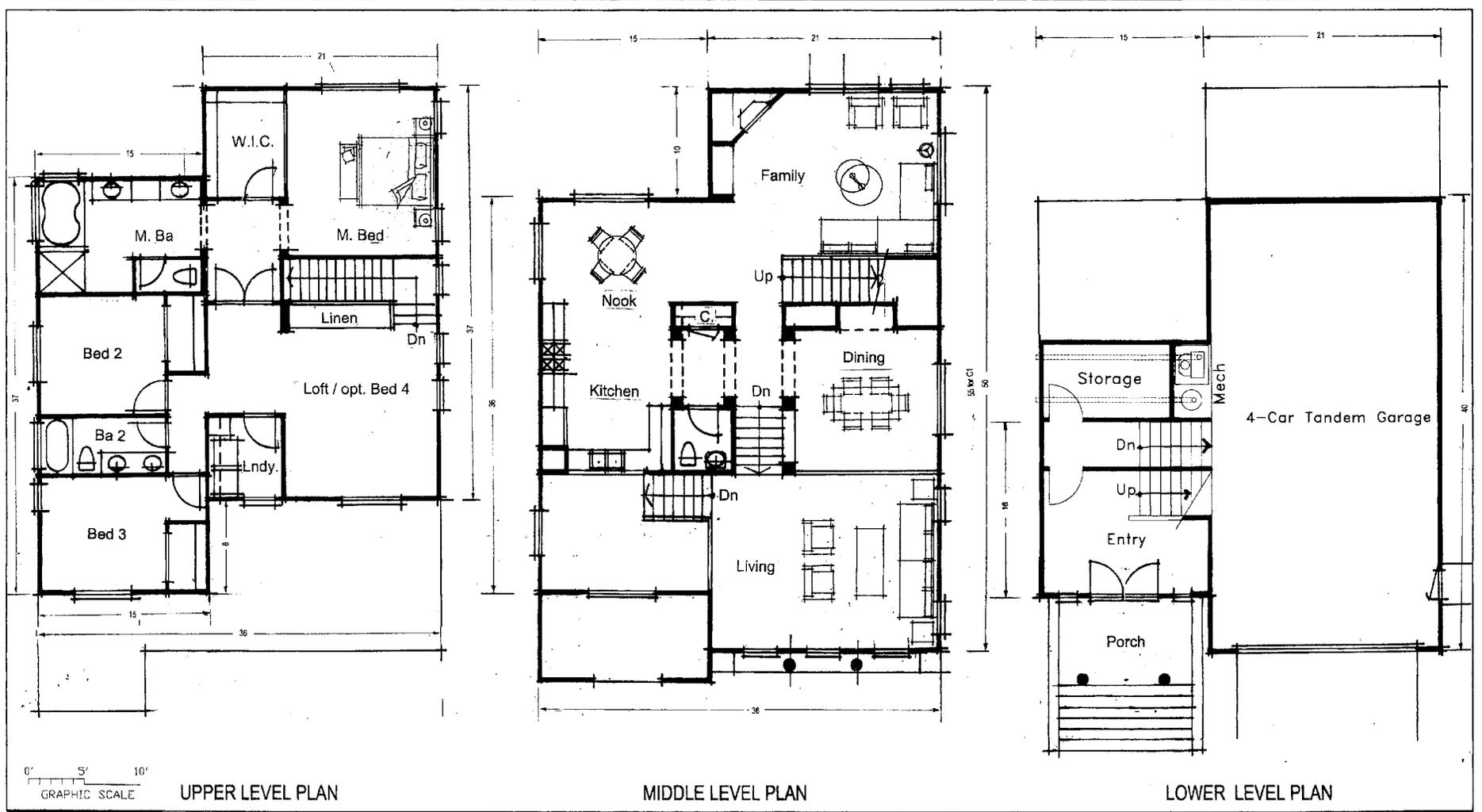
128 JACQUEL PLAZA
SAN FRANCISCO, CA
94111
415-362-7441
ONDAROSA@AUNO.COM

HIGHLAND VILLAS

(ALTERNATIVE EXTERIOR FINISHES)
UNIT B1 - B6 DESIGN REVIEW ELEVATIONS
JUNE 10, 2005

26528 HAYWARD BLVD
HAYWARD CA
94542

PARCEL NUMBER: 81D-1640-001-02



0' 5' 10'
 GRAPHIC SCALE

UPPER LEVEL PLAN

MIDDLE LEVEL PLAN

LOWER LEVEL PLAN

HIGHLAND VILLAS

ONDA ROSA

Architecture
 Engineering
 Space Planning
 Interior Design
 138 JASPER PLACE
 SAN FRANCISCO, CA
 94133
 415-342-7441
 ONDA@ONDA-ROSA.COM

26528 HAYWARD BLVD
 HAYWARD CA
 94542

PARCEL NUMBER: 81D-1640-001-02

UNIT C1 & C2 DESIGN REVIEW PLANS
 JUNE 10, 2005

AREA SUMMARY	
FLOOR	BUILDING AREA
FIRST FLOOR	203 SQ. FT.
SECOND FLOOR	1,415 SQ. FT.
THIRD FLOOR	1,207 SQ. FT.
UNIT TOTAL	3,025 SQ. FT.
GARAGE	424 SQ. FT.

For
C1 - C2
units

*Front Elevations for C1 and C2 units
See also Alternative/optional 2-door garage
See alternative cladding and elevations on the next sheet*

LEFT ELEVATION

*Front Elevations for C1 and C2 units with
Alternative/optional 2-door garage*

FRONT ELEVATION

(OPTIONAL 2-DOOR GARAGE)

0' 5' 10'
GRAPHIC SCALE

FRONT ELEVATION

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415-365-7445
ONDA ROSA @ GMAIL.COM

HIGHLAND VILLAS

UNIT C1 & C2 DESIGN REVIEW ELEVATIONS
JUNE 10, 2005

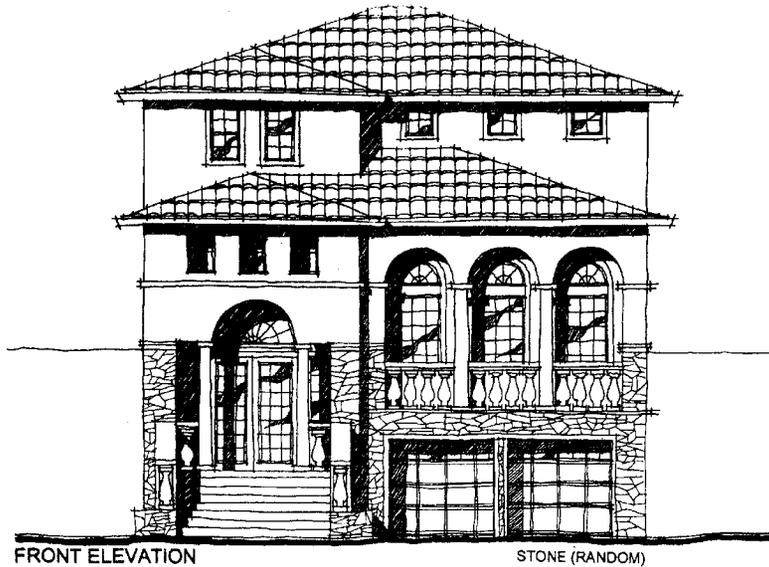
26528 HAYWARD BLVD
HAYWARD CA
94542

PARCEL NUMBER: 61D-1640-001-02

9

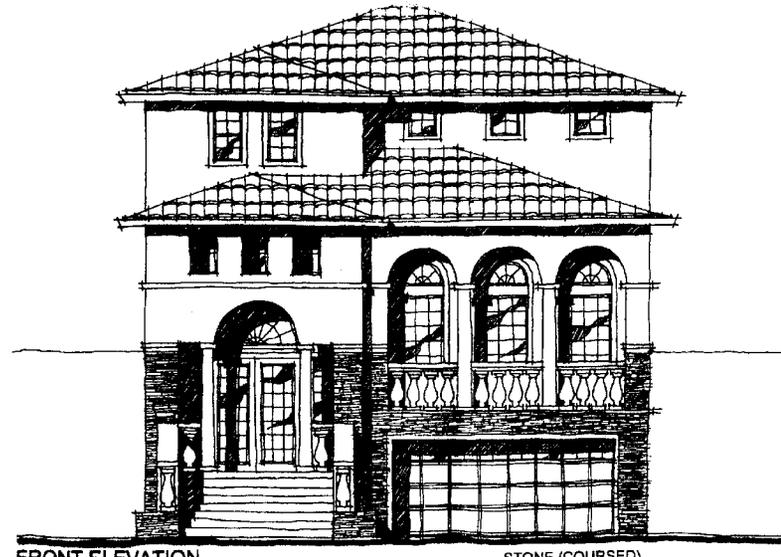
For
C1 - C2
units

Front Elevations for C1 and C2 units with
alternative cladding



FRONT ELEVATION

STONE (RANDOM)



