



CITY OF HAYWARD AGENDA REPORT

Meeting Date: 07/12/01

Agenda Item: 5

TO: Planning Commission

FROM: Gary Calame, Senior Planner

SUBJECT: Recommendations on Adoption of Cannery Area Design Plan and Related Amendments to the General Plan and Zoning Ordinance, Certification of Final Environmental Impact Report, and Adoption of Mitigation Monitoring and Reporting Program - The Cannery Area is located generally along both sides of the Union Pacific railroad tracks, north of Winton Avenue and west of Grand Street.

RECOMMENDATION:

It is recommended that the Planning Commission recommend to the City Council, subject to the attached findings:

1. Certification of the Final Environmental Impact Report;
2. Adoption of the Mitigation Monitoring and Reporting Program;
3. Adoption of General Plan Amendment No. 01-110-03;
4. Adoption of Special Design (SD-4) District Text Change No. 01-140-01;
5. Adoption of Zone Change No. 01-190-04; and
6. Adoption of Cannery Area Design Plan.

BACKGROUND:

Pursuant to action taken by the City Council on June 27, 2000, staff has worked with the firm of Solomon E.T.C. and area property owners and residents to develop a Design Plan for the Cannery Area. The Cannery Study Area, which comprises approximately 120 acres, includes three distinct older industrial areas bordering the Burbank Neighborhood (see Attachment A). As directed by the City Council, the objective was to formulate a broad-brush, conceptual design that provides a vision for the study area and illustrates how future redevelopment of the area could be integrated with the surrounding neighborhoods. The adopted Design Plan will provide a framework for reviewing private sector development proposals and public agency capital improvements and related activities.

On July 27, 2000, the City sponsored an initial public workshop for area residents, businesses and property owners in order to provide an overview of the planning process and to solicit input

on opportunities and challenges within the study area. Based on comments at that meeting, as well as comments from a subsequent meeting with area businesses and commercial property owners, the consultants prepared a series of preliminary conceptual design alternatives for Area 2. In keeping with the City Council desire for creativity in the development of alternatives, some of the preliminary alternatives challenged the status quo by suggesting the possibility of relocating Burbank School and/or Cannery Park within the study area in order to allow for more intense development around the Amtrak Station.

These conceptual alternatives were reviewed with representatives of the major commercial property owners in this area, as well as staff from the Hayward Area Recreation and Park District and the Hayward Area Unified School District. Separate study sessions were also held with the elected boards of both districts to provide an opportunity for their review of the design alternatives. Both boards expressed a strong desire to retain the present locations of the school and the park and explore alternatives that consider possible expansion of those sites.

On October 4, 2000, the preliminary alternatives were presented at a second public workshop. Based on comments at that meeting, as well as subsequent discussions with property owners and HUSD and HARD staff, additional alternatives were developed for further consideration. The evolution of the various alternatives is described through illustrations in the Cannery Area Design Plan.

Following further discussion and numerous revisions, the consultants formulated a Preferred Design Concept that incorporated desired design elements while reflecting various physical site constraints. On December 12, 2000, the City Council selected the Preferred Design Concept (see Attachment B) as the basis for further analysis of possible environmental impacts and the preparation of proposed amendments to the General Plan and Zoning Ordinance.

PROJECT DESCRIPTION:

The proposed project involves a series of related actions to incorporate elements of the Cannery Area Design Plan into the City's General Plan, Zoning Ordinance, and other design standards and regulations. These actions are outlined below:

General Plan Amendment No. 01-110-03. The **General Plan Amendment** would change existing General Policies Plan Map designations in portions of Area 2 and Area 3. The Mixed Industrial designation in Area 2 would be changed to a combination of High Density Residential, Medium Density Residential, Public/Quasi-Public, and Open Space/Parks and Recreation designations, or other designations, as appropriate. The proposed amendment would also reconfigure the existing High Density Residential and Retail and Office Commercial designations within Area 3. No changes in designations are proposed in Area 1 (see Attachments C and D).

Zone Change No. 01-190-04. The **Zone Change** would revise existing zoning classifications in portions of Area 2 and Area 3 to conform to the new General Policies Plan Map

designations. Properties in Area 2 that are currently within the Industrial (I) District would be rezoned to the Residential-High Density (RH) District, Residential-Medium Density (RM) District, Public Facilities (PF) District, and Open Space (OS) District, or other districts, as appropriate. Properties in Area 3 would be rezoned to the Residential-High Density (RH) District, Central City-Residential (CC-R) District, and Central City-Commercial (CC-C) District, or other districts, as appropriate. In addition, a new Special Design (SD-4) District would be applied to all properties within the Study Area (see Attachments E and F).

Text Change No. 01-140-01. The Zoning Ordinance **Text Change** would establish the Cannery Area Special Design (SD-4) District to be applied to all properties within the Study Area. The overlay district would require that any proposed development be consistent with provisions of the Cannery Area Design Plan (see Attachment G).

Cannery Area Design Plan. Adoption of the **Cannery Area Design Plan** would establish land use densities, design guidelines and development standards, including street cross-sections, for specific portions of the Cannery Study Area.

DISCUSSION:

The Cannery Area Design Plan establishes a framework for the transformation of an older, industrial area in the heart of the city into a new neighborhood containing a mix of housing densities, retail and office commercial, a new school and community center, and expanded parks and recreational facilities. The Cannery Study Area comprises approximately 120 acres and is located west of the Downtown area. The Study Area includes three distinct subareas: Area 1 is generally bounded by West A Street, Hathaway Avenue, Mero Street, and the Union Pacific railroad tracks; Area 2 is generally bounded by A Street, Amador Street, Winton Avenue, and the Myrtle/Meek/Filbert alignment; Area 3 is generally bounded by Grand Street and those properties along both sides of C Street, Alice Street and Claire Street. Please refer to the attached map of the Study Area.

