Attachment IV

Mission Boulevard Corridor Specific Plan

CITY OF
HAYWARD
HEART OF THE BAY

September 6, 2013

MISSION BOULEVARD CORRIDOR SPECIFIC PLAN

Adopted by City Council on {insert}, 2013

via

Resolution No. {insert}

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Ordinance Nos. {insert}

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1.1 Introduction to the Specific Plan

The Mission Boulevard Corridor Specific Plan is one of the most important Hayward planning efforts in recent years. Mission Boulevard is the key north-south corridor in the eastern portion of Hayward. Through this Specific Plan, the City of Hayward seeks to provide opportunities for new development in the Mission Boulevard Corridor north of Harder Road that respects the existing character of the area and its surroundings, and includes vibrant commercial uses, pedestrian-friendly neighborhoods that are safe, desirable, and at sufficient densities to support public transportation, and a built form that will encourage such uses, and complements the natural and historic amenities existing in the Specific Plan area.

Participants of the charrette community workshops, stakeholder groups and public meetings, along with elected officials, Planning Commissioners, City staff and consultants, collaborated to develop a vision of the preferred future for Hayward's Mission Boulevard Corridor (north of Harder Road) that is high quality, safe, environmentally sustainable and scaled to the pedestrian. This Specific Plan and its Form-Based Code component provide the overall policy framework as well as a systematic approach to the planning and design of both public and private components, businesses to thrive, and the connections between them that will result in an active, healthy environment for residents and visitors to enjoy.

A charrette is an intensive multiple-day planning session where citizens, designers and others collaborate on a vision for development. This process provides a forum for ideas and offers the unique advantage of giving immediate feedback to the designers. More importantly, it allows everyone who participates to be a mutual author of the plan. A team of design experts and consultants sets up a full working office locally. Formal and informal meetings are held throughout the event and updates to the plan are presented periodically. Through brainstorming and design activity, many goals are accomplished during the charrette. First, everyone who has a stake in the project develops a vested interest in the ultimate vision. Second, the design team works together to produce a set of finished documents that addresses all aspects of design. Third, since the input of all of the players is gathered at one event, it is possible to avoid the prolonged discussions that typically delay conventional planning projects. Finally, the finished result is produced more efficiently and cost-effectively because the process is collaborative.

Chapter 1 - Introduction

1.2 Planning Area

The City of Hayward is known as the "Heart of the Bay," thanks to its central and convenient location in Alameda County along the east side of the San Francisco Bay, 25 miles southeast of San Francisco, 14 miles south of Oakland, 26 miles north of San Jose and 10 miles west of the valley communities surrounding Pleasanton, as shown on Figure 1-1. Serviced by a network of freeways and bus lines, Hayward has two BART stations (Hayward and South Hayward), an Amtrak station, and the Hayward Executive Airport, with easy access to San Francisco, Oakland, and San Jose. A January 1, 2013 estimate by the California Department of Finance had the population at 148,756 residents. According to most recent population projections from the Association of Bay Area Governments' (ABAG), Hayward is expected to be home to 184,600 residents in 2035. Also according to data compiled for ABAG's One Bay Area Plan, the number of jobs in Hayward will grow from 69,100 in 2010 to approximately 89,900 in 2040, and the number of housing units will increase from 48,300 in 2010 to more than 60,580 in 2040.

The Specific Plan area, in the northeastern portion of Hayward, comprises approximately 600 parcels, 240 acres, and has a total length of approximately two miles. As shown on Figure 1-2, the project area includes two segments along Mission Boulevard, a major transportation corridor that extends from Harder Road in the south to the City limits in the north, excluding the downtown core. The Specific Plan area is within the City's Redevelopment Project Area and encompasses portions of three Hayward neighborhood planning areas, North Hayward, Mission/Foothills, and Jackson Triangle. Figure 1-3 outlines the Plan Area in greater detail.

A Form-based code fosters predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code. Form-based codes are regulations adopted into city or county law. Form-based codes address the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks.

The regulations and standards in form-based codes are presented in both words and clearly drawn diagrams and other visuals. They are keyed to a regulating plan that designates the appropriate form and scale (and therefore, character) of development, rather than only distinctions in land-use types. This approach contrasts with conventional zoning's focus on the micromanagement and segregation of land uses, and the control of development intensity through abstract and uncoordinated parameters (e.g., FAR, dwellings per acre, setbacks, parking ratios, traffic LOS), to the neglect of an integrated built form.

Not to be confused with design guidelines or general statements of policy, form-based codes are regulatory, not advisory. They are drafted to implement a community plan. They try to achieve and code a community vision based on time-tested forms of urbanism. Ultimately, a form-based code is a tool; the quality of development outcomes depends on the quality and objectives of the community plan that a code implements.

Figure 1-1: Regional Location Map

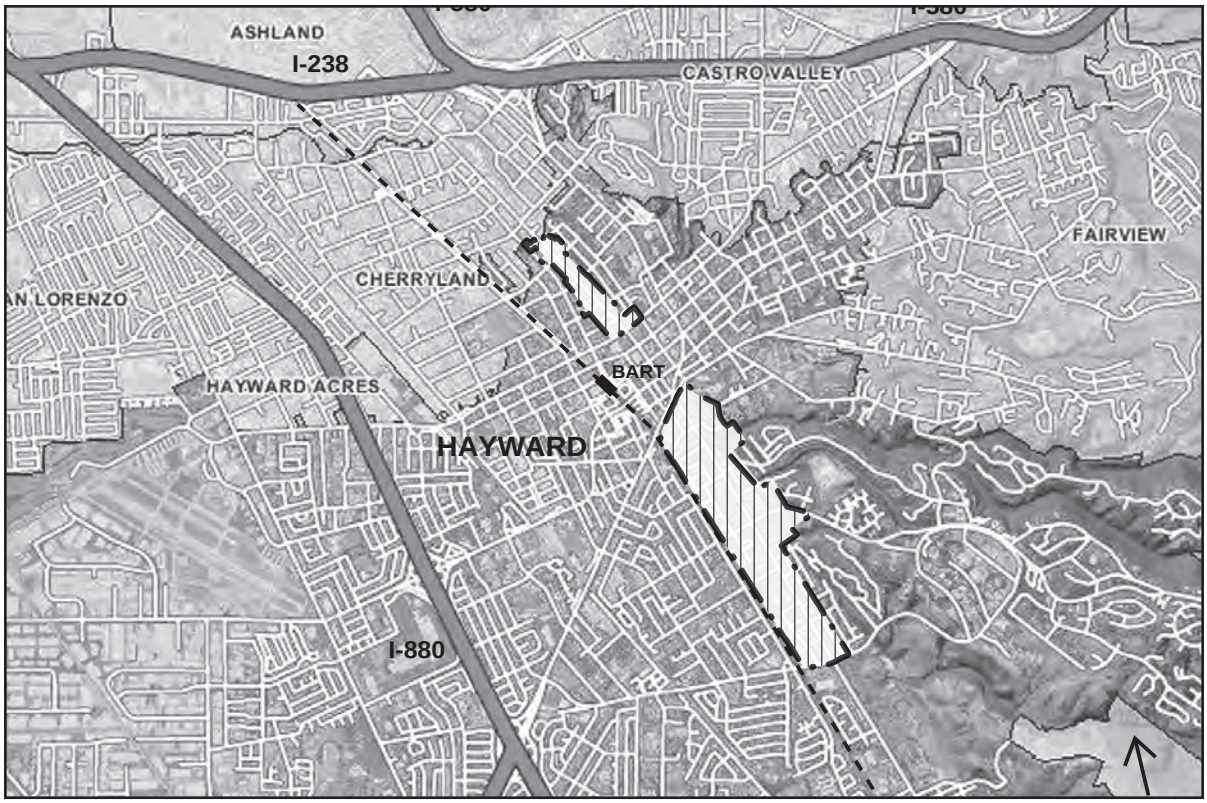


Figure 1-2: Project Area Vicinity Map

1.3 Purpose and Intent of the Specific Plan

Key objectives of the Specific Plan are to:

- Revitalize an economic spine that provides services to the eastern portion of the City while addressing the current deterioration of the existing uses, including distressed auto-related uses;
- Establish a vision for transit-oriented development that incorporates economic and environmental sustainability; offers housing options and civic functions;
- Strengthen the City's economy;
- Create a vibrant pedestrian-oriented environment;
- Foster a safe public realm;
- Improve circulation and streetscapes; and
- Support environmentally sustainable forms of development, while enhancing Hayward's existing character and quality of life.

The Specific Plan includes comprehensive and detailed design and development standards contained in an all-encompassing Form-Based Code and sets forth infrastructure and implementation strategies. The Plan allows flexibility, recognizing the potential for changing needs and market conditions over time, while also articulating a clear vision for the area.

The Specific Plan will be implemented through a variety of actions, including amendments to the City's General Plan and Municipal Code and other means set forth in the Implementation chapter of this document. The Specific Plan is intended to express a long-range affirmative vision for the Mission Boulevard Corridor, an area that will likely evolve over time rather than one that will experience a rapid transformation.