FRONT ELEVATION

STONE (COURSED)

0 5' 10'
GRAPHIC SCALE

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HIGHLAND VILLAS

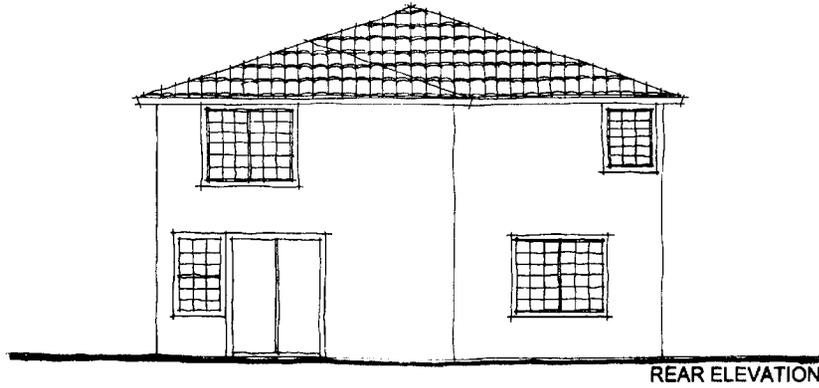
(ALTERNATIVE EXTERIOR FINISHES)
UNIT C1 & C2 DESIGN REVIEW ELEVATIONS
JUNE 10, 2005

26528 HAYWARD BLVD
HAYWARD CA
94542

PARCEL NUMBER: 81D-1640-001-02

10

For
C1 - C2
units



REAR ELEVATION



RIGHT ELEVATION

0' 5' 10'
GRAPHIC SCALE

ONDA ROSA

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Engineers
Space Planning
Interior Design