The Cannery Area Design Plan envisions a mix of residential and commercial uses, as well as new or expanded public facilities, including schools, parks and a community center. Most of the acreage designated for residential development is in Area 2, with some additional development shown in Area 3. The potential for additional housing development within the study area is 805-962 dwelling units, including live-work units. Overall densities range from 10-30 units per net acre and include a variety of housing types: single-family detached, single-family attached (townhomes), multifamily (condominiums and apartments), and live-work spaces. The basic layout is a block grid pattern that blends with the adjacent neighborhood. The Design Plan also designates several areas for retail and office commercial development. In Area 1, additional retail development is envisioned when existing manufacturing uses are no longer viable. A small amount of neighborhood-serving retail space is shown in Area 2. In Area 3, office development (maximum of 200,000 square feet) is shown adjacent to the BART Station.

The Design Plan also envisions the total acreage devoted to open space and public facilities increasing from 26 acres to 29.5 acres. Within this total, Cannery Park and Burbank School together would occupy approximately 15 acres, with another 2 acres identified as a potential site for a new community center. The Design Plan also illustrates how Centennial Park could be made more visible and accessible through improved street and pedestrian connections with adjacent neighborhoods; however, this aspect is not being pursued by the Hayward Area Recreation and Park District at this time. Additional open space is provided in Area 2 with a square oriented around the water tower and linear parkways connecting the two parks, all serving the adjacent residential development. It is anticipated that the new housing within the study area would generate approximately 170-200 additional students at the K-6 grade levels. The Design Plan contemplates the construction of a new, two-story elementary school (approximately 60,000 square feet) to accommodate the enrollment.

<u>Development Summary</u>		
<u>Land Use</u>	<u>Acreage</u>	<u>Development Potential</u>
Residential	35.9	695 - 824 units
<i>Single-Family</i>	7.2	76 - 102 units
<i>Townhomes</i>	23.4	486 - 561 units
<i>Multi-Family</i>	5.3	133 - 161 units
Live/Work	10.0	110 - 138 units
Commercial/Office	7.9	200,000 square feet
Commercial/Retail	36.5	240,000 square feet
Open Space/Public Facilities	29.5	community center/ school/parks

CONSISTENCY WITH THE GENERAL PLAN:

The Cannery Area Design Plan furthers many of the land use, housing, and open space policies contained in the General Plan. The most relevant policies are summarized here. Land use policies promote the conversion of older industrial areas to other uses, including residential and commercial uses, when existing uses are no longer viable or existing facilities become obsolete. Housing policies encourage the conversion of older commercial and industrial areas for housing purposes and promote higher residential densities within one-half mile of transit stations such as BART and Amtrak. Open Space policies call for additional parkland and

recreational facilities in underserved areas, improved linkages between existing facilities, and consideration of smaller parks and open areas in more urbanized neighborhoods.

ISSUES AND CONCERNS:

Concerns with various features of the proposed Cannery Area Design Plan have been expressed at community meetings, public hearings, and work sessions, as well as in written correspondence submitted on the Draft Environmental Impact Report. Comments that are relevant to aspects of the Design Plan are discussed below.

Design Concept. Some of the property owners have expressed concern that the types of housing proposed reflect the higher density, compact development found in more urban centers rather than the lower density, suburban development found in many other parts of Hayward and southern Alameda County. The property owners also expressed concern that the proposed grid block pattern results in too many streets and increases development costs. While understanding of these concerns, staff and the consultants believe that the Cannery Area presents a real opportunity to implement the principles of transit-oriented development and anticipate the changes in market demand for this type of housing in Hayward and surrounding communities, and at the same time, integrate significant infill development within the fabric of existing neighborhoods.

Development Phasing. Several property owners have also expressed concern about the impacts of the phasing of development on their existing business operations. The concern relates to potential adverse impacts that might result from new residential uses abutting remaining industrial uses assuming that implementation of the Design Plan occurs over a number of years. Under the proposed Special Design (SD-4) District, any significant alteration or expansion of existing uses would require approval of a Use Permit. This requirement, together with the review process that is required for any new development, should help to address any issues with regard to interim conflicts among differing land uses. It should be noted that residents in the surrounding neighborhood have had to coexist with the current industrial operations for many years.

Land Use Pattern. Concerns have been expressed during the work sessions about the planned densities of residential development proposed in the Design Plan. For purposes of the alternatives analysis, the Draft EIR analyzed two alternatives that included reduced densities on four blocks in the central portion of Area 2 around Water Tower square. Other concerns have been expressed about the flexibility in the Design Plan to allow for more office commercial development within the study area. Blocks along Winton Avenue have been mentioned as possible locations for this type of development. For purposes of the alternatives analysis, the Draft EIR analyzed two alternatives that included office commercial on these blocks.

Retail Commercial. At various public meetings and in the work sessions, the concern has been expressed that more neighborhood-serving retail commercial should be specifically identified in the Design Plan and in the zoning pattern. Suggested locations, in addition to the northwest

and southeast corner blocks of Area 2 that are already designated in the Design Plan, include the blocks that border Water Tower square. The types of retail uses mentioned would generally serve the more frequent needs of local residents and should not generate significant additional automobile traffic from outside the project area. However, it should be noted that one of the continuing objectives in this planning effort has been to support existing commercial uses in the Downtown and adjacent areas along A Street and Jackson Street. In addition, the amount of residential development in the study area, even at the densities proposed, may not generate sufficient support for the types of retail uses envisioned. Given the City's intent to issue a Request for Proposals for a master developer for Area 2, it may be prudent to postpone consideration of this issue in the event that process results in suggestions for further changes in the amount and type of commercial development shown in the plan.