Figure 1-3: Historic house on Pinedale Court

Figure 1-4: Restaurant on Mission Boulevard

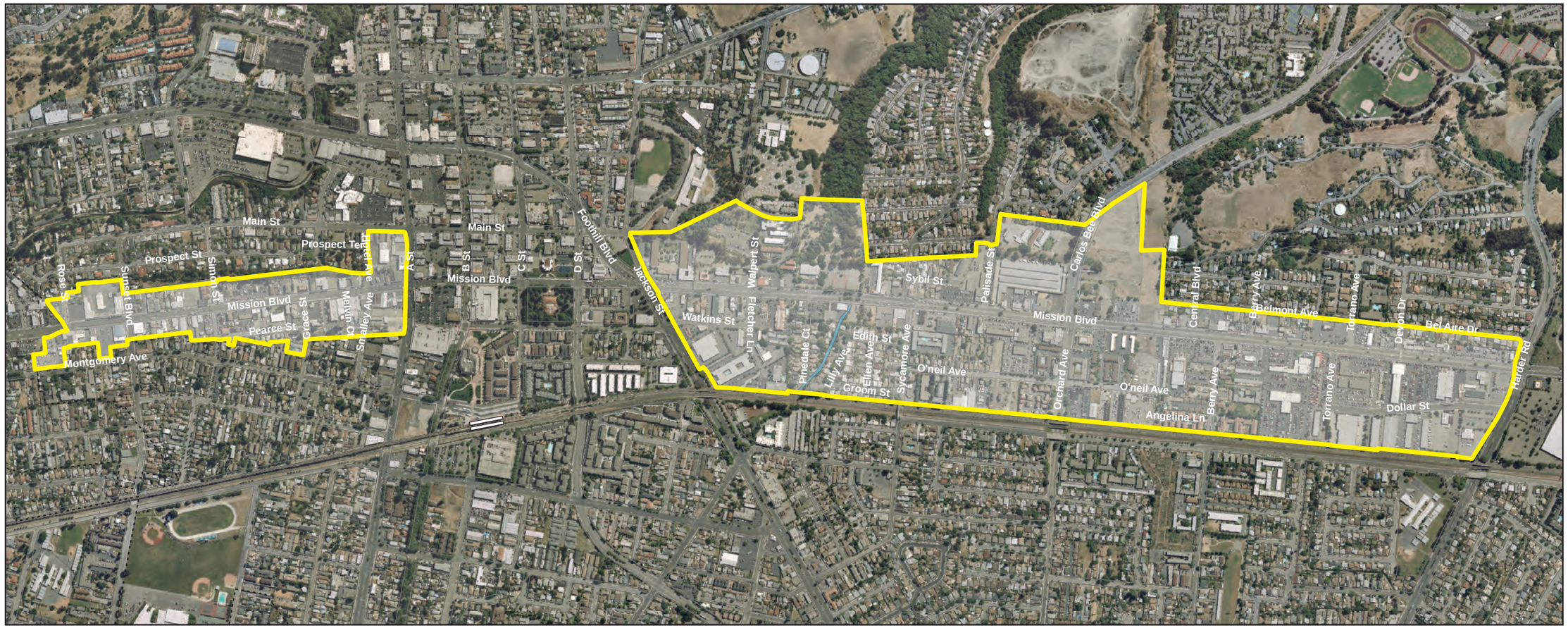
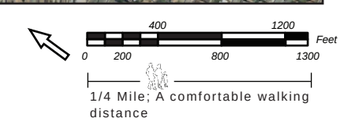


Figure 1-5: Site Location Map



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1.4 Planning Process

1.4.1 Synoptic Survey

The consultant team prepared a synoptic survey of the Specific Plan area. The synoptic survey is a tool used by urban designers and planners to measure the physical elements of a community, such as the perimeter length of blocks, lot widths, building types, frontage types and street widths. The expression "synoptic survey" is taken from scientific analysis of the natural world, where cross-section diagrams illustrate the elements of natural environments – from the canopy above down to the soil below. By applying these techniques to the urban environment, a deeper understanding of the physical components of the community may be gained. In this particular case, the synoptic survey also included a careful review of the existing zoning districts, overlays and other standards, regulated land uses and permits, and the decision-making process for the planning area.

1.4.2 Specific Plan Meetings

Numerous types of individual and community meetings were held to fully develop a community-supported and feasible Specific Plan, including:

- Key Stakeholder meetings with: Hayward Chamber of Commerce, Hayward Area Planning Association (HAPA); Alameda County Economic Development Department, Redevelopment Agency and Community Development Agency; Hayward Area Recreation and Park District (HARD); Neighborhood Associations of Pinedale Court, Fairway Park, Grand Terrace and Prospect Hill; Bowman Elementary School; and interviews with six City Council members and four Planning Commissioners (2 March to 6 April 2010)
- Planning Commission Work Session to provide overview of project (25 March 2010)
- City Council Work Session to provide overview of project (23 March 2010)
- Public design charrette kick-off presentation (8 April 2010)
- Five-day public design charrette (12 April -16 April 2010)
- Planning Commission Work Session to provide feedback on the Regulating Plan (24 June 2010)
- City Council Work Session to provide feedback on the Regulating Plan (22 June 2010)
- City Council/Planning Commission/Staff field trip to survey thoroughfares (2 October 2010)
- Planning Commission Work Session to provide feedback on Draft Specific Plan (10 February 2011)
- City Council Work Session to provide feedback on Draft Specific Plan (15 February 2011)
- City Council Work Session to review Draft EIR and Revised Specific Plan (23 April 2013)
- Planning Commission Public Hearing to review Draft EIR and Revised Specific Plan (9 May 2013)
- Final Planning Commission hearing to present Final Specific Plan (25 July 2013)
- City Council Hearing to Introduce Ordinance (17 September 2013)
- Final City Council adoption hearing (24 September 2013)

1.4.3 Plan Preparation

Based on direction from community and key stakeholder meetings, City Council and Planning Commission meetings, and City staff input, the consultant team developed the Specific Plan. An overview of the Plan contents is included below, in section 1.6 Specific Plan Contents.

1.4.4 Environmental Review

Adoption and implementation of the Mission Boulevard Corridor Specific Plan requires changes to General Plan designations and zoning districts within the plan area. Pursuant to the California Environmental Quality Act, a program level Environmental Impact Report (EIR) was prepared to assess the potential environmental effects of those changes. All potentially significant impacts identified in the EIR may be reduced to less than significant levels through the application of mitigation measures provided therein. It is anticipated that additional environmental review will occur as individual development approvals are requested in the future. It is further envisioned the EIR will be used as the basis for any further environmenal analyses and documentation concerning those future land entitlement requests.

Figure 1-6: The Plunge, a civic building on Mission Boulevard

1.5 Statutory Requirements for the Specific Plan

Under California law, (Government Code Section 65450 et seq.), Cities and Counties may complete specific plans to develop policies, programs and regulations to implement the jurisdiction's adopted general plan. A specific plan frequently serves as a bridge between the general plan and individual development master plans and planned unit developments, or other large development projects. The purpose of the Mission Boulevard Corridor Specific Plan is to guide change in the Specific Plan Area and implement Hayward's General Plan.

Sometimes a General Plan calls for development of a Specific Plan to flesh out specific policies for an area or to address issues deferred or unresolved in the general plan. Jurisdictions may also use a Specific Plan to address new issues or changed circumstances in a particular area. In either case, the purpose is to address policy issues that were not adequately addressed in the General Plan. Oftentimes, the Specific Plan adoption process includes amendments to the General Plan to harmonize policies, thus achieving consistency. In the case of the Mission Boulevard Corridor Specific Plan, the Hayward City Council determined that it was appropriate to reexamine land use policy for the area.

1.5.1 Required Contents

This Specific Plan has been prepared in accordance with the requirements of California Government Code Section 65451. As prescribed by law, the Mission Bouelvard Corridor Specific Plan includes text and diagrams that generally describe:

- The distribution, location and extent of all land uses, including open space.
- The proposed distribution, location, extent and intensity of major components of public infrastructure, such as transportation and water and sewer systems.
- The standards and criteria by which development will proceed.
- A program of implementation measures, such as financing measures, policies, regulations and public works projects.
- A statement of the relationship of the Specific Plan to the General Plan.

Figure 1-7: Apartment building on Mission Boulevard

Figure 1-8: Auto dealership on Mission Boulevard

1.6 Specific Plan Contents

The Mission Boulevard Corridor Specific Plan includes the following chapters and appendices:

Chapter 1 - Introduction: Describes the planning area, the intent and purpose of the Specific Plan, the planning process and the statutory requirements of a Specific Plan.

Chapter 2 - Vision and Goals: Outlines the guiding principles for development of the Mission Boulevard Corridor Specific Plan area and introduces the Form-Based Code found in Chapter 4.

Chapter 3 - Regulating Plan: Describes the Regulating Plan for the Mission Boulevard Corridor Specific Plan area.

Chapter 4 - Form-Based Code: Provides regulations, requirements and standards for all new development within the Mission Boulevard Corridor Specific Plan area. The Form-Based Code replaces existing zoning districts and portions of the City's Zoning Ordinance applicable land use and development activities in the Mission Boulevard Corridor Specific Plan area.

Chapter 5 - Infrastructure Plan: Summarizes potential impacts of development on public utilities and community services and the strategies necessary to prevent deterioration in services.

Chapter 6 - Implementation Plan: Identifies implementation steps and a conceptual financing plan for future development of the Mission Boulevard Corridor Specific Plan Area.