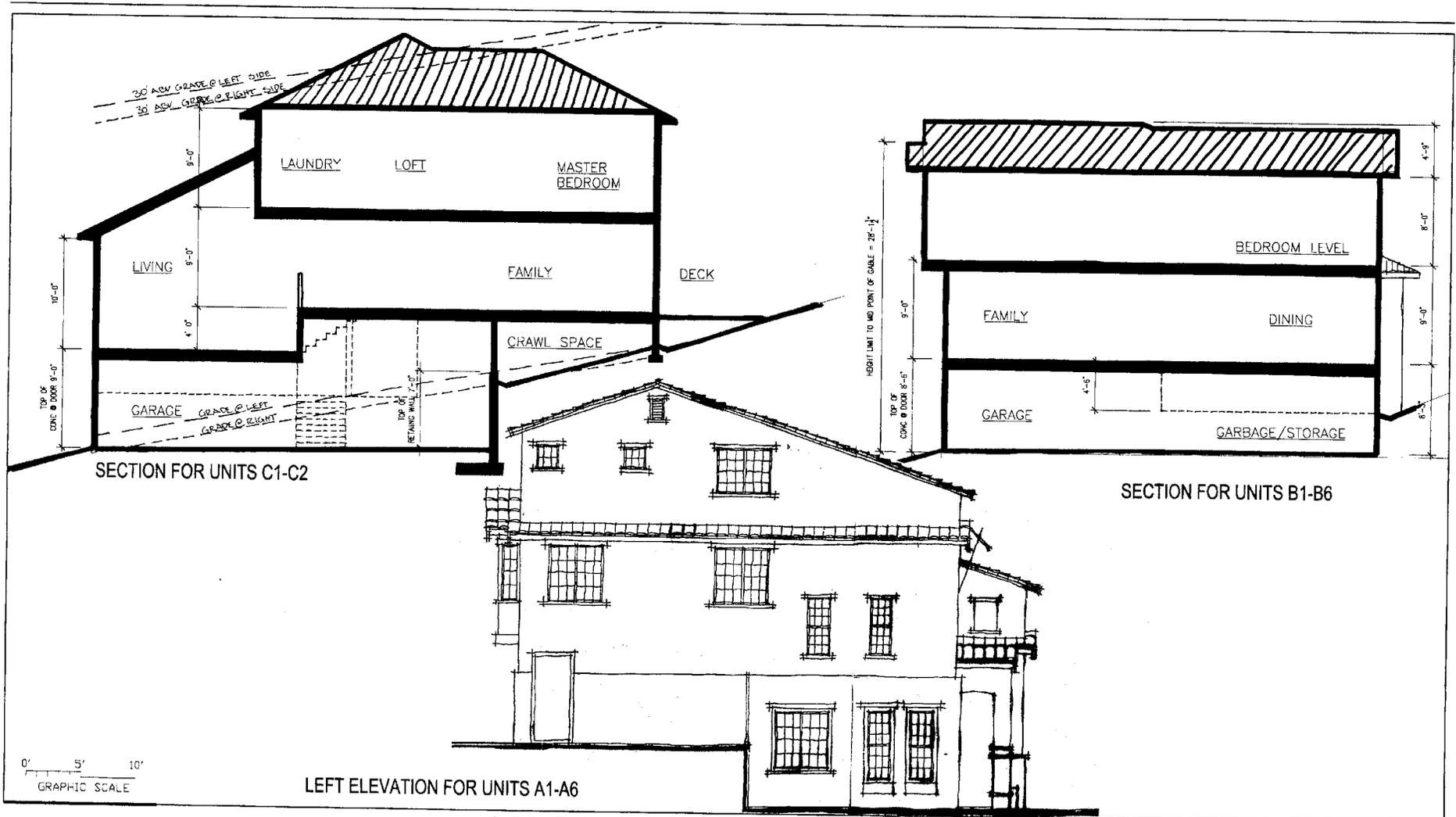
128 JASPER PLACE
SAN FRANCISCO, CA
94133
415-362-7441
ONDAROSA@LUNO.COM

HIGHLAND VILLAS

UNIT C1 & C2 DESIGN REVIEW ELEVATIONS
JUNE 10, 2005

26528 HAYWARD BLVD
HAYWARD CA
94542

PARCEL NUMBER: 81D-1640-001-02



ONDA ROSA

Architecture
Engineering
Space Planning
Interior Design

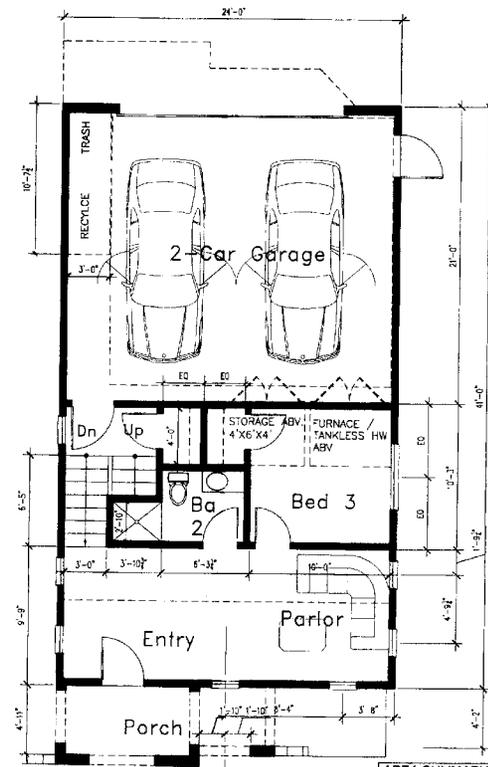
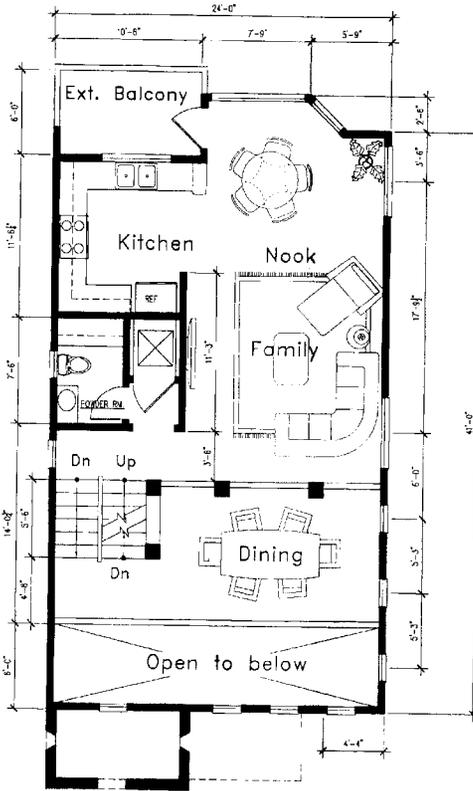
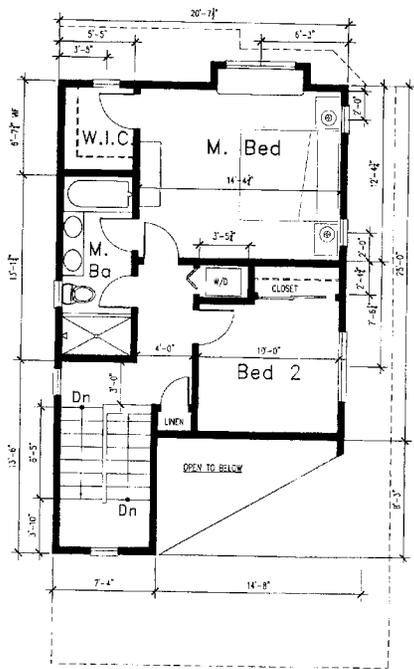
128 ASPEN PLACE
SAN FRANCISCO, CA
94133
415-382-7441
ONDAROSA@JUNO.COM

HIGHLAND VILLAS

DESIGN REVIEW UNITS A1-A6 RIGHT ELEVATION, UNITS B1-B6 SECTION, UNITS C1-C2 SECTION
JUNE 10, 2005

26528 HAYWARD BLVD
HAYWARD CA
94542

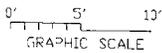
PARCEL NUMBER: 81D-1640-001-02



AREA SUMMARY

FLOOR	BUILDING AREA
FIRST FLOOR	480 SQ. FT.
SECOND FLOOR	843 SQ. FT.
THIRD FLOOR	500 SQ. FT.
UNIT TOTAL	1,823 SQ. FT.
GARAGE	504 SQ. FT.
DECK	60 SQ. FT.

(NOTE: SQUARE FOOTAGES DO NOT INCLUDE ON GRADE PORCHES, ENTRIES OR DECKS. THESE AREAS ARE PROVIDED FOR PERMITTING PURPOSES ONLY. ALL OTHER USES SHOULD VERIFY THE INFO PRIOR TO RELYING ON THE GIVEN SQUARE FOOTAGES.)



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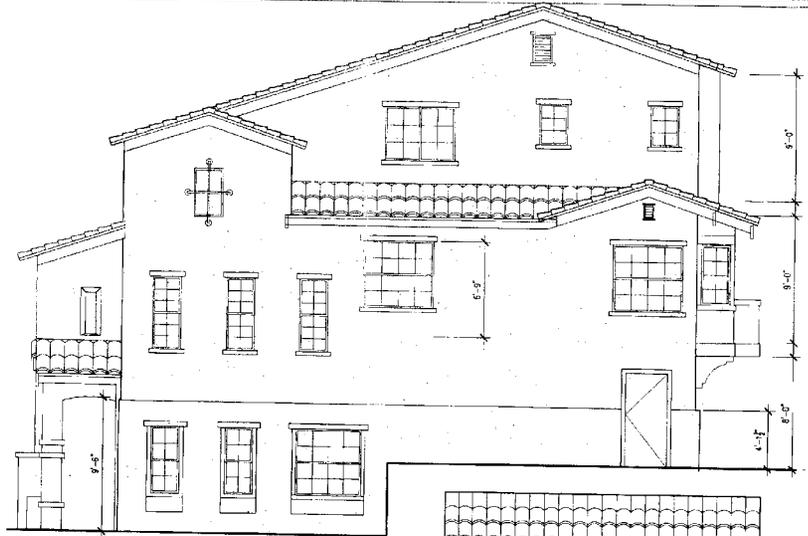
HIGHLAND VILLAS

UNIT A5 DESIGN REVIEW PLANS
AUGUST 18, 2005

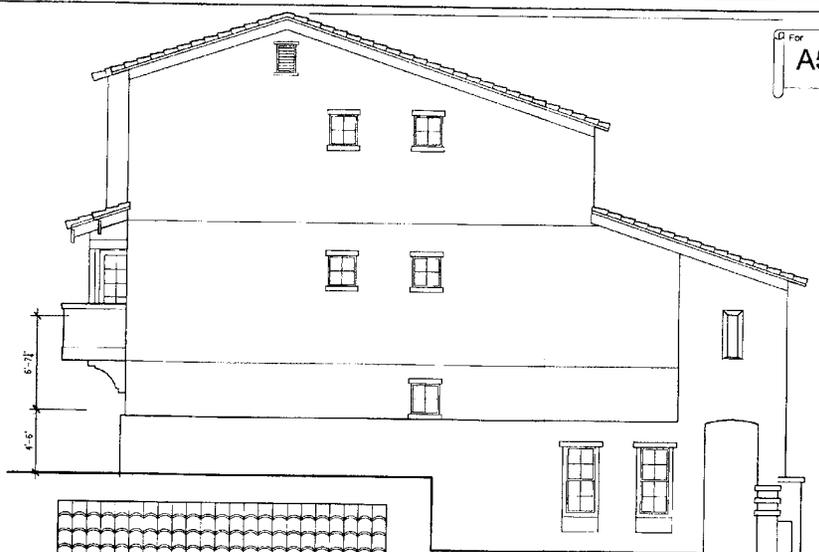
26528 HAYWARD BLVD
HAYWARD CA
94542

PARCEL NUMBER: 81D-1640-001-02

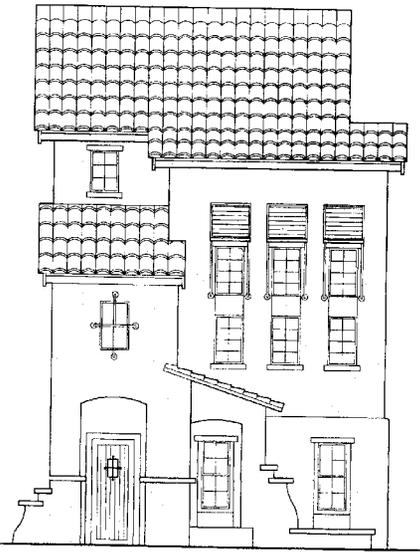
For
A5
unit



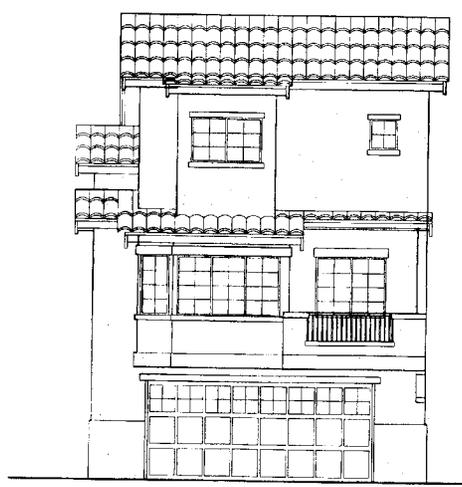
RIGHT SIDE ELEVATION



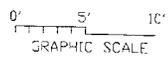
LEFT SIDE ELEVATION



FRONT ELEVATION



REAR ELEVATION



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415-382-7441
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HIGHLAND VILLAS