Live-Work Areas. The proposed zoning changes generally reflect the proposed General Plan designations. For example, the Residential-High Density (RH) District has been applied to those areas designated for High Density Residential development, including the blocks reserved for live-work development. However, the RH District does not permit this type of use. At the present time, live-work projects are permitted only in the Central City (CC-C and CC-R) Districts, which also allow a number of other uses that would not be appropriate in the Cannery Area. For these reasons, it may be preferable to consider modifications to the RH District in order to reflect the intent of the Cannery Area Design Plan. Staff will be processing proposed modifications to the RH District that would allow for live-work developments with approval of a conditional use permit.

ENVIRONMENTAL REVIEW:

An Environmental Impact Report (EIR) on the proposed project has been prepared pursuant to the California Environmental Quality Act (CEQA) and City implementing guidelines (see Attachment I). The Notice of Preparation of an EIR was distributed on March 16, 2001. During the course of preparing the EIR, several technical studies were completed, including an analysis of traffic impacts and a Phase I hazardous materials assessment. The Draft Environmental Impact Report (DEIR) was released on May 11, 2001. The official review period extended through June 27, 2001.

The Draft Environmental Impact Report provides a description of the environmental setting, identifies environmental impacts, and lists mitigation measures that could reduce potentially significant impacts to less-than-significant levels. The DEIR identifies potentially significant impacts in the following areas: air quality, wetland and riparian habitat, archeological and historic resources, seismic hazards, hazardous materials and groundwater contamination, flooding, displacement of housing and businesses, noise and ground vibration, parks, and schools. A Summary of Environmental Impacts and Mitigation Measures is provided in Table 1 of the DEIR. All of the impacts identified as potentially significant could be reduced to less-than-significant levels through implementation of the recommended mitigation measures. It should be noted that this is a Program DEIR in that it addresses general impacts and potential

mitigation measures, and recognizes that further environmental reviews may be necessary for subsequent specific development projects.

The Draft EIR also discusses several alternatives to the proposed Design Plan and presents a qualitative comparison of the potential impacts of these alternatives with those of the proposed Design Plan. Alternative 1 (No Project) assumes that the Design Plan and related actions are not approved, leaving intact the existing industrial General Plan designations and zoning classifications. This alternative assumes that existing buildings and land uses would remain in their respective current conditions and no development of any kind would occur. As a result, there would be no significant increase in on-site employment or production of additional housing units. The other alternatives reflect variations on the land use pattern within Area 2 as envisioned in the Design Plan. Alternative 2 (Housing and Commercial Office) emphasizes office uses rather than residential development in selected blocks. While this alternative would provide for more employment opportunities, it would reduce the potential for new housing and inhibit the city's ability to meet its housing needs and improve the local jobs/housing balance. Alternative 3 (Medium/High Density Residential) would lower residential densities in selected blocks. While this alternative, as well as Alternative 2, would lessen the impact on school enrollment capacities, it would also reduce the potential for new housing and inhibit the city's ability to meet its housing needs and improve the local jobs/housing balance. Alternative 4 (Combination of Alternative 2 and Alternative 3) would generate impacts associated with both of those alternatives. As a result, this alternative would have the least impact on school enrollments yet also create the least potential for additional housing units that could assist the city in meeting its housing need goals and improving the local jobs/housing balance. While the No Project Alternative is identified in the DEIR as the environmentally superior alternative, it fails to meet any of the project objectives. The other alternatives, whose environmental impacts are not significantly less than the proposed Design Plan, inhibit the potential to achieve greater housing densities in close proximity to transit stations and hinder the city's efforts to create a more favorable jobs/housing balance.

Following the close of the official review period, a Final Environmental Impact Report (FEIR) was prepared that incorporates all oral and written comments on the DEIR and responses to those comments, including revisions to the DEIR as appropriate (see Attachment J). The City must certify the adequacy of the Environmental Impact Report prior to taking formal action on the proposed project. A Mitigation Monitoring and Reporting Program has also been prepared that identifies the responsible agency and overall timeframe for implementation of the proposed mitigation measures (see Attachment K).

PUBLIC NOTICES:

Notice of the public hearing was published in the Daily Review, a newspaper of general circulation in the Hayward area. In addition, notices of the public hearing were mailed to all property owners and residents in the study area, all property owners and residents within 300' feet of the study area, and all interested parties included on the Cannery Study Area mailing list.

Prepared by:



Gary Calame, AICP
Senior Planner

Approved by:

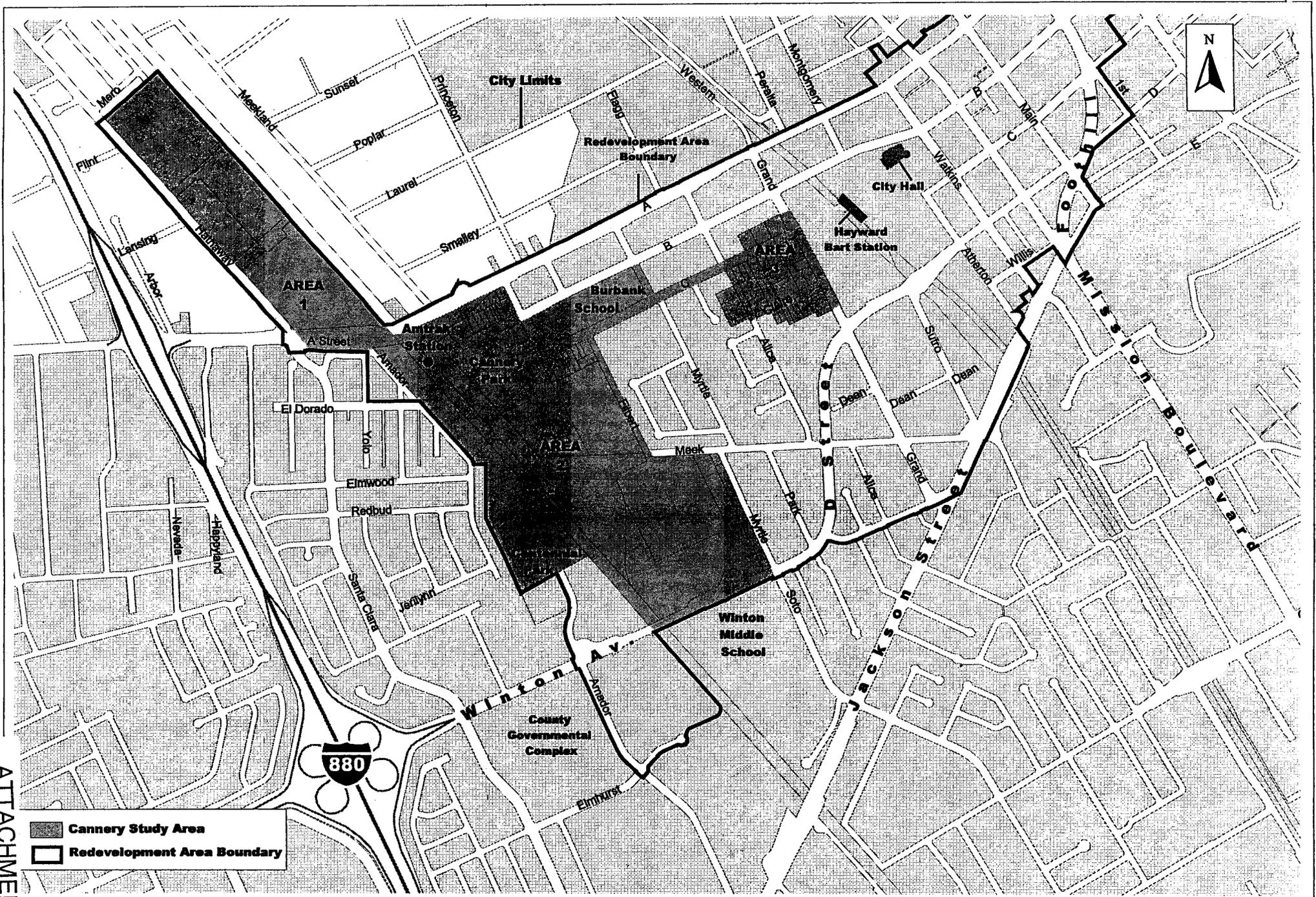


Dyana Anderly, AICP
Planning Manager

Attachments:

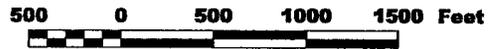
- Attachment A-Map of Cannery Study Area
- Attachment B-Cannery Area Design Plan Final Report (previously distributed to the Planning Commission)
- Attachment C-Existing General Plan
- Attachment D-General Plan Amendment
- Attachment E-Existing Zoning
- Attachment F- Zone Change
- Attachment G-Zoning Text Change (Special Design SD-4 District)
- Attachment H-Findings for Approval of Cannery Area Design Plan, General Plan Amendment, Zoning Text Change, Zone Change, and Final Environmental Impact Report
- Attachment I- Draft Environmental Impact Report (previously distributed to the Planning Commission)
- Attachment J- Final Environmental Impact Report
- Attachment K-Mitigation Monitoring and Reporting Program (to be mailed separately)
- Attachment L-Written Correspondence (received after June 27, 2001)