Appendix A: Synoptic Survey

Appendix B: Market Assessment and Economic Development Strategy

Appendix C: Fiscal Impact Analysis

Appendix D: Parking and Transportation Demand Strategy

2.1 Introduction

2.1 Relationship to General Plan

The Land Use Element of the General Plan (Chapter 2) describes how the City's Planning Area is composed of distinct neighborhoods, including the Mission/Foothills and North Hayward neighborhoods. The General Plan further designates certain significant Focus Areas for the implementation of Smart Growth principles. The Mission Boulevard Corridor Specific Plan and its Form-Based Code component implement such principles for portions of the Mission Boulevard Corridor. Additionally, the Specific Plan is also consistent and will further the following General Plan goals, as described below.

2.1.1 Land Use Element

Goal 1: The Specific Plan will help promote a balance of land uses and achieve a vibrant urban development pattern that enhances the character of the area.

Goal 2: The Specific Plan will help support higher-density and well-designed quality development in areas within ½ mile of transit stations and ¼ mile of major bus routes in order to encourage non-automotive modes of travel.

Goal 5: The Specific Plan will help promote transit-oriented development in the Mission/Foothill Corridor in order to help create a distinctively attractive commercial boulevard.

Goal 8: The Specific Plan will help promote infill development that is compatible with the overall character of the surrounding neighborhood.

Goal 10.1: The Specific Plan will help maintain Urban Limit Lines in order to retain an attractive, natural setting and foster a distinctive sense of place.

Figure 2-1: Vision for a walkable Mission Boulevard north of A Street

2.1.2 Circulation Element

Goal 4.1: The Specific Plan will help improve mobility to foster economic vitality.

Goal 8.4: The Specific Plan will help create improved and safer circulation facilities for pedestrians.

Goal 9.1: The Specific Plan promote opportunities for safe and convenient bicycle travel.

Goal 10: The Specific Plan will help encourage land use patterns that promote transit usage.

Goal 13.1: The Specific Plan will help provide for future parking demand in ways that optimize mode choice.

Goal 14.2: The Specific Plan will help seek to address traffic safety concerns.

2.1.3 Economic Development Element

Goal 1: The Specific Plan will help utilize an economic strategy that balances the need for development with other City goals and objectives.

Goal 2.1/5: The Specific Plan will help create a sound local economy that attracts investment, increases the tax base, creates employment opportunities for residents and generates public revenues.

Goals 4.6/8: The Specific Plan will help to enhance the City's image in order to improve the business climate.

2.1.4 Housing Element

Goal 1.1: The Specific Plan will help maintain and enhance the existing viable housing stock and neighborhoods within its area.

Goal 3: The Specific Plan will help provide suitable sites for housing development which can accommodate a range of housing by type, size, location, price and tenure.

2.215 Community Facilities and Amenities Element

Goal 5.2: The Specific Plan will help to increase the amount, diversity and quality of parks and recreational facilities and opportunities.

Goal 6.4: The Specific Plan will help enhance the aesthetic and recreational values of open space corridors within the area.

Goals 7.6/7: The Specific Plan will help enhance the City's image through preservation of historic resources.

2.1.6 Conservation and Environmental Protection Element

Goals 4.6/7: The Specific Plan will help protect and enhance vegetative and wildlife habitat in its area.

Goal 5.4: The Specific Plan will help minimizing risks from geologic and seismic hazards in the siting and design of development.

Goal 11: The Specific Plan will help improve air quality by creating efficient relationships between transportation and land use.

2.1.7 Public Utilities and Services Element

Goals 5.1/2: The Specific Plan will help the City promote energy conservation.

2.2 Specific Plan Goals and Policies

The Mission Boulevard Corridor Specific Plan and its Form-Based Code (see Chapter 4) carry out the policies of the Hayward General Plan by classifying and regulating the desired form and intensities of development and land uses within the Mission Boulevard Corridor. The intent of this Specific Plan and its Form-Based Code component is to protect and promote the public health, safety, comfort, convenience, prosperity, and general welfare of the community. This intent is achieved through implementation of the following Smart Growth goals:

1. Neighborhood Livability
2. Better Access, Less Traffic
3. Thriving Cities, Suburbs and Towns
4. Shared Benefits
5. Lower Costs, Lower Taxes
6. Keepting Open Space Open

These six principles will guide development within the Specific Plan area through the application of the Form-Based Code during the City's development review process. The Form-Based Code is intended to ensure that existing and new buildings within the Mission Boulevard Corridor Specific Plan area are harmonious with each other in scale and character, create an attractive, walkable neighborhood, and promote pedestrian-oriented streetscapes and public spaces.

2.2.1 For the Community

At the community scale, the Mission Boulevard Corridor Specific Plan and Form-Based Code seek to ensure that:

Figure 2-2: Vision of a new retail center at the northeast corner of Carlos Bee Boulevard and Mission Boulevard

- Neighborhoods and transit-oriented development are compact, pedestrian-oriented and mixed-use.
- Neighborhoods should be the preferred pattern of development and that districts specializing in a single use should be the exception.
- Ordinary activities of daily living occur within walking distance of most dwellings, allowing independence to those who do not drive.
- Interconnected networks of thoroughfares be designed to disperse traffic and reduce the length of trips.
- Within neighborhoods, a range of housing types and price levels be provided to accommodate diverse ages and incomes.
- Affordable housing should be distributed throughout the region to match job opportunities and to avoid concentrations of poverty.
- Appropriate building densities and land uses be provided within walking distance of transit stops.
- Civic, institutional, and commercial activity should be embedded in neighborhoods, not isolated in remote single-use complexes.
- Schools be sized and located to enable children to safely walk or bicycle to them.
- A range of open space, including parks, squares, plazas and playgrounds, be distributed within neighborhoods.
- The region should include a framework of transit, pedestrian, and bicycle systems that provide alternatives to the automobile.

2.2.2 For the Transect

At the neighborhood scale, the Mission Boulevard Corridor Specific Plan and Form-Based Code seek to ensure that:

- Communities should provide meaningful choices in living arrangements as manifested by distinct physical environments, referred to as Transect Zones.
- The Specific Plan and Form-Based Code are based on the concept of the Transect, which is a system of ordering human habitats in a range from the most natural to the most urban. The Transect describes the physical character of place at any scale according to the density and intensity of land use and urbanism.
- The Transect Zones described in Table 1 of the Form-Based Code shall constitute the building blocks of the Mission Boulevard Corridor Specific Plan and Form-Based Code with regard to the general character of each of these environments within the Specific Plan Area. In particular, the Mission Boulevard Specific Plan and Form-Based Code focus on the T3 Sub-Urban Zone, T4-1 and T4-2 General Urban Zone, and the T5 Urban Center Zone, and CS Civic Space Zone.

2.2.3 For the Block and Building

At the block scale, the Mission Boulevard Corridor Specific Plan and Form-Based Code seek to ensure that:

- Block sizes be scaled small to maximize route options and safety.

- Buildings and landscaping contribute to the physical definition of thoroughfares as civic places.
- Development adequately accommodate automobiles while respecting the pedestrian and the cyclist and the spatial form of public areas.
- Design of buildings create defensible space, commonly referred to as 'eyes on the street.'
- Architecture and landscape design grow from local climate, topography, history, and building practice.
- Buildings provide their inhabitants with a clear sense of geography and climate through energy efficient methods.
- Civic buildings and public gathering places be provided as locations that reinforce community identity and support self-government.
- Civic buildings be distinctive and appropriate to a role more important than the other buildings that constitute the fabric of the city.
- The preservation and renewal of historic buildings be facilitated to affirm the continuity and evolution of society.

Figure 2-3: Vision for Pinedale Court neighborhood center

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Chapter 3 - Regulating Plan

3.1 Introduction

The Mission Boulevard Corridor Specific Plan establishes a Regulating Plan to delineate those areas subject to regulation by the Plan and its Form-Based Code component (see Chapter 4). The Regulating Plan, shown in Figure 3.1, is also the zoning map that identifies the different Transect Zones within the Mission Boulevard Corridor. The Regulating Plan also shows Thoroughfare Types and Special Requirements for all areas subject to the Specific Plan.

3.2 Special Requirements

The Regulating Plan designates the following standards and special requirements:

1. Height Overlay Areas: These designations indicate areas where the height of buildings are modified from the underlying Transect Zone.
2. Commercial Overay Areas: These designations indicate areas where residential is not allowed on the first floor of development.
3. Mandatory Shopfront Frontage: These designations require that a building shall provide a commercial shopfront at sidewalk level along the entire length of its private frontage. The shopfront shall be no less than 70% glazed in clear glass and shaded by an awning overlapping the sidewalk as generally illustrated in Table 5.
4. Recommended Shopfront Frontage: These designations indicate that a building should provide a commercial shopfront at sidewalk level along the entire length of its private frontage. Where provided, the shopfront shall be no less than 70% glazed in clear glass and shaded by an awning overlapping the sidewalk as generally illustrated in Table 5.
5. Terminated Vista: These locations indicate that the building should be provided with architectural articulation of a type and character that responds visually to the location, as approved by the review authority. A building located at a Terminated Vista designated on the Regulating Plan should be designed in response to the axis through the use of color, material, massing and height such that visual orientation along the axis is improved and a prominently visible destination is established.