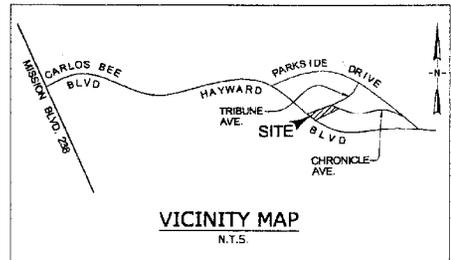
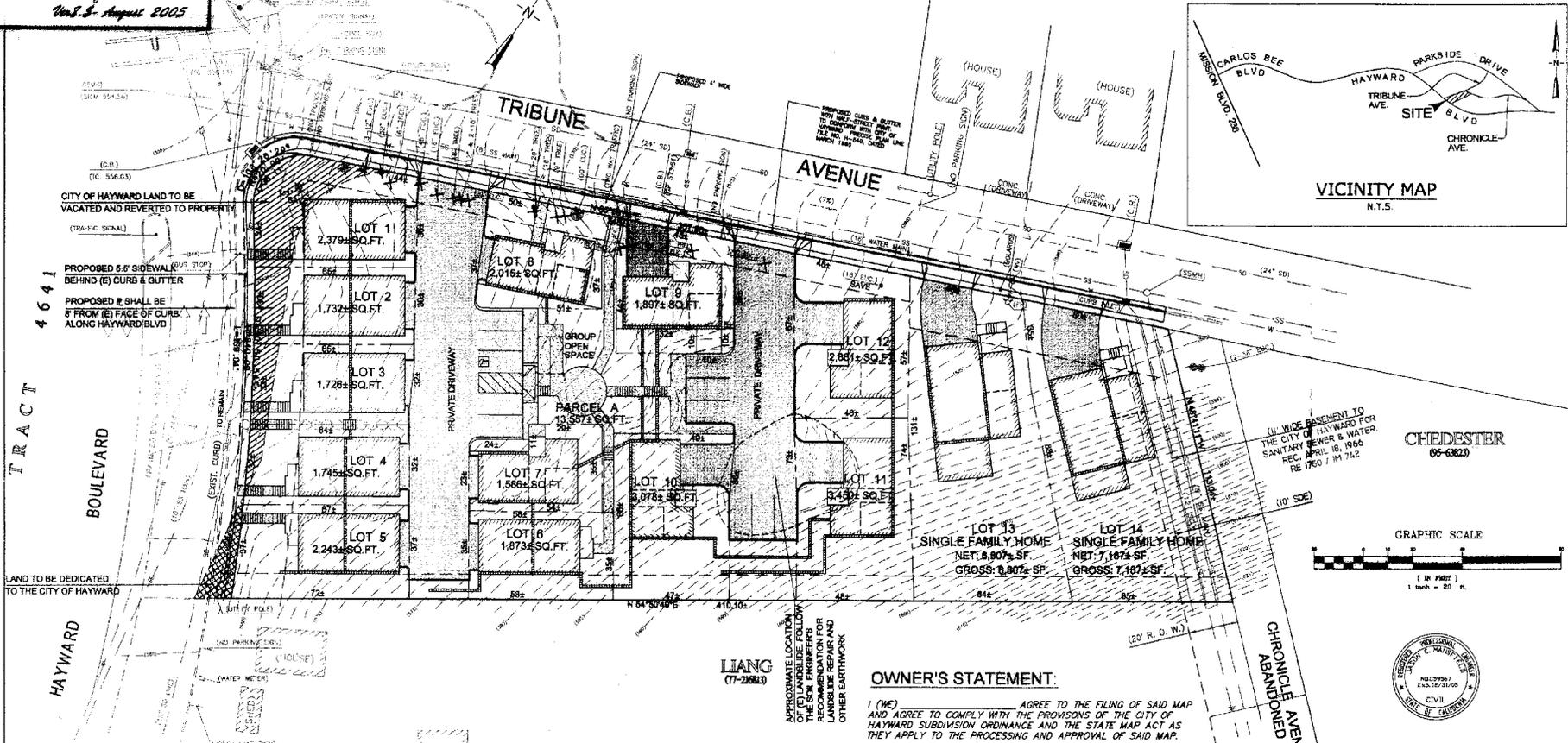
UNIT A5 DESIGN REVIEW ELEVATIONS
AUGUST 18, 2005

26528 HAYWARD BLVD
HAYWARD CA
94542

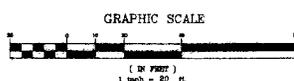
PARCEL NUMBER: 81D-1640-001-02

Highland Villas
 Tentative Track Map, Site Plan, Grading, & Drain Plans
 Applicant: Uni Trust, Parcel Number: 81D-1540-001-02
 Zone Change App # 2004-0527, and
 Vesting Tentative Tract Number: 7583
 Highland Villas, (510) 733 2337,
 26528 Hayward Boulevard Hayward CA 94542
 Ver. 3 - August 2005

VESTING TENTATIVE TRACT MAP NO. 7583



CHIEFESTER
 (05-63623)



LIANG
 (77-26813)

OWNER'S STATEMENT:

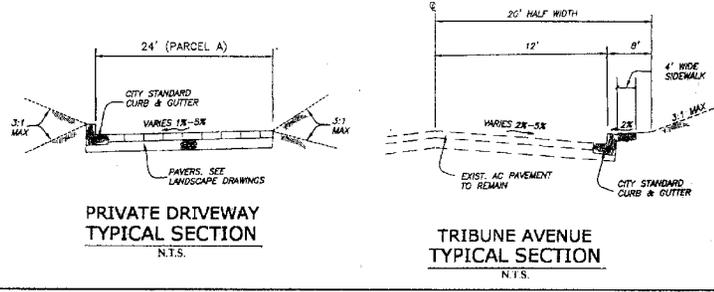
I (WE) AGREE TO THE FILING OF SAID MAP AND AGREE TO COMPLY WITH THE PROVISIONS OF THE CITY OF HAYWARD SUBDIVISION ORDINANCE AND THE STATE MAP ACT AS THEY APPLY TO THE PROCESSING AND APPROVAL OF SAID MAP.

TENTATIVE MAP NOTES:

OWNER:	UNI TRUST 29528 HAYWARD BLVD. HAYWARD CA 94542 PHONE: 510-733-2337	ZONING:	GENERAL PLAN: MDR (MED. DENSITY RESIDENTIAL) (CITY OF HAYWARD MASTER PLAN) PROPOSED ZONE: MDR, TO BE PROCESSED AS PD (PLANNED DEVELOPMENT) CURRENT (MTRM): S88
APPLICANT:	UNIVERSITY VILLAGE	UTILITIES:	GAS & ELECTRIC - P G & E TELEPHONE - S B C SEWER - CITY OF HAYWARD WATER - CITY OF HAYWARD STORM - CITY OF HAYWARD
ENGINEER:	TRIAD/HOLMES ASSOCIATES 777 WOODSIDE ROAD #20A REDWOOD CITY, CA 94061 PHONE: 650-395-0216	UTILITY LOCATIONS SHOWN ARE BASED ON UTILITY COMPANY RECORDS AND ARE APPROXIMATE ONLY.	TOPOGRAPHIC INFORMATION PROVIDED BY BRUCE STARR
ASSESSOR'S PARCEL NUMBER:	081D-1640-001-02	APPROXIMATE BOUNDARY INFORMATION SHOWN WAS COMPILED FROM AVAILABLE RECORD DATA AND DOES NOT REPRESENT AN ACTUAL FIELD BOUNDARY SURVEY.	APPROXIMATE BOUNDARY INFORMATION SHOWN WAS COMPILED FROM AVAILABLE RECORD DATA AND DOES NOT REPRESENT AN ACTUAL FIELD BOUNDARY SURVEY.
AREA:	1.3± ACRES	BOUNDARY NOTE:	BOUNDARY NOTE:
GENERAL PLAN DESIGNATION:	MDR (per Hayward Highland Neighborhood plan 1556 Recommendation)	PROPOSED EASEMENTS:	TO BE PROVIDED FOR IN CC-RS
STREET:	STORM DRAIN		
RETAINING WALLS:	GROUP AREA		
GROUP AREA:			

LEGEND

---	BOUNDARY
---	SEWER LINE
---	WATER LINE
---	STORM DRAIN LINE
---	MINOR CONTOUR
---	MAJOR CONTOUR
---	LOT LINE
---	SET BACK LINE
---	PROPOSED CONTOUR LINE