7.6.01



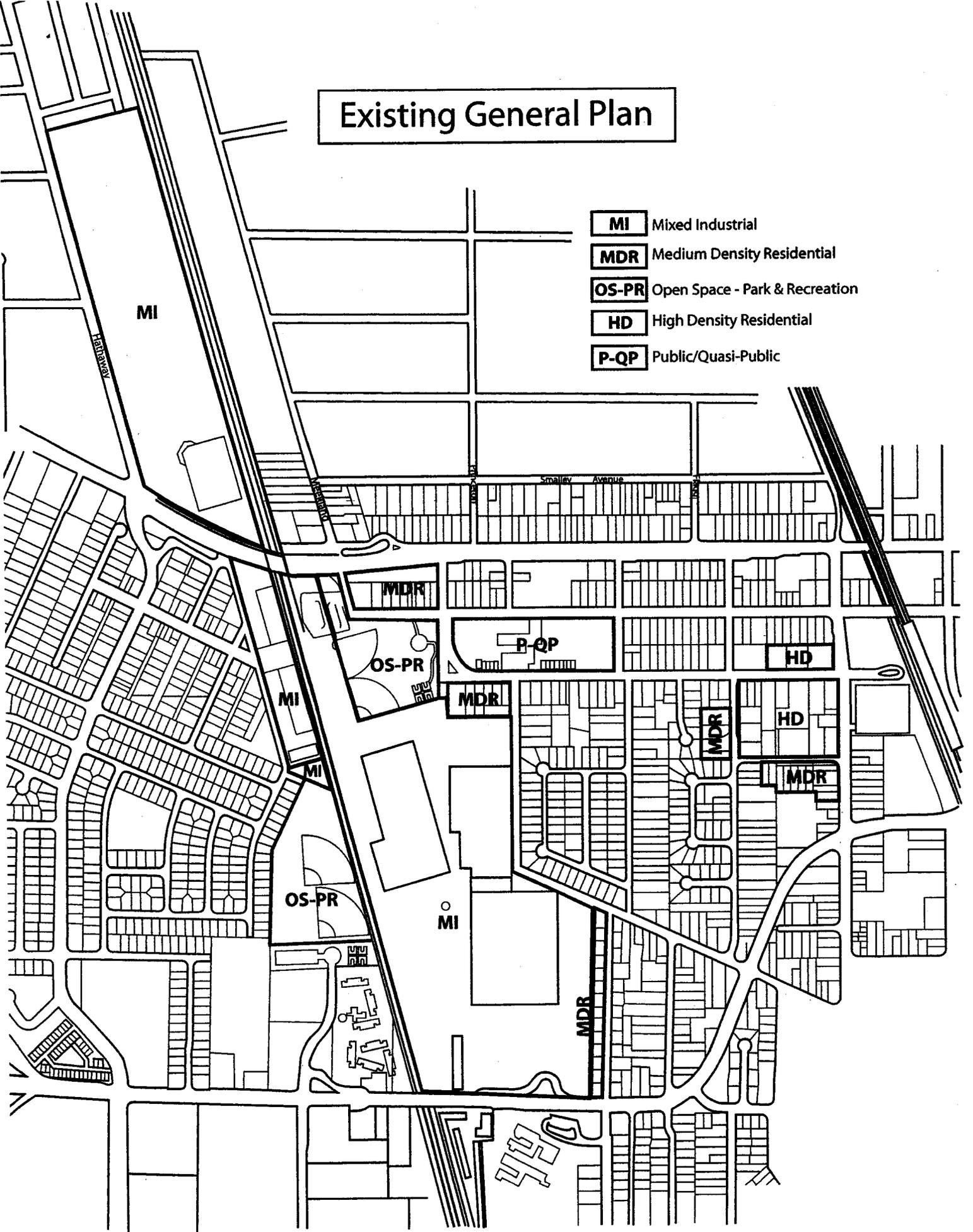
ATTACHMENT A

Cannery Study Area



Existing General Plan

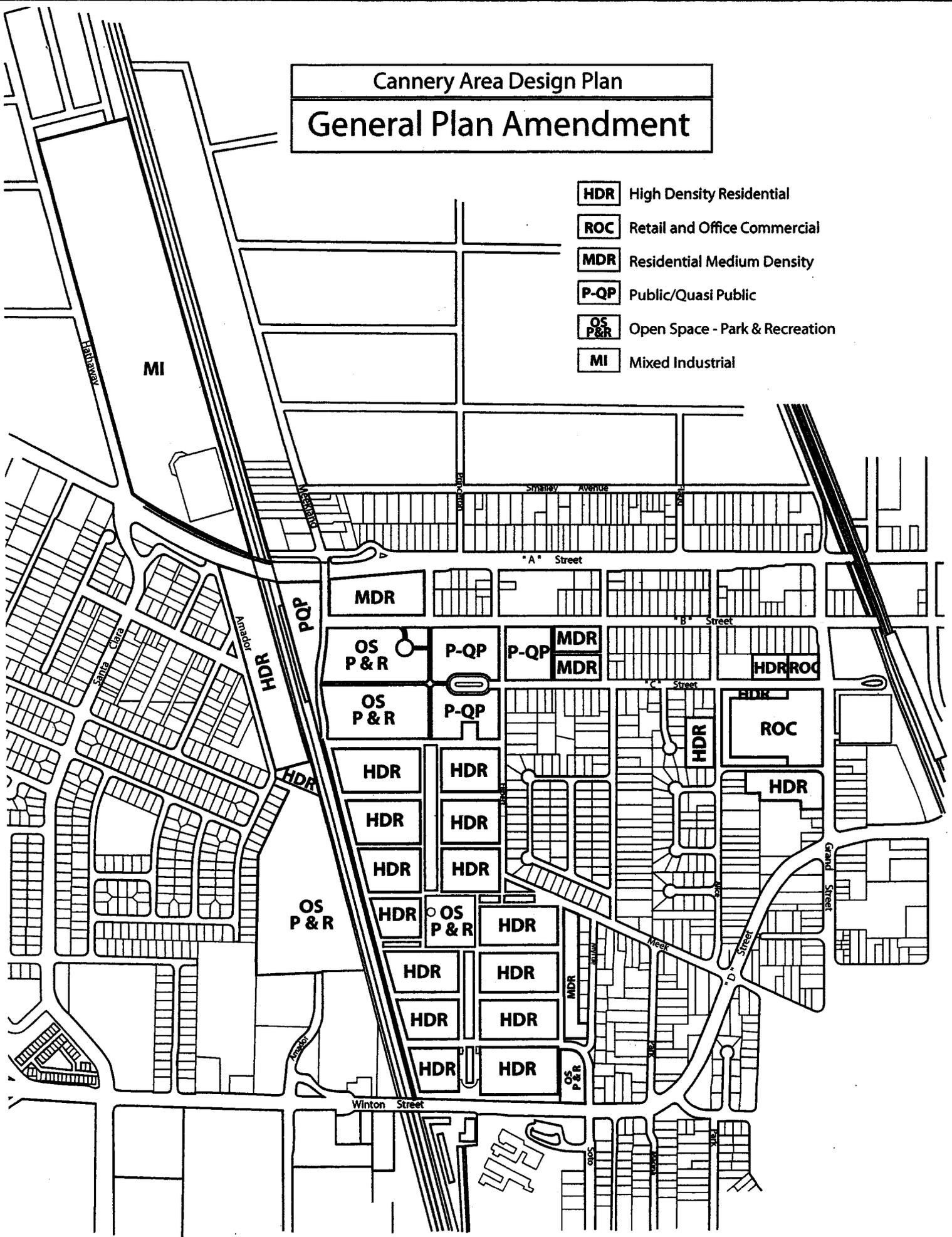
- MI** Mixed Industrial
- MDR** Medium Density Residential
- OS-PR** Open Space - Park & Recreation
- HD** High Density Residential
- P-QP** Public/Quasi-Public