The Regulating Plan also establishes the following Transect Zones within the Mission Boulevard Corridor:

T3	Sub-Urban
T4-1	General Urban 1
T4-2	General Urban 2
T5	Urban Center

Each of these Transect Zones has a distinct character as outlined in Table 1 (Transect Zone Description) in Chapter 4.

3.3 Transect Zones

All areas shown within the Regulating Plan boundaries shall be subject to the Mission Boulevard Corridor Specific Plan and Form-Based Code. The Transect Zones are hereby established and shall be shown on the Regulating Plan for the Mission Boulevard Corridor Specific Plan and Form-Based Code area.

3.4 Civic Spaces Zone

The Regulating Plan also establishes the Civic Space (CS) Zone. The purpose of the CS Zone is to provide designated areas for public open space, civic buildings and civic uses.

3.5 Thoroughfare Plans

In addition to the Regulating Plan, the Mission Bouelvard Corridor Specific Plan also establishes a Thoroughfare Plan and a New Thoroughfare Plan are shown in Figures 3-2 and 3-3. The Form-Based Code (see Chapter 4) provides details on proposed upgrades to existing thoroughfares and proposed standards for new thoroughfares within the Specific Plan area.

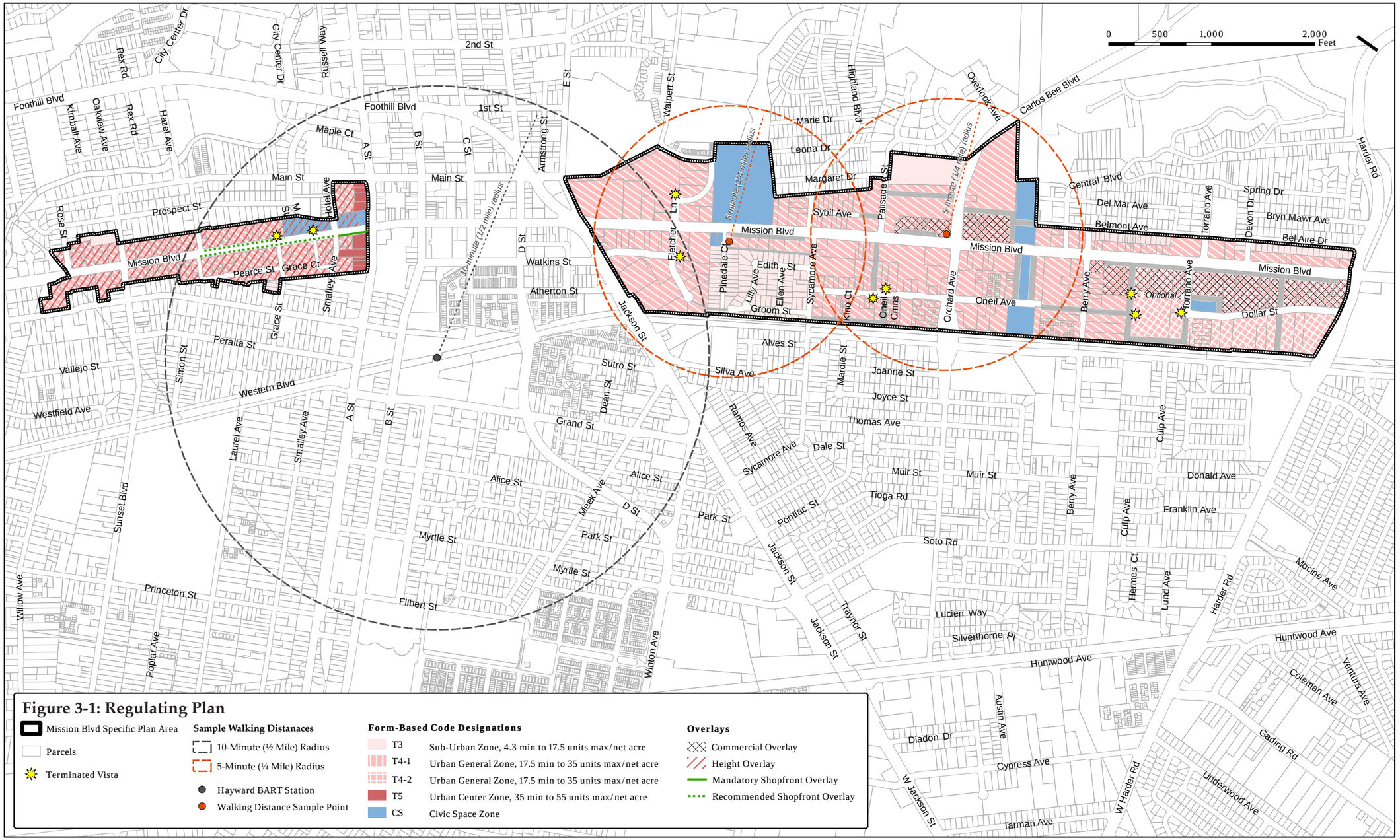

Figure 3-1: Regulating Plan

- Mission Blvd Specific Plan Area
- Parcels
- Terminated Vista

Sample Walking Distanaces

- 10-Minute (½ Mile) Radius
- 5-Minute (¼ Mile) Radius
- Hayward BART Station
- Walking Distance Sample Point

Form-Based Code Designations

T3	Sub-Urban Zone, 4.3 min to 17.5 units max/net acre
T4-1	Urban General Zone, 17.5 min to 35 units max/net acre
T4-2	Urban General Zone, 17.5 min to 35 units max/net acre
T5	Urban Center Zone, 35 min to 55 units max/net acre
CS	Civic Space Zone

Overlays

- Commercial Overlay
- Height Overlay
- Mandatory Shopfront Overlay
- Recommended Shopfront Overlay

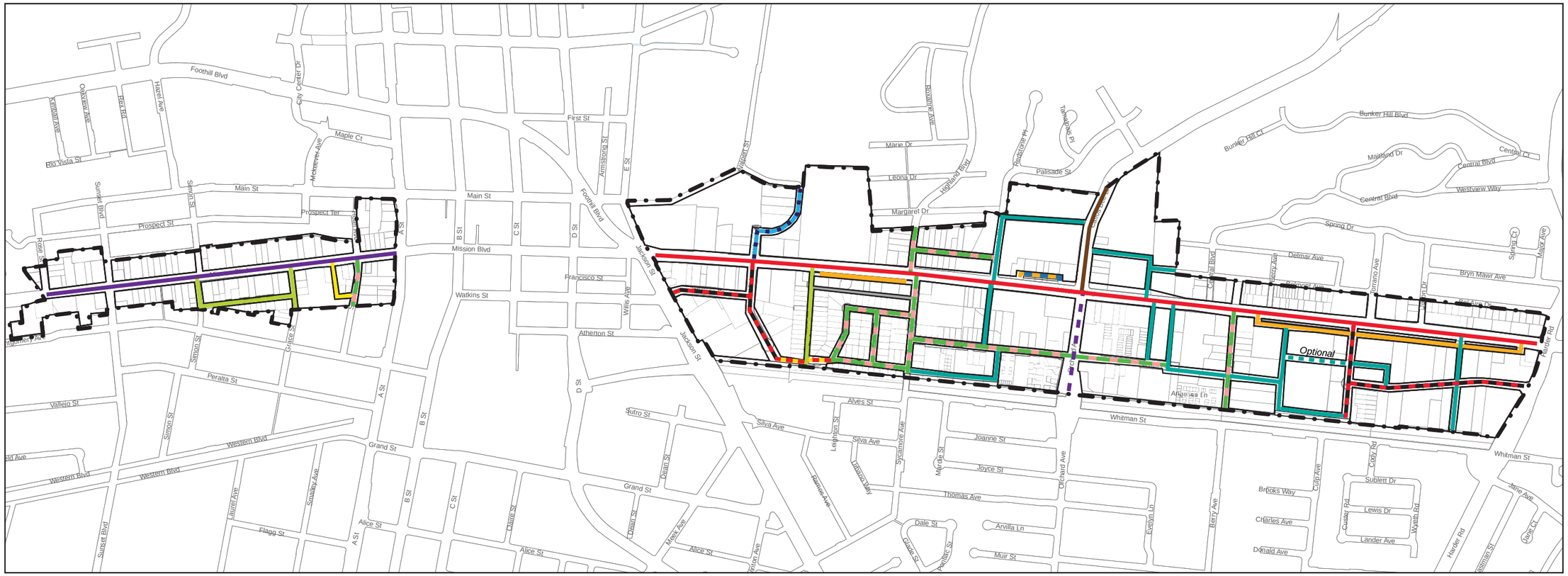

Figure 3-2: Thoroughfare Plan

0 200 400 800 1200 Feet

Project Area

Parcels

RA-24-24

ST-24-20-BR

ST-32-20-BR

ST-40-28-BR

ST-50-34-BR

ST-52-40-BL

ST-56-34-BR

ST-56-34-BR - Optional New Thoroughfare required with new development unless deemed infeasible to accommodate a large single use/building.