SITE PLAN
 HIGHLAND VILLAS, 26528 HAYWARD BOULEVARD
 PREPARED FOR: UNI TRUST

triad/holmes ASSOC.
 CIVIL ENGINEERING
 777 WOODSIDE ROAD #20A
 REDWOOD CITY, CA 94061
 PHONE: 650-395-0216
 FAX: 650-395-0217
 LICENSE NO. 10000
 LICENSE EXPIRES 12/31/05
 CIVIL
 STATE OF CALIFORNIA

DATE	BY
8/23/05	
08-0073	
0141-101.dwg	
1	
6	

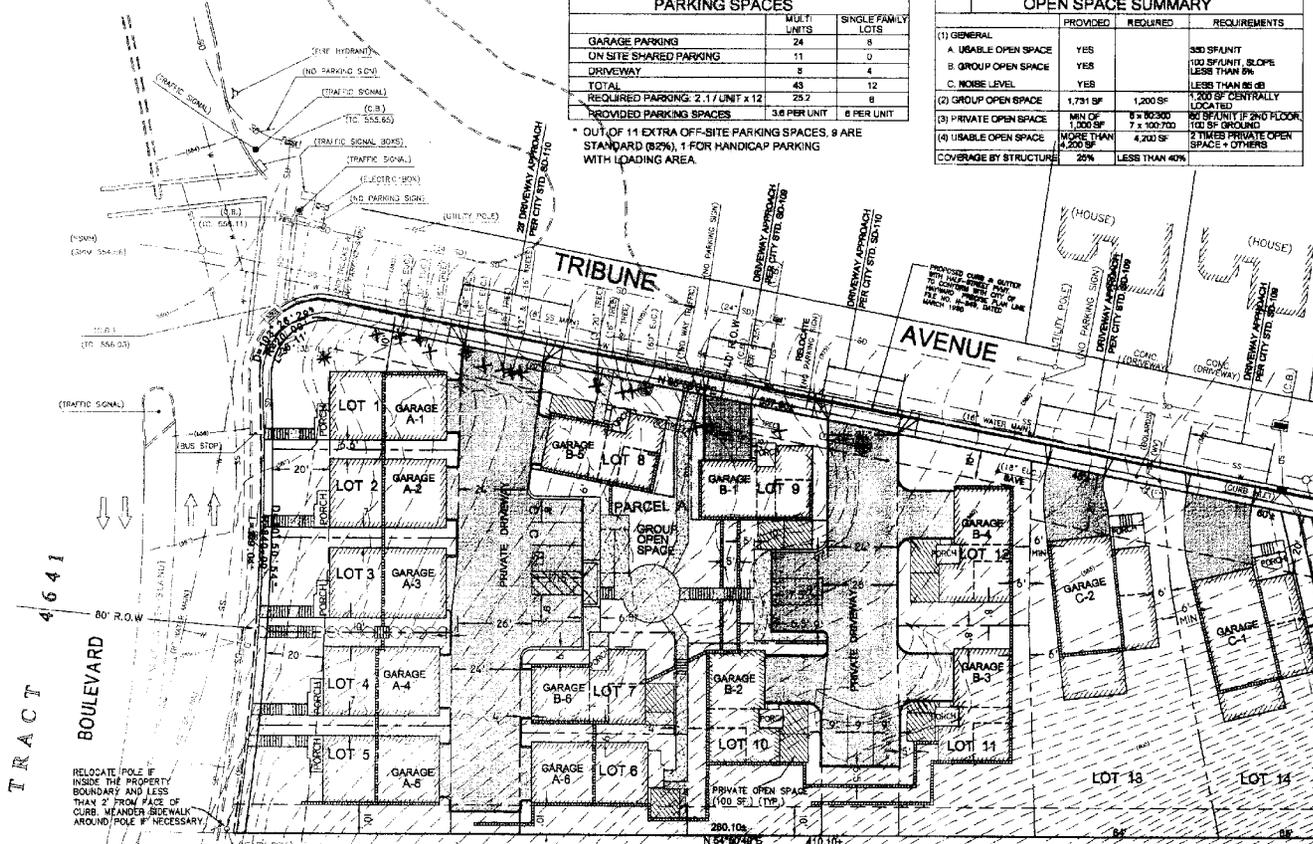
VESTING TENTATIVE TRACT MAP NO. 7583

PARKING SPACES		
	MULTI UNITS	SINGLE FAMILY LOTS
GARAGE PARKING	24	8
ON SITE SHARED PARKING	11	0
DRIVEWAY	8	4
TOTAL	43	12
REQUIRED PARKING 2.1 UNIT x 12	25.2	8
PROVIDED PARKING SPACES	3.8 PER UNIT	8 PER UNIT

* OUT OF 11 EXTRA OFF-SITE PARKING SPACES, 9 ARE STANDARD (82%), 1 FOR HANDICAP PARKING WITH LOADING AREA

OPEN SPACE SUMMARY			
	PROVIDED	REQUIRED	REQUIREMENTS
(1) GENERAL			
A. USABLE OPEN SPACE	YES		300 SF/UNIT 100 SF/UNIT SLOPE LESS THAN 6%
B. GROUP OPEN SPACE	YES		LESS THAN 8% SB
C. NOISE LEVEL	1.751 SF	1,200 SF	1,200 SF CENTRALLY LOCATED
(2) GROUP OPEN SPACE	1,751 SF	1,200 SF	100 SF PRIVATE 2ND FLOOR 100 SF GRADING
(3) PRIVATE OPEN SPACE	MIN OF 1,000 SF	7 x 100/100	2 TIMES PRIVATE OPEN SPACE x OTHERS
(4) USABLE OPEN SPACE	MORE THAN 4,200 SF	4,200 SF	
COVERAGE BY STRUCTURE	22%	LESS THAN 40%	

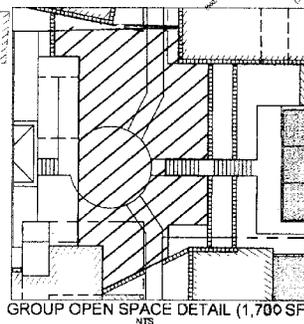
MULTI-UNITS IN PD AREA	APPROXIMATE BUILDING FOOTPRINT (SF)	APPROXIMATE LIVING AREA (SF)	COVERED PARKING (SF)	TOTAL STRUCTURE (SF)
1	984a	1,800a	480a	2,280a
2	984a	1,800a	480a	2,280a
3	984a	1,800a	480a	2,280a
4	984a	1,800a	480a	2,280a
5	984a	1,800a	480a	2,280a
6	982a	1,700a	480a	2,180a
7	882a	2,000a	480a	2,480a
8	882a	2,000a	480a	2,480a
9	882a	2,000a	480a	2,480a
10	882a	2,000a	480a	2,480a
11	882a	2,000a	480a	2,480a
12	882a	2,000a	480a	2,480a
TOTAL	11,114a	22,700a	6,240a	28,294a
SINGLE FAMILY LOTS PER SBR				
13	1,500a	3,200a	800a	4,000a
14	1,500a	2,800a	800a	3,700a
TOTAL	3,120a	6,100a	1,600a	7,700a



TRACT 4641 HAYWARD BOULEVARD

(1/4" WIDE EASEMENT TO THE CITY OF HAYWARD FOR SANITARY SEWER & WATER. REC. APRIL 18, 1966. RE. 1750 / 141742)

CHEDESTER (95-43823)



Lot #	Area (L, W)	Location
1	80 SF (8, 10)	Balcony
2	80 SF (8, 10)	Balcony
3	80 SF (8, 10)	Balcony
4	80 SF (8, 10)	Balcony
5	80 SF (8, 10)	Balcony
6	150 SF (11, 14)	Front of the house
7	150 SF (10, 15)	Side of the house
8	100 SF (8, 13)	Front of the house
9	200 SF (10, 20)	Back of the house
10	150 SF (10, 15)	Front of the house
11	150 SF (10, 15)	Front of the house
12	200 SF (10, 20)	Front of the house
Total	1,400 SF	2x1400 = 2,800
Group	1,700 SF	Centrally Located
Area	4,500 SF	2xprivate Area + Group Area