Cannery Area Design Plan

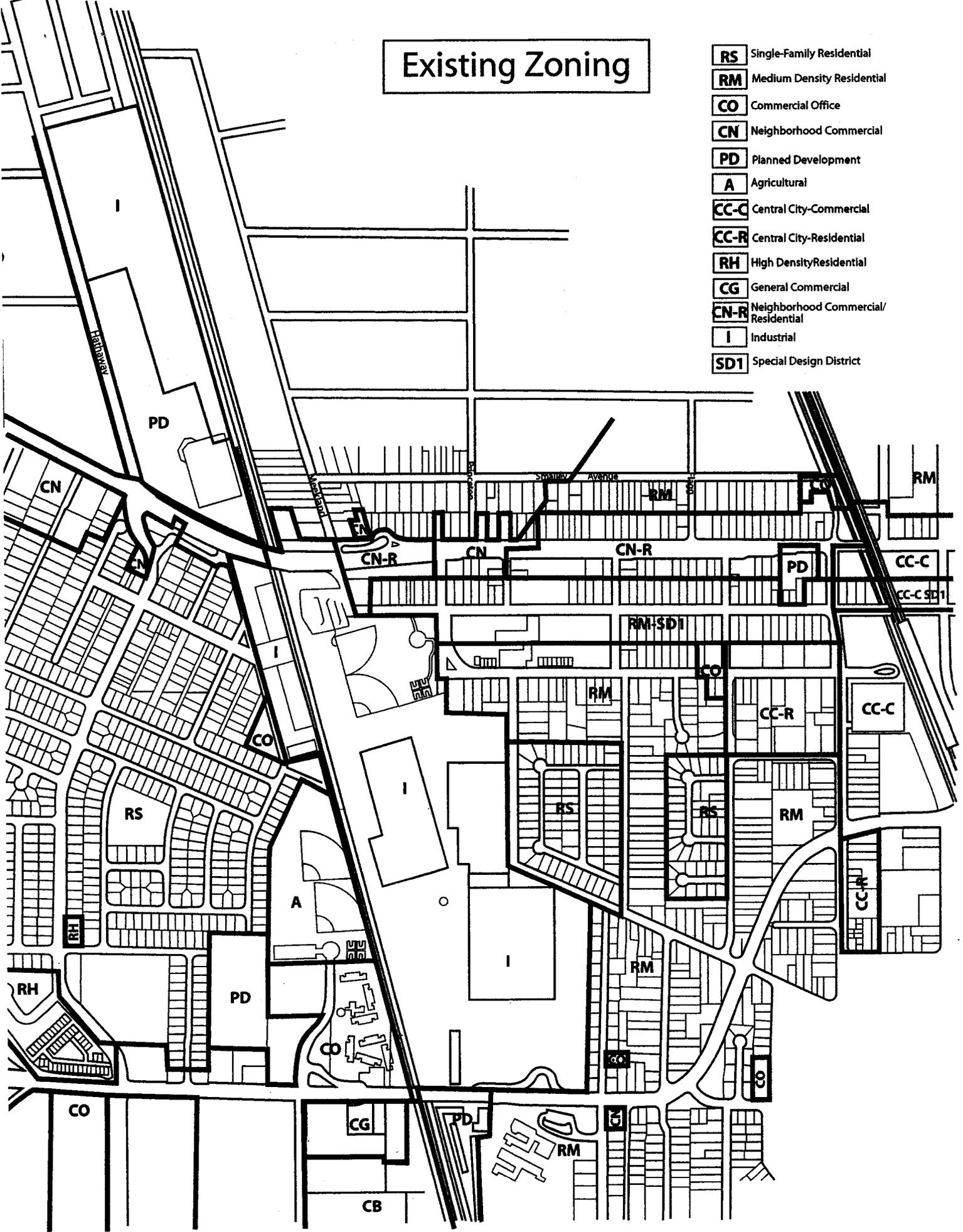
General Plan Amendment

- HDR** High Density Residential
- ROC** Retail and Office Commercial
- MDR** Residential Medium Density
- P-QP** Public/Quasi Public
- OS P&R** Open Space - Park & Recreation
- MI** Mixed Industrial