SL-39-23-BR

SL-47-31-BR

AV-68-36-BR

AV-80-58-BR

AV-88-58-BR

AV-100-64/76-TR

AV-110-72-BR

THOROUGHFARE TYPES

Boulevard :	BV
Avenue:	AV
Commercial Street:	CS
Drive:	DR
Street:	ST
Road:	RD
Slip Lane:	SL
Rear Alley:	RA
Bicycle Trail:	BT
Bicycle Lane:	BL
Bicycle Route:	BR
Path:	PT
Passage:	PS
Transit Route:	TR

KEY **ST-57-20-BL**

Thoroughfare Type

Right of Way Width

Pavement Width

Transportation

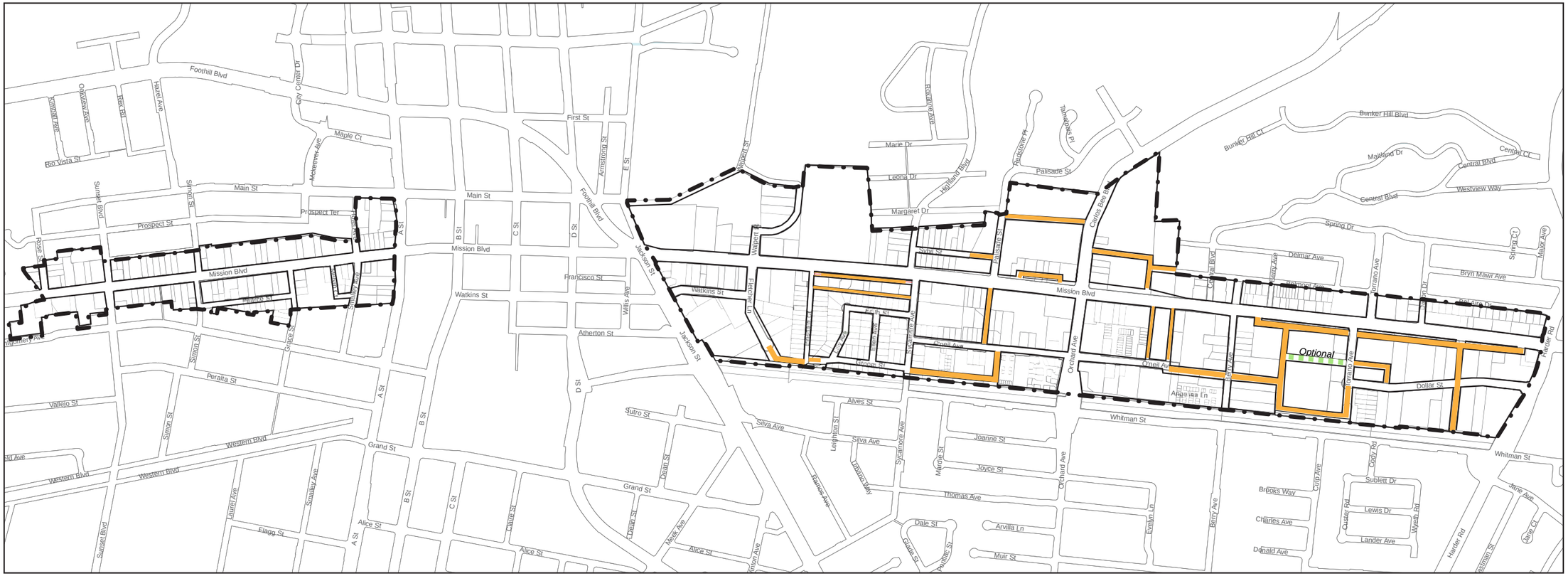

Figure 3-3: New Thoroughfare Plan

- Project Area
- Parcels
- Existing Thoroughfares
- New Thoroughfares
- Optional New Thoroughfare required with new development unless deemed infeasible to accommodate a large single use/building.

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4.1 Introduction

The preceding chapters of this Specific plan provide the vision and policies for new development and redevelopment within the Mission Boulevard Corridor (north of Harder Road). Under this vision, the scale and general character of new development and redevelopment are intended to be based on the traditional elements of Hayward's historic development as well as the preference of current residents and their elected representatives.

Chapter 4 introduces a Form-Based Code that is intended to ensure that the vision and goals of the Specific Plan are implemented. This Form-Based Code will be adopted as Chapter 10, Article 25 of the City of Hayward Municipal Code and may be used as a stand alone document. It replaces the underlying zoning districts and portions of the Zoning Ordinance applicable to the Mission Bouelvard Corridor Specific Plan area.

The Form-Based Code is designed to be used both as a set of rules for property owners and their designers – to allow them to understand from the outset the parameters that the community has set for development in the Mission Boulevard Corridor Specific Plan area – and also as a framework and systematic checklist for the City's use as it plans its investments in capital projects and evaluates the design of proposed building projects. This will improve the quality of design proposals that the City receives and the value of the City's cumulative investment in the public realm.

The Form-Based Code essentially provides a system or "kit" of parts and instructions for ensuring that the design of private development and the design of the public realm (i.e., streets, sidewalks, open space, etc.) are rigorously coordinated and focused on the common goal of creating a safe and lively pedestrian experience. The long-term result will be neighborhoods based directly on the preferences of the community as expressed through a public design charrette, workshops and meetings. The Form-Based Code will ensure that the scale and character of the parts are complementary and connected to one another.

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CITY OF
HAYWARD
HEART OF THE BAY

CHAPTER 10, ARTICLE 25

OF

THE CITY OF HAYWARD MUNICIPAL CODE

HAYWARD MISSION BOULEVARD CORRIDOR FORM-BASED CODE

T1

T2

T3

T4

T5

Chapter 4 - Form-Based Code

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10-25.115	PURPOSE
10-25.120	AUTHORITY
10-25.125	ADMINISTRATION RESPONSIBILITY
10-25.130	APPLICABILITY
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10-25.210	REGULATING PLAN
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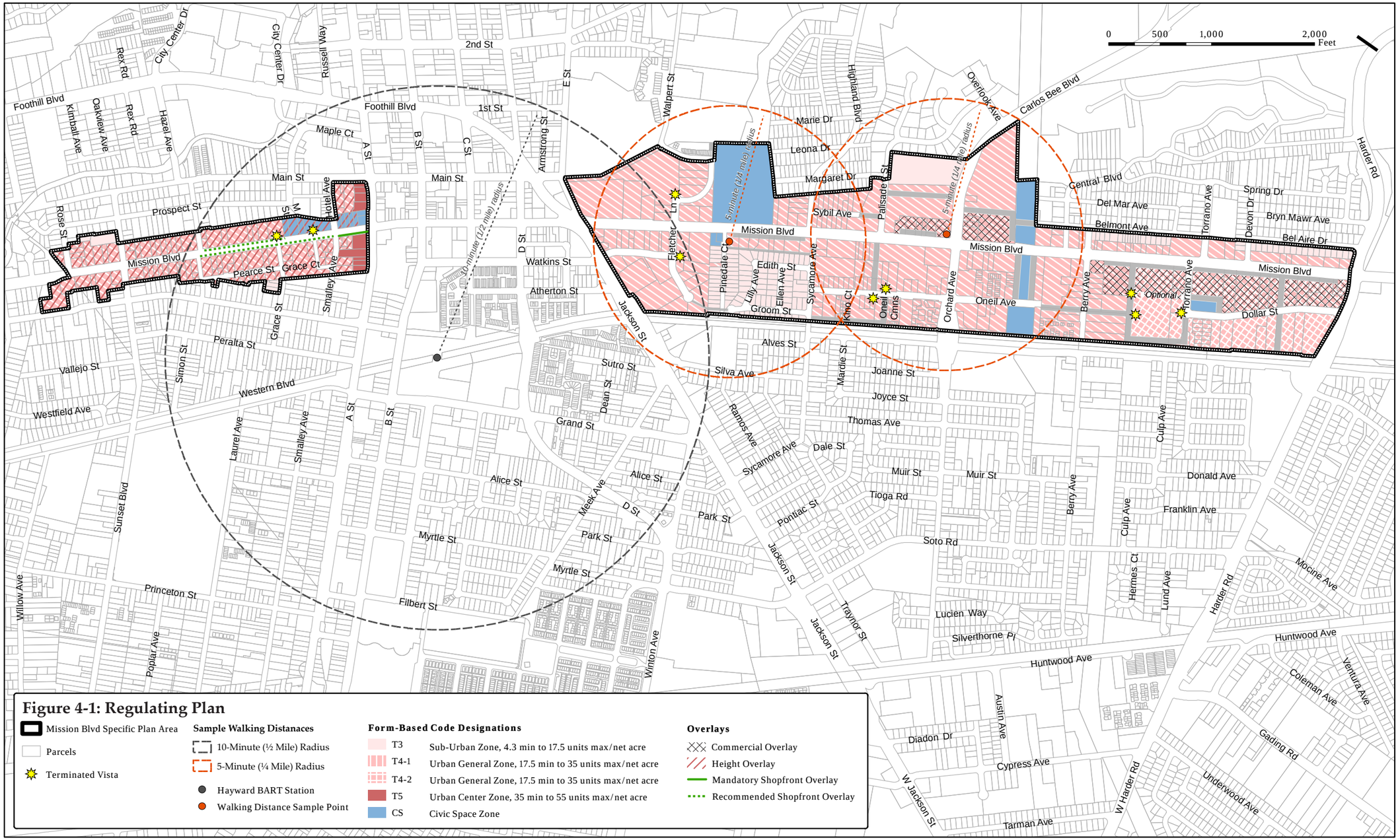