PLANNING DATA SUMMARY			
	MULTI UNITS	SINGLE FAMILY UNITS	TOTAL SIZE
TOTAL LOT AREA	41,892a SF	13,094a SF	55,926a SF
TOTAL AREA TO BE DEVELOPED	28,366a SF	13,094a SF	42,380a SF
PRIVATE STREET	6,300a SF	1,100 SF	7,400 SF
TOTAL FOOT PRINT AREA OF STRUCTURE	11,114 SF	3,100a SF	14,234 SF
PERCENT COVERED BY STRUCTURE	26.5%	22%	25%
GREEN AREA	20,500a SF	9,740a SF	30,180a SF
	51%	69%	54%

DENSITY			
	ALLOWED	PROPOSED	NOTES
UNITS PER ACRE	17.4	10.7	PROPOSED DENSITY: MD
TOTAL NO. OF UNITS FOR THIS LOT	22.6	14	TOTAL AREA: 1.3 ACRES



SITE PLAN
HIGHLAND VILLAS, 26528 HAYWARD BOULEVARD
PREPARED FOR: UNI TRUST

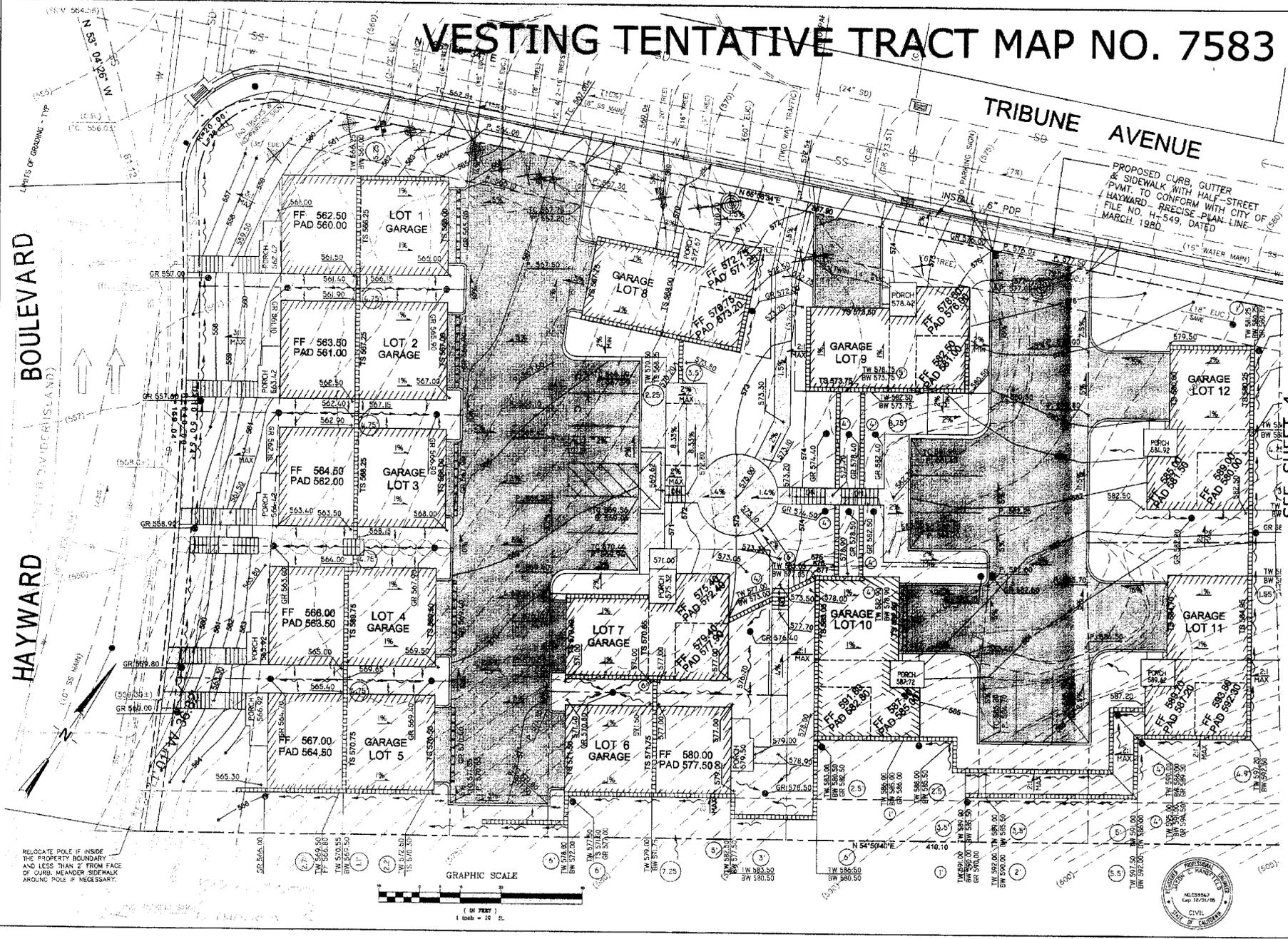
trjad/ homes assoc
1400 S. GARDEN ST. SUITE 100
GARDEN GROVE, CA 92640
TEL: 714-941-1111
FAX: 714-941-1112
WWW.TRJAD.COM

NO.	DATE	BY	REVISION
1	8/23/05	M/KACE	06-0073
2			

VESTING TENTATIVE TRACT MAP NO. 7583

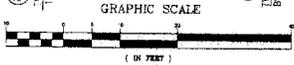
HAYWARD BOULEVARD

TRIBUNE AVENUE



PROPOSED CURB, GUTTER & SIDEWALK WITH HALF-STREET PAVT. TO CONFORM WITH CITY OF HAYWARD - PRECISE PLAN LINE FILE NO. H-549, DATED MARCH 1980

RELOCATE POLE IF INSIDE THE PROPERTY BOUNDARY AND LESS THAN 2' FROM FACE OF CURB. MEANDER SIDEWALK AROUND POLE IF NECESSARY.