Existing Zoning

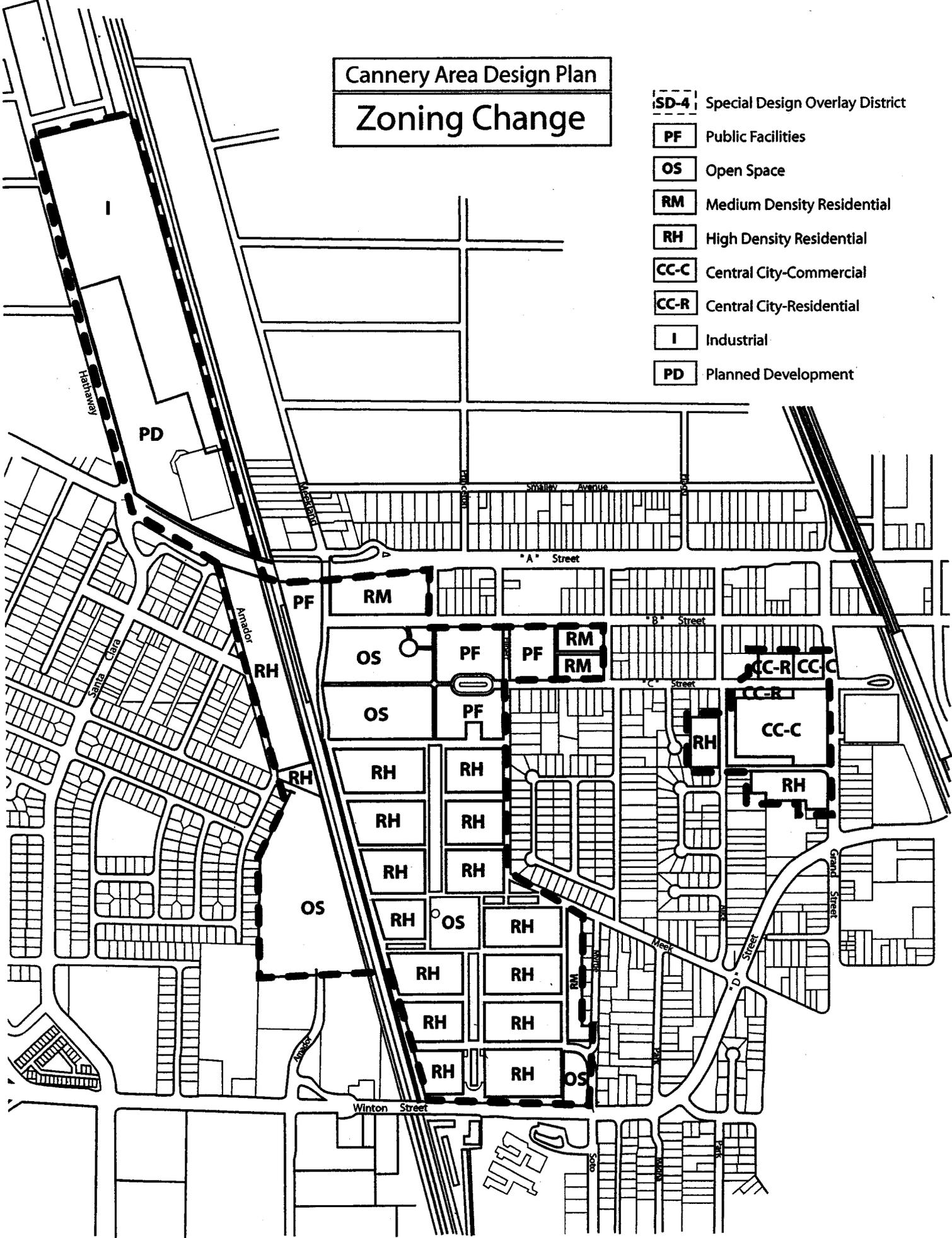
- RS** Single-Family Residential
- RM** Medium Density Residential
- CO** Commercial Office
- CN** Neighborhood Commercial
- PD** Planned Development
- A** Agricultural
- CC-C** Central City-Commercial
- CC-R** Central City-Residential
- RH** High Density Residential
- CG** General Commercial
- CN-R** Neighborhood Commercial/Residential
- I** Industrial
- SD1** Special Design District



Cannery Area Design Plan

Zoning Change

- SD-4** Special Design Overlay District
- PF** Public Facilities
- OS** Open Space
- RM** Medium Density Residential
- RH** High Density Residential
- CC-C** Central City-Commercial
- CC-R** Central City-Residential
- I** Industrial
- PD** Planned Development



D R A F T

SECTION 10-1.2625 CANNERY AREA SPECIAL DESIGN DISTRICT (SD-4)

The following design requirements shall apply to the Cannery Area Special Design District (SD-4).

a. **Design Theme.**

The overall layout and design of new development proposed within this district shall be consistent with the provisions of the Cannery Area Design Plan.

b. **Expansion or Alteration of Existing Uses.**

Any expansion of an existing use or alteration of an existing building in excess of 25 percent of the assessed value of the building is prohibited without approval of a Conditional Use Permit.

c. **Block Pattern and Street Layout.**

The overall block pattern and street layout in proposed developments shall conform to the Design Concept as contained in the Cannery Area Design Plan. The design of streets and the width of the public right-of-way shall be consistent with the Park and Street Network and Street Sections and Plans as contained in the Cannery Area Design Plan.

d. **Development Densities.**

Densities of new development shall be consistent with the applicable General Plan designations and shall further conform to the densities specified in the Land Use plan as contained in the Cannery Area Design Plan.

e. **Live-Work Spaces.**

Live-work developments shall be located within the designated blocks as indicated in the Cannery Area Design Plan. The design of live-work developments shall be consistent with the guidelines for Typical Blocks as contained in the Cannery Area Design Plan and with any ordinances or other guidelines that may be subsequently adopted by the city.

f. **Building Setbacks.**

The required setback for new development shall be 10' as indicated by the Build-to-Line shown on the Design Concept and Land Use maps in the Cannery Area Design Plan.

g. **Parks and Open Space.**

Parks and other open space proposed within new developments shall be consistent with the Park and Street Network as contained in the Cannery Area Design Plan.

FINDINGS FOR APPROVAL

Actions Related to the Cannery Area Design Plan

Certification of the Final Environmental Impact Report

1. The Final Environmental Impact Report (FEIR) has been prepared pursuant to the California Environmental Quality Act (CEQA) and the City's implementing guidelines.
2. The FEIR describes existing environmental conditions within and adjacent to the proposed project area and identifies potentially significant impacts.
3. The FEIR includes measures for incorporation in the proposed project to mitigate anticipated environmental impacts to a level of insignificance or eliminate them entirely.
4. The FEIR identified and analyzed feasible alternatives to the proposed project, assessed the cumulative impacts of this and other projects on the environment, and addressed other mandatory elements as required by CEQA.
5. The FEIR contains written responses to comments received on the Draft EIR during the official review period.
6. The FEIR is a Program EIR, in that it describes general impacts and mitigation measures, and additional environmental reviews may be required for subsequent development projects.

Adoption of General Plan Amendment No. 01-110-03

1. The proposed General Plan Amendment is consistent with the goals and policies of the City of Hayward General Plan.
2. The proposed Amendment further implements the land use, housing and open space policies and strategies of the General Plan with regard to the Cannery Study Area.
3. The proposed Amendment will assist in creating a more favorable balance of jobs and housing within the City of Hayward.

Adoption of Cannery Area Design Plan

1. The Design Plan is consistent with policies of the City of Hayward General Plan.
2. The Design Plan will further the goals of providing for the orderly development of the community and promoting transit-oriented development.
3. The Design Plan contains specific design guidelines for new development within the project area that will create a pedestrian-friendly environment, promote well-designed quality development, and enhance the appearance of the neighborhood.



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
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VIA FAX, E-MAIL AND MAIL



July 2, 2001

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 Senior Planner
 City of Hayward, Community and Economic Development Department
 Planning Division
 777 "B" Street
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WILLIE B. KENNEDY
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JOEL KELLER
 VICE-PRESIDENT

THOMAS E. MARGRO
 GENERAL MANAGER

Subject: *Comments on the Cannery Area Design Plan, Program and Planning Amendments*

Dear Mr. Calame:

Thank you for this opportunity to provide our comments on the City of Hayward's *Cannery Area Design Plan* and contents associated with its General Plan Amendment, Zoning changes and eventual adoption as a Specific Plan. We offer these comments for the City's consideration in an effort to help advance the vision for a vital and prosperous Hayward, promote BART's regional goals for a livable Bay Area and realize the potential of the Regional Smart Growth movement to which we all subscribe.

BART's mission is to provide regional public transit that increases mobility and accessibility, strengthens community and economic prosperity, and preserves the environment. In order to expand this mission for the Bay Area, a growing role for BART is envisioned through completion of the SFO project and potential extensions to Oakland Airport, Santa Clara County and other regional growth corridors.

The City of Hayward is a model of how cities craft a vision for Regional Smart Growth and implement local development projects that maximize transit connectivity. We at BART strongly support the City's policy decisions that encourage this transit-oriented development and reinvestment into the heart of the City.

In the *Cannery Area Design Plan* and proposed General Plan Amendment, the City has established specific policies that enable and encourage a mix of transit-oriented housing, offices and retail in this portion of the City. In specific, BART commends the inclusion of policies for high-density housing and mixed land uses that will further reduce reliance on private automobiles and help meet the Region's jobs-housing balance goals.

Of particular importance to BART are policies that encourage vertical mixing of land uses in concert with this new high density and infill housing along all primary transit nodes and along major corridors. While the Plan encourages mixed-use development, including housing, community and commercial services, it is important to implement this kind of development in conjunction with office uses and along main east-west pedestrian corridors such as C Street. We believe that within the *Cannery Planning Area*, important streets should be activated with these mixed-uses in order to create a vital Central District where people want to live. Transit-oriented development can be designed with sensitivity to the scale of existing development while taking advantage of, and justifying the public expenditures for, public improvements related to transit service connecting Hayward and the Bay Area.

DIRECTORS

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According to the Association of Bay Area Government's *Regional Housing Needs Distribution* goals for Hayward, more than 370 units of housing should be built each year with a mix of affordability and ownership profiles. More and more cities in the Bay Area are managing high-density housing development proposals adjacent to BART station areas and other transit to meet their regional housing responsibilities. For example, Union City's City Council recently adopted a Station District Concept Plan with a 50 dwelling unit per acre (dua) minimum for the quarter-mile planning area around its BART station. In this new station district, a development proposal being prepared for submittal proposes 80 dua with a 25 percent reduction in parking requirements. Other cities that have set 50 - 60 dua goals for housing development within a quarter mile of their BART Stations through similar overlay districts include Dublin, Oakland and Pittsburg.

It is important to mention that BART supports the inclusion of affordable housing in the Central City District, within which the *Cannery Plan* is located. The Central City District deserves policies and incentives to action that encourage a mix of housing sizes and affordability to provide for the widest range of people living in the community. Several strategies to implement the City's policies should be considered within the zoning update.

BART strongly encourages innovative policies facilitating reduced parking requirements and potential shared parking arrangements. Most existing parking requirements are typically inconsistent with transit-oriented development and the provision of affordable units becomes problematic with the high cost burden of parking provisions. Housing and other density bonuses should be considered as important tools to help create a vibrant Downtown. Creating a density bonus for the inclusion of affordable housing, obtaining Housing Incentive Grant funds from MTC, utilizing redevelopment housing investments, and advancing location efficient mortgage programs are all strategies that will directly foster housing affordability as the *Cannery Plan* is implemented.

Finally, public investment into access improvements must also become a priority. East-west access across the BART line connecting the *Cannery Area* to Downtown should be addressed in detail. Emphasis on investments to enhance pedestrian/bicycle connectivity and public safety are foremost. We look forward to working with you to create a comprehensive access analysis and plan, and assist in obtaining the grants necessary to implement public improvements needed to increase property values and development potential to the west of the BART station.

Thank you for considering these comments and we look forward to working in a continued partnership with you to foster transit-oriented planning, design and development in the Central City District around the Hayward BART station in conjunction with the *Cannery Area Design Plan*. Should you have any questions or comments or need information from our files, please don't hesitate to contact me at (510) 287-4782.

Sincerely,



Nashua K. Kahil, AICP
Senior Planner/Urban Designer

cc: V. Menotti, BART
J. Rennels, BART
J. Duffield, BART