Figure 4-1: Regulating Plan

- Mission Blvd Specific Plan Area
- Parcels
- Terminated Vista

Sample Walking Distanaces

- 10-Minute (½ Mile) Radius
- 5-Minute (¼ Mile) Radius
- Hayward BART Station
- Walking Distance Sample Point

Form-Based Code Designations

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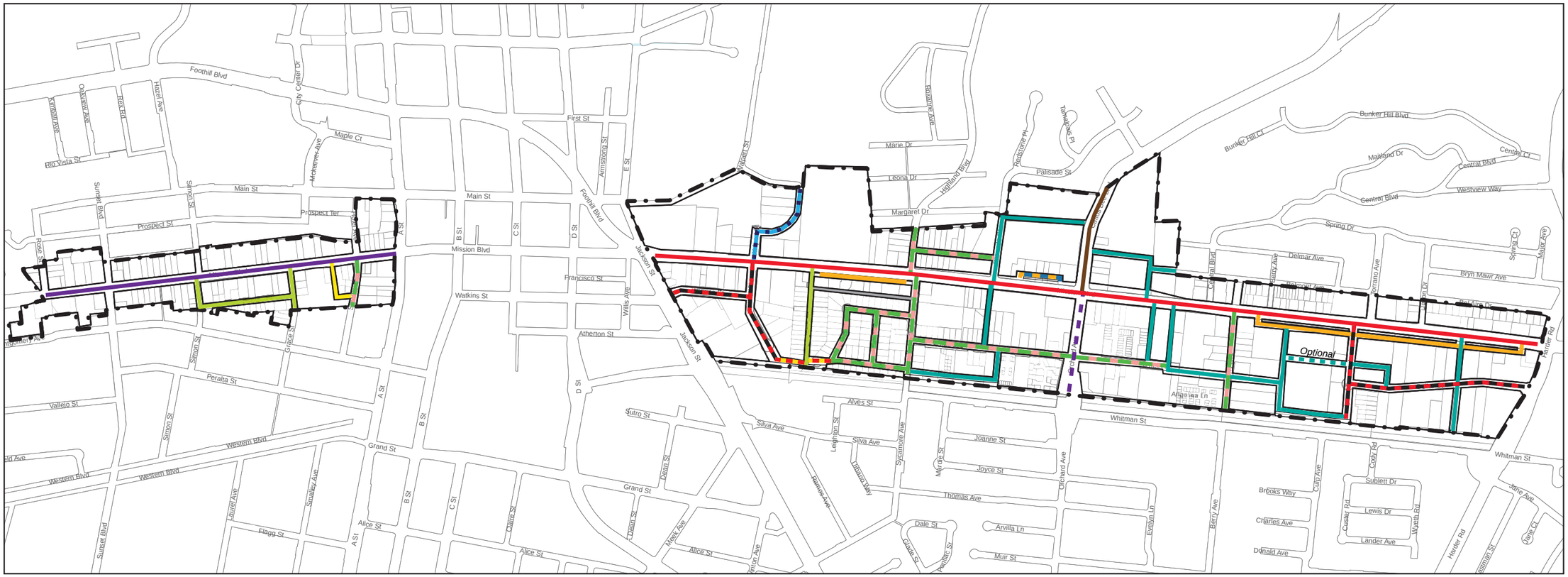
Foothill Blvd
City Center Dr
Maple Ct
Rio Vista St
Main St
Prospect Ter
Prospect St
Mission Blvd
Watkins St
Francisco St
Atherton St
First St
Armstrong St
E St
Jackson St
Marie Dr
Leona Dr
Margaret Dr
Palisade St
Bunker Hill Blvd
Bunker Hill Ct
Maitland Dr
Central Blvd
Westview Way
Spring Dr
Delmar Ave
Bryn Mawr Ave
Optional
Angelina Ln
Whitman St
Joanne St
Joyce St
Thomas Ave
Arvilla Ln
Muir St
Dale St
Alves St
Silva Ave
Sutro St
Grand St
Alice St
Peralta St
Valleio St
Western Blvd
Flagg St
Brooks Way
Charles Ave
Donald Ave
Lander Ave
Lewis Dr
Sublett Dr
Harder Rd
Jane Ave
Jane Ct
Berry Ave
Orchard Ave
Evelyn Ln
Leighton St
Sycamore Ave
Merritt St
Dean St
Mark Ave
Grove St
Sunset Blvd
Simon St
Hazel Ave
Rose St
Sonoma Ave
Butler Ave
Cole St
Pendleton St
Harder Rd
Wyatt Rd
Custer Rd
Cody Rd
Cole Ave
Central Ct
Spring Ct
Maud Ave
Delmar Ave
Palisade Pl
Tanglewood Pl
Highland Blvd
Bonita Ave
Kimball Ave
Colgate Ave
Rita Rd
Moreover Ave
Armstrong St
Wills Ave
Jackson St
Silva Ave
Leighton St
Sycamore Ave
Merritt St
Orchard Ave
Berry Ave
Evelyn Ln
Cole Ave
Cody Rd
Custer Rd
Wyatt Rd
Harder Rd
Jane Ave
Jane Ct
Whitman St
Sublett Dr
Lewis Dr
Lander Ave
Brooks Way
Charles Ave
Donald Ave
Muir St
Dale St
Arvilla Ln
Joyce St
Joanne St
Thomas Ave
Alves St
Silva Ave
Sutro St
Grand St
Alice St
Peralta St
Valleio St
Western Blvd
Flagg St
Sunset Blvd
Butler Ave
Sonoma Ave
Grove St
Simon St
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Moreover Ave
Armstrong St
Wills Ave
Jackson St
Dean St
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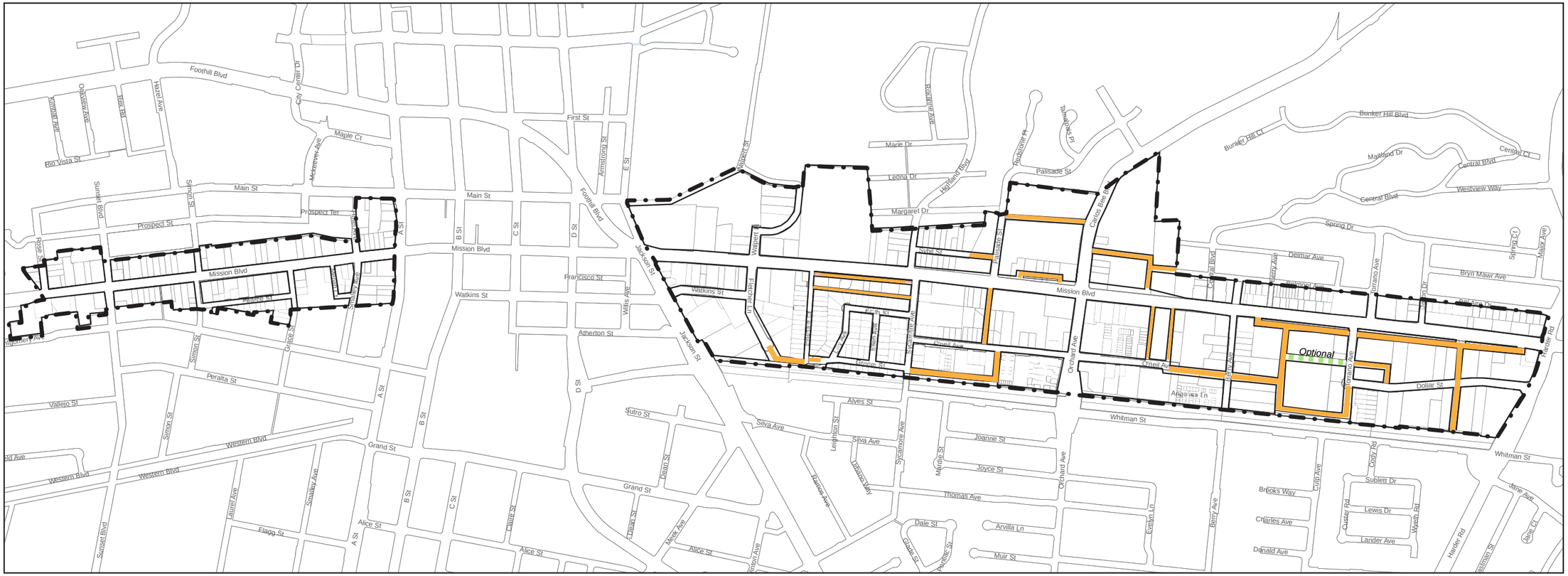

Figure 4-3: New Thoroughfare Plan

- Project Area
- Parcels
- Existing Thoroughfares
- New Thoroughfares
- Optional New Thoroughfare required with new development unless deemed infeasible to accommodate a large single use/building.

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SEC.10-25.100 PURPOSE AND APPLICABILITY

10-25.105 TITLE

This Chapter 10, Article 25 of the City of Hayward Municipal Code shall be known, and may be cited, as the "Hayward Mission Boulevard Corridor Form-Based Code." References to "Code" within the text of this Hayward Mission Boulevard Corridor Form-Based Code are references to this Hayward Mission Boulevard Corridor Form-Based Code unless the context clearly indicates otherwise, e.g., references to the "Municipal Code" refer to the Hayward Municipal Code; references to the "Government Code" refer to the California State Government Code, and so on.

10-25.110 EFFECTIVE DATE

The Hayward Mission Boulevard Corridor Form-Based Code has an effective date of [to be inserted by City Clerk after adoption].

10-25.115 PURPOSE

The Land Use Element of the Hayward General Plan (Chapter 2) describes how the City's Planning Area is composed of certain neighborhood planning areas, including the Mission/Foothills and North Hayward neighborhoods. The General Plan further designates certain significant Focus Areas for the implementation of Smart Growth principles. The intent of the Code is to implement such principles along designated portions of the Hayward Mission Boulevard Corridor.

This Code carries out the policies of the Hayward General Plan by classifying and regulating the types and intensities of development and land uses within the Code area consistent with, and in furtherance of, the policies and objectives of the General Plan. This Code is adopted to protect and promote the public health, safety, comfort, convenience, prosperity, and general welfare of the community.

The purposes of this Code are to ensure:

FOR THE COMMUNITY

a. That neighborhoods and Transit-Oriented Development is compact, pedestrian-oriented and mixed-use.

b. That neighborhoods should be the preferred pattern of development and that districts specializing in a single use should be the exception.

c. That ordinary activities of daily living occur within walking distance of

most dwellings, allowing independence to those who do not drive.

d. That interconnected networks of Thoroughfares be designed to disperse traffic and reduce the length of automobile trips.

e. That within neighborhoods, a range of housing types and price levels be provided to accommodate diverse ages and incomes.

f. That affordable housing should be distributed throughout the region to match job opportunities and to avoid concentrations of poverty.

f. That appropriate building Densities and land uses be provided within walking distance of transit stops.

g. That Civic, institutional, and Commercial activity should be embedded in neighborhoods, not isolated in remote single-use complexes.

h. That schools be sized and located to enable children to safely walk or bicycle to them.

i. That a range of Open Space including Parks, Squares, Plazas and playgrounds be distributed within neighborhoods.

j. That the region should include a framework of transit, pedestrian, and bicycle systems that provide alternatives to the automobile.

FOR THE TRANSECT

a. That communities should provide meaningful choices in living arrangements as manifested by distinct physical environments.

b. That the Transect Zone descriptions on Table 1 including, in particular the T3 Sub-Urban Zone, T4-1 and T4-2 General Urban Zones, T5 Urban Center Zone, and CS Civic Spaces, shall constitute the Intent of this Code with regard to the general character of each of these environments within the Code area.

FOR THE BLOCK AND THE BUILDING

a. That buildings and landscaping contribute to the physical definition of Thoroughfares as Civic places.

b. That development adequately accommodate automobiles while respecting the pedestrian and the spatial form of public areas.

c. That the design of streets and buildings reinforce safe environments, but not at the expense of accessibility.

d. That architecture and landscape design grow from local climate, topography, history, and building practice.

e. That buildings provide their inhabitants with a clear sense of geography and climate through energy efficient methods.

f. That Civic Buildings and public gathering places be provided as locations that reinforce community identity and support self-government.

g. That Civic Buildings be distinctive and appropriate to a role more important than the other buildings that constitute the fabric of the city.

h. That the preservation and renewal of historic buildings be facilitated to affirm the continuity and evolution of society.

i. That the harmonious and orderly evolution of urban areas be secured through form-based codes.

10-25.120 AUTHORITY

This Code is a tool for implementing the goals, objectives, and policies of the General Plan, pursuant to the mandated provisions of the State Planning and Zoning Law, the California Environmental Quality Act, and other applicable State and local requirements.

10-25.125 ADMINISTRATION RESPONSIBILITY

This Code shall be administered by: the Hayward City Council, hereafter referred to as the "Council;" the Planning Commission, hereafter referred to as the "Commission;" the Development Services Director or his/her designee, hereafter referred to as the "Director;" the Development Services Department, hereafter referred to as the "Department," and other City bodies and officials as identified in this Code.

10-25.130 APPLICABILITY

This Code applies to all land uses, subdivisions, and development within the Hayward Mission Boulevard Corridor Form-Based Code area (Figure 4-1), as provided herein.

a. It shall be unlawful and a violation of this Code for any person to establish, construct, reconstruct, enlarge, alter, or replace any use of land or structure, except in compliance with the requirements listed below, including those relating to nonconforming uses, structures, and parcels. No building permit or grading permit shall be issued by the City unless the proposed construction complies with all applicable provisions of this Code.

b. Any subdivision, lot line adjustment and lot line merger proposed within the Code area after the effective date of this Code shall enable development consistent with the Code.

10-25.135 MINIMUM REQUIREMENTS

a. The provisions of this Code are minimum requirements for the protection and promotion of the public health, safety, comfort, convenience, prosperity, and general welfare. When this Code provides for discretion on the part of a City official or body, that discretion may be exercised to impose conditions on the approval of any project proposed in the Code area, as may be determined by the Review Authority to be necessary to establish or promote development and land use, environmental resource protection, and the other purposes of this Code.

10-25.140 INTERFACE WITH OTHER REGULATORY REQUIREMENTS

a. Municipal Code Provisions. This Code is a subpart (i.e., Article 25) of Municipal Code Chapter 10 (Planning, Zoning and Subdivisions). As is the case with other provisions of Municipal Code Chapter 10 (Planning, Zoning and Subdivisions), all other provisions of the Hayward Municipal Code continue to apply within the Code area except as expressly provided to the contrary in the Hayward Mission Boulevard Corridor Form-Based Code.

   In any instance where there is no conflict between a requirement of this Code and a requirement or other provision of the Municipal Code because a regulatory subject is addressed elsewhere in the Municipal Code but not in the Hayward Mission Boulevard Corridor Form-Based Code, such as, by way of example but without limitation, the massage establishment permit requirements set forth in Chapter 6, Article 10 of the Municipal Code, the Municipal Code provision is intended to, and shall, apply.

b. Conflicting Requirements.

   i. Hayward Mission Boulevard Corridor Form-Based Code. If a conflict occurs between requirements within this Code, the most restrictive shall apply.

   ii. Planning, Zoning and Subdivision Regulations. The provisions of this Code, when in conflict with Municipal Code Chapter 10 (Planning, Zoning and Subdivisions), shall take precedence.

   iii. Development Agreement. If conflicts occur between the requirements of this Code and standards adopted as part of any Development Agreement, the requirements of the Development

Agreement shall apply.

iv. Private Agreements. This Code applies to all land uses and development regardless of whether it imposes a greater or lesser restriction on the development or use of structures or land than a private agreement or restriction (for example, Conditions, Covenants & Restrictions), without affecting the applicability of any agreement or restriction.

c. Inapplicable Planning, Zoning and Subdivision Regulations. The following provisions of Municipal Code Chapter 10 (Planning, Zoning and Subdivisions) shall not apply within the Code area:

i. Article 1 (Zoning Ordinance)

(1) Sections 10-1.200 through 10-1.2600 (Zoning Districts)

(2) Section 10-1.2735(i) (Private Street Criteria)

(3) Section 10-1.3300 (Variances)

ii. Article 2 (Off-Street Parking Regulations) except for Sections 10-2.200 through 10-2.205, Sections 10-2.400 through 10-2.402, and Sections 10-2.600 through 10-2.770.

iii. Article 3 (Subdivision Ordinance)

(1) Section 10-3.505 (Street Standards)

(2) Section 10-3.845 (Block Lengths)

iv. Article 7 (Sign Regulations)

All remaining provisions of Municipal Code Chapter 10 not listed above in this section are applicable to the Code area.

d. Public Notice. In Addition to the notice requirements of Municipal Code Section 10-1.2820 (Notice), a Notice of Application Receipt shall be provided within the Code area as follows:

i. Notice Recipients. Within 15 days of receiving a complete application for those permit requests identified in Table 14, items b and c, but prior to public hearing on the application, the Director shall provide a Notice-of-Application Receipt by first class mail to the applicant and owner, or the owner's authorized representative, and to the owners and occupants of all parcels within 300 feet of the perimeter of the subject property as shown on the latest equalized assessment roll.

ii. Notice Contents. The Notice-of-Application Receipt shall provide a description of the property subject to the application that includes, at a minimum:

(1) The street address or, if the street address is unavailable, a description utilizing a readily recognizable geographic feature, as determined by the Director;

(2) The current zoning classification;

(3) The category of development approval requested and a brief description of the proposed development, revised zoning classification (if any), and uses requested;

(4) The real property tax assessment roll parcel number; and

(5) The name, mailing address, email address and phone number of the city staff person to which questions and/or comments should be directed.

iii. Notice Broadcast. The Director may expand the list of owners and occupants receiving the Notice-of-Application Receipt beyond the 300 foot radius, including the provision of notice by means other than mail including, without limitation, via on-site posting or electronically.

SEC.10-25.200 REGULATING PLAN AND TRANSECT ZONES

10-25.205 PURPOSE

This Section establishes the zones applied to property within the Code area, adopts the Regulating Plan for the Code area as its Zoning Map, and establishes standards applicable to zones.

.

10-25.210 REGULATING PLAN

The Hayward Mission Boulevard Corridor Form-Based Code Regulating Plan (see Figure 1-1) shall be the zoning map for the Mission Boulevard Corridor Form-Based Code. The Regulating Plan is hereby adopted as an amendment to the zoning district map authorized by Municipal Code Sec. 10-1.3400 (Amendments).

a. Special Requirements. The Regulating Plan designates the following Special Requirements whose standards shall be applied as follows:

i. Height Overlay: Buildings on properties designated with the

Height Overlay shall be a minimum of two (2) stories and a maximum of three (3) stories.

ii. Commercial Overlay: Properties designated with the Commercial Overlay shall not be developed with residential units on the first floor.

iii. Mandatory Shopfront Frontage: Designations for mandatory shopfront frontage require that a building shall provide a Shopfront at Sidewalk level along the entire length of its Private Frontage. The Shopfront shall be no less than 70% glazed in clear glass and shaded by an awning overlapping the Sidewalk as generally illustrated in Table 5. The first floor shall be confined to Retail Sales use through the depth of the second Layer.

iv. Recommended Shopfront Frontage: Designations for recommended Shopfront Frontage indicate that a building should provide a Shopfront at Sidewalk level along the entire length of its Private Frontage. Where provided, the Shopfront shall be no less than 70% glazed in clear glass and shaded by an awning overlapping the Sidewalk as generally illustrated in Table 5. Where the recommended Shopfront is provided, the first floor shall be confined to Retail Sales use through the depth of the second Layer.

v. Terminated Vistas: Designations for Terminated Vista locations indicate that the building should be provided with architectural articulation of a type and character that responds visually to the location, as approved by the Review Authority. A building located at a Terminated Vista designated on the Regulating Plan should be designed in response to the axis through the use of color, material, massing and height such that visual orientation along the axis is improved and a prominently visible destination (i.e,. building at the Terminated Vista) is established.

10-25.215 TRANSECT ZONES

a. The area within the Regulating Plan boundaries is subject to this Code, and shall be divided into Transect Zones that implement the General Plan. The Transect Zones, whose general intent is described in Table 1 (Transect Zone Descriptions), are hereby established, and shall be shown on the Regulating Plan for the Hayward Mission Boulevard Corridor Form-Based Code area.

b. Planned Development (PD) Zone. Lots designated Planned Development Zone on the Regulating Plan shall retain their

designations unless amended through a subsequent reclassification in accordance with Municipal Code Section 10-1.3400 (Amendments).

10-25.220 CIVIC SPACES ZONE

a. The Civic Space (CS) Zone accompanies Transect Zones on the Regulating Plan. The purpose of the CS Zone is for the provision of public Open Space, Civic Buildings and Civic uses.

b. General to CS Zone

i. The physical composition of Civic Buildings should result in distinction from common, backstory buildings used for dwelling and commerce through, by way of example, the use of color, material, ornament, massing, Disposition and height.

ii. New Civic Buildings and/or exterior alterations to existing Civic Buildings require Site Plan approval by the Commission.

iii. Civic Buildings and Lots shall conform to the Functions on Table 9.

iv. Civic Buildings should be designed in compliance with the standards applicable to the abutting Transect Zone. However, deviation is permissible and encouraged with Warrant approval where necessary to achieve the intent of Section 10-25.220(a) and 10-25.220(b)(i).

v. Open Space shall be generally designed as described in Table 10.

vi. Sections 10-25.245, 10-25.255, 10-25.280, and 10-25.285 of this Code are inapplicable to the CS Zone.

vii. Buildings and Lots within the CS Zone are encouraged to incorporate the provisions of Section 10-25.270 (Sustainability Standards).

c. Development projects which propose and accomplish the dedication of Civic Spaces depicted on the Regulating Plan shall be eligible for the following incentives:

i. Upon receipt of a planning permit application, the Director shall expedite its processing through means including, without limitation, the prioritization of the application over others already filed; and

ii. A Civic Space Dedication Bonus, which shall: (a) increase the maximum Residential Density allocated to the abutting T-Zone by up to four (4) units per one (1) acre of dedicated Civic Space; and (b) increase the maximum Principal Building height by one (1) Story except at properties located north of A Street; and/or (c) involve waiving of planning application fees for non-residential development.

iii. Development projects including both a Civic Space Dedication Bonus and Street Dedication Bonus shall: (a) Calculate each bonus separately and add bonus units together; and (b) be eligible for a maximum Principal Building height increase of one (1) story.

iv. If more than one (1) T-Zone abuts the Civic Space, the Civic Space Density Bonus shall be based upon the maximum Residential Density of the higher T-Zone (e.g., T-5 not T-4).

10-25.225 BUILDING DISPOSITION

a. General to T3, T4-1, T4-2 and T5 Zones

i. One Principal Building at the Frontage, and one Outbuilding of up to 440 square feet located to the rear of the Principal Building, may be built on each Lot as shown in Table 15. [E]

ii. The Principal Entrance shall be on a Frontage Line.

b. Specific to T3 Zone

i. Newly subdivided Lots shall be dimensioned according to Tables 11 and 12A.

ii. Building Disposition types shall be as shown in Tables 8, 11, and 12A.

iii. Buildings shall be disposed in relation to the boundaries of their Lots according to Table 11. [W]

iv. Lot coverage by building shall not exceed that recorded in Table 11 and Table 12A. [E]

v. Facades shall be built parallel to a rectilinear Principal Frontage Line or to the tangent of a curved Principal Frontage Line, and along a minimum percentage of the Frontage width at the Setback, as specified as Frontage Buildout on Table 11 and Table 12A. [W]

vi. Setbacks for Principal Buildings shall be as shown in Table 11 and Table 12A. In the case of an Infill Lot, Setbacks shall match one of the existing adjacent Setbacks. Setbacks may otherwise be adjusted by Warrant.

vii. Rear Setbacks for Outbuildings shall be a minimum of 15 feet measured from the centerline of the Rear Alley easement. In the absence of Rear Alley, the rear Setback shall be as shown in Table 11 and Table 12A. [W]

c. Specific to T4-1 Zone

i. Newly subdivided Lots shall be dimensioned according to Tables 11 and 12B. [W}

ii. Building Disposition types shall be as shown in Tables 8, 11, and 12B. [E]

iii. Buildings shall be disposed in relation to the boundaries of their Lots according to Table 11. [W]

iv. Lot coverage by building shall not exceed that recorded in Table 11 and Table 12B. [W]

v. Facades shall be built parallel to a rectilinear Principal Frontage Line or to the tangent of a curved Principal Frontage Line, and along a minimum percentage of the Frontage width at the Setback, as specified as Frontage Buildout on Table 11 and Table 12B. [E]

vi. Setbacks for Principal Buildings shall be as shown in Table 11 and Table 12B. In the case of an Infill Lot, Setbacks shall match one of the existing adjacent Setbacks. Setbacks may otherwise be adjusted by Warrant. [W]

vii. Rear Setbacks for Outbuildings shall be a minimum of 15 feet measured from the centerline of the Rear Alley easement. In the absence of Rear Alley, the rear Setback shall be as shown in Table 11 and Table 12B. [W]

d. Specific to T4-2 Zone

i. Newly subdivided Lots shall be dimensioned according to Tables 11 and 12C. [W]

ii. Building Disposition types shall be as shown in Tables 8, 11, and 12C. [E]

iii. Buildings shall be disposed in relation to the boundaries of their Lots according to Table 11. [W]

iv. Lot coverage by building shall not exceed that recorded in Table 11 and Table 12C. [W]

v. Facades shall be built parallel to a rectilinear Principal Frontage Line or to the tangent of a curved Principal Frontage Line, and along a minimum percentage of the Frontage width at the Setback, as specified as Frontage Buildout on Table 11 and Table 12C. [E]

vi. Setbacks for Principal Buildings shall be as shown in Table 11 and Table 12C. In the case of an Infill Lot, Setbacks shall match one of the existing adjacent Setbacks. Setbacks may otherwise be adjusted by Warrant. [W]

vii. Rear Setbacks for Outbuildings shall be a minimum of 15 feet measured from the centerline of the Rear Alley easement. In the absence of Rear Alley, the rear Setback shall be as shown in Table 11 and Table 12C. [W]

e. Specific to T5 Zone

i. Newly subdivided Lots shall be dimensioned according to Tables 11 and 12D. [W]

ii. Building Disposition types shall be as shown in Tables 8, 11, and 12D. [E]

iii. Buildings shall be disposed in relation to the boundaries of their Lots according to Tables 11 and 12D. [W]

iv. Lot coverage by building shall not exceed that recorded in Table 11 and 12D. [W]

v. Facades shall be built parallel to a rectilinear Principal Frontage Line or to the tangent of a curved Principal Frontage Line, and along a minimum percentage of the Frontage width at the Setback, as specified as Frontage Buildout on Table 11 and Table 12D. [E]

vi. Setbacks for Principal Buildings shall be as shown in Table 11 and Table 12D. In the case of an Infill Lot, Setbacks shall match one of the existing adjacent Setbacks. Setbacks may otherwise be adjusted by Warrant. [W]

vii. Rear Setbacks for Outbuildings shall be a minimum of 15 feet

measured from the centerline of the Rear Alley easement. In the absence of Rear Alley, the rear Setback shall be as shown in Table 11.g and Table 12D. [W]

10-25.230 BUILDING CONFIGURATION

a. General to T3, T4-1, T4-2 and T5 Zones

i. Buildings on corner Lots shall have two Private Frontages as shown in