PRELIMINARY GRADING PLAN

HIGHLAND VILLAS, 26528 HAYWARD BOULEVARD

PREPARED FOR: DMI TRUST

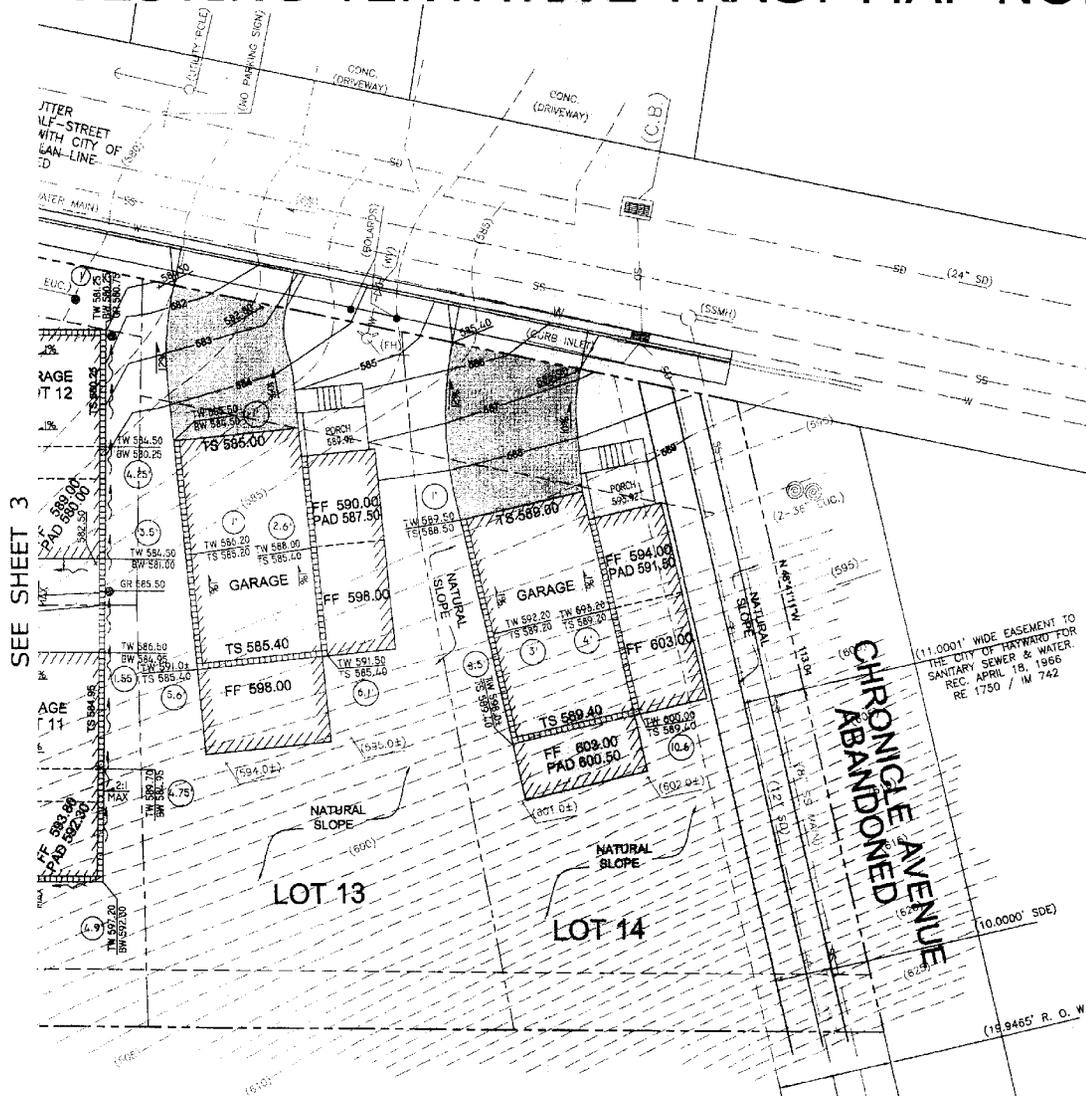
SEE SHEET 4

trjad/ holmes assoc.
 2441 S. GARDEN AVENUE
 SUITE 100
 ANAHEIM, CA 92805
 TEL: (714) 933-1111
 FAX: (714) 933-1112
 WWW: WWW.TRJAD.COM

NO.	REVISION	BY
1		
2		
3		
4		
5		
6		

DATE: 8/23/05
 SCALE: 1" = 10'
 DRAWN BY: JM/K/CE
 PROJECT NO: 05-0073
 SHEET: 0141-5.dwg
3
 OF 6 SHEETS

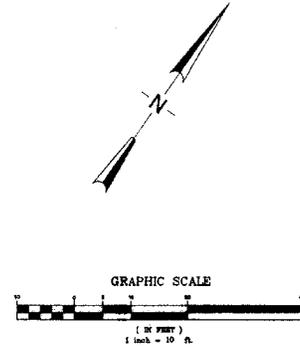
VESTING TENTATIVE TRACT MAP NO. 7583



EARTHWORK QUANTITIES		
ITEMS	CUT (CYS.)	FILL (CYS.)
HOUSE PADS/YARDS	1203	2919
STREETS	150	819
SHORORAGE (10%)		265
IMPORT	1734	
TOTAL	3,117	3,117

THESE ARE ESTIMATED VALUES. THE ACTUAL AMOUNT OF EARTH MOVED MAY VARY DEPENDING UPON CONSTRUCTION, CONSOLIDATION, STRIPPING REQUIREMENTS, AND CONTRACTOR'S METHOD OF OPERATION.

- NOTES:
- SUBDRAINS FOR RETAINING WALLS SHALL BE DESIGNED IN CONJUNCTION WITH RETAINING WALLS DESIGNS PRIOR TO CONSTRUCTION. SUBDRAINS SHALL CONNECT TO ADJACENT STORM DRAIN SYSTEM.



SEE SHEET 3

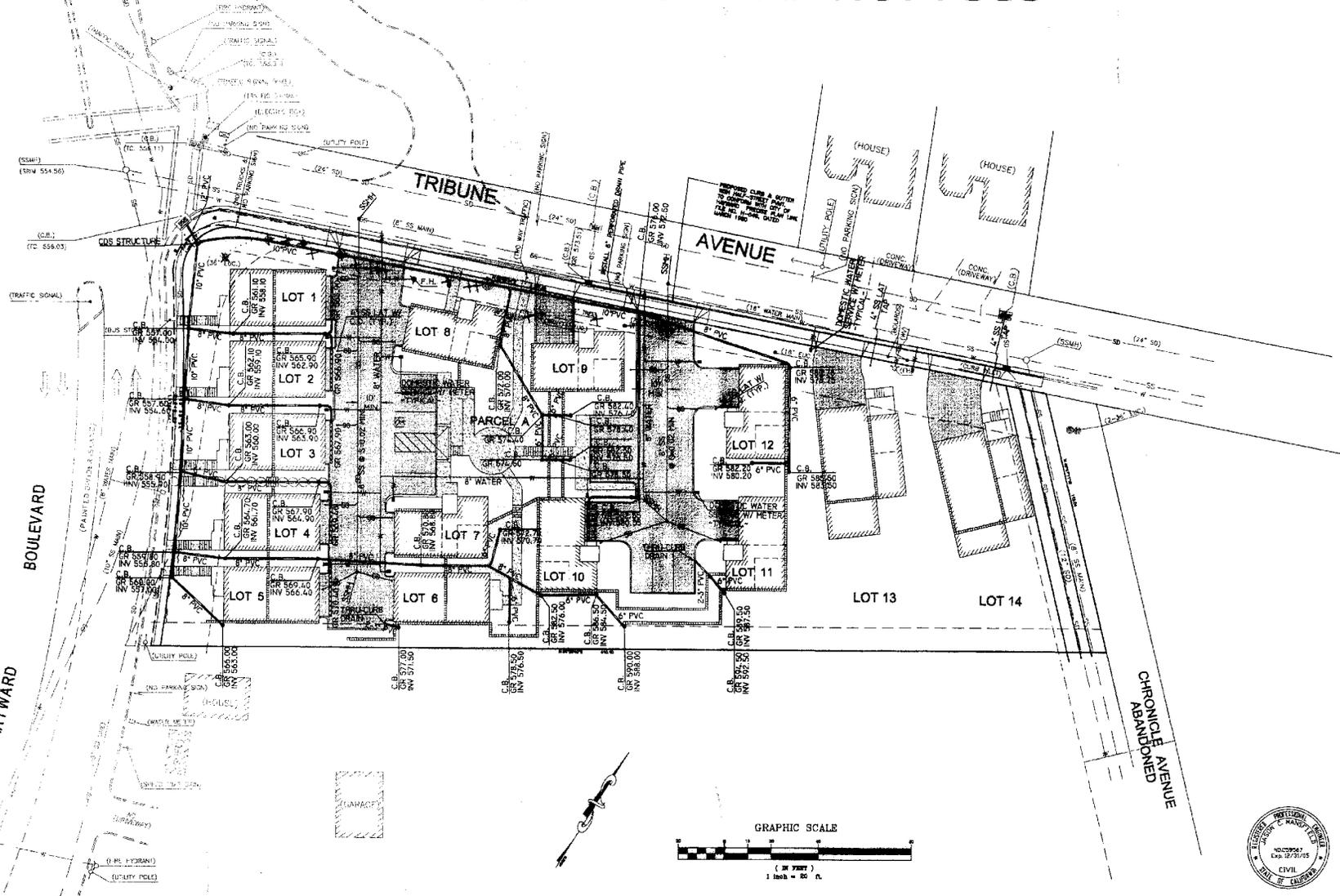
PRELIMINARY GRADING PLAN
 HIGHLAND VILLAS, 26528 HAYWARD BOULEVARD
 PREPARED FOR: UNI TRUST

Erjed/holmes ASSOC.
 1000 S. GARDEN ST.
 SUITE 100
 SAN ANTONIO, TEXAS 78205
 TEL: (214) 343-1111
 FAX: (214) 343-1112
 WWW: www.erjedholmes.com

NO.	DATE	BY	DESCRIPTION
1	8/23/05		
2			
3			
4			
5			
6			
7			
8			
9			
10			

DATE: 8/23/05
 SCALE: 1" = 10'
 DRAWN: M/K/A/J/E
 CHECKED: 06-0073
 SHEET: 01141-0.dwg
 SHEET: 4
 OF 6 SHEETS

VESTING TENTATIVE TRACT MAP NO. 7583

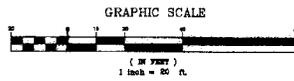


PRELIMINARY DRAINAGE AND UTILITY PLAN

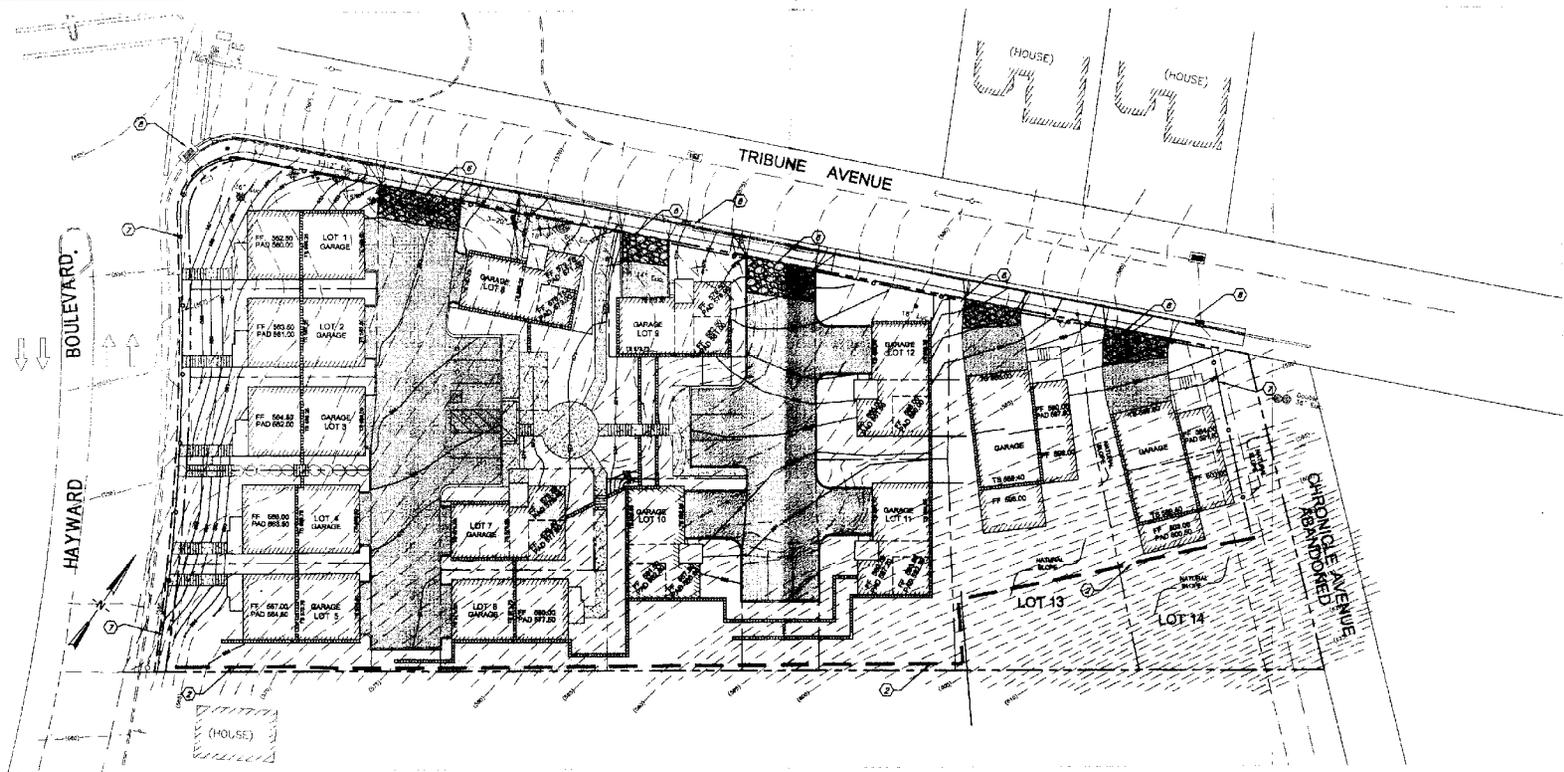
HIGHLAND VILLAS, 26528 HAYWARD BOULEVARD

PREPARED FOR: UNI TRUST

trjad/holmes assoc.
 ARCHITECTS & ENGINEERS
 1400 14th Street, Suite 100
 Berkeley, CA 94710
 (415) 841-1111
 www.trjad.com

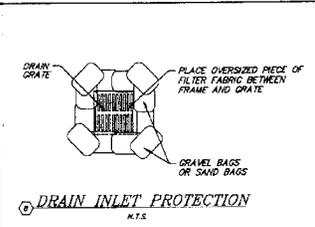
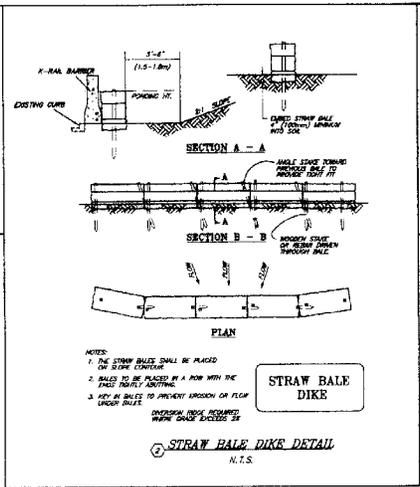
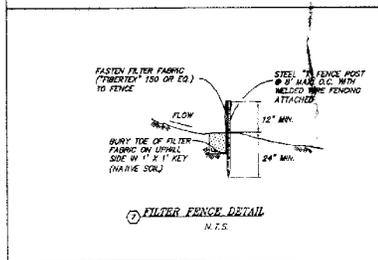
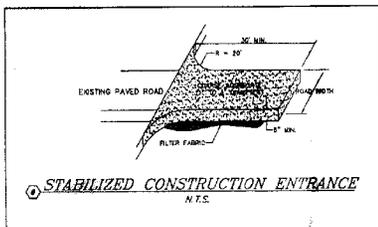


DATE	8/23/05
SCALE	1" = 20'
DRAWN BY	M. KACE
DATE	05-0023
NO.	01141-08.dwg
SHEET	5



EROSION CONTROL NOTES

1. ALL LOOSE SOIL AND DEBRIS SHALL BE REMOVED FROM STREET AREAS UPON STARTING OPERATIONS AND REMOVED PERIODICALLY THEREAFTER AS DIRECTED.
2. 12" HIGH EARTH BERM, STRAW BALES OR A ROW OF SAND BAGS (2 HIGH) SHALL BE PLACED ALONG PROPERTY LINES AT TOP OF SLOPES AS REQUIRED TO PREVENT SILT TRANSPORT ACROSS PROPERTY LINES.
3. LOCATED AS OTHERWISE DIRECTED BY THE INSPECTOR, ALL EROSION CONTROL SHALL BE IN PLACE AT THE END OF EACH WORKING DAY AND MAINTAINED DURING THE RAINY SEASON (OCTOBER 1, TO APRIL 15) OR OTHERWISE DIRECTED.
4. INTERIM SLOPE PROTECTION SHALL BE INSTALLED BY THE CONTRACTOR UPON COMPLETION OF EARTHWORK. UPON PROJECT COMPLETION, CONTRACTOR SHALL REVEGETATE SLOPES WITH GRASS SEEDS, PLANTS PER THE PROJECT LANDSCAPE PLANS.
5. ALL DISTURBED AREAS ON SITE WILL BE STABILIZED BY INCORPORATING STRAW AT A RATE OF 3 TONS/ACRE.
6. INSTALL STABILIZED CONSTRUCTION ENTRANCE PER DETAIL HEREON.
7. INSTALL EROSION CONTROL FILTER FENCING DURING RAINY SEASONS FOR TEMPORARY EROSION CONTROL PER DETAIL HEREON.
8. INSTALL DROP INLET PROTECTION PER DETAIL HEREON.



EROSION CONTROL PLAN
 HIGHLAND VILLAS, 26528 HAYWARD BOULEVARD
 PREPARED FOR: UNI TRUST

triad/holmes
 assoc.
 civil engineering
 landscape architecture
 1111 17th St., Suite 100
 San Francisco, CA 94103
 Tel: (415) 774-1111
 Fax: (415) 774-1112
 www.triadholmes.com

DATE	9/23/05
SCALE	1" = 10'
DRAWN	M/K/ACE
DATE	06-0073
TITLE	0141-EROSION.dwg
SHEET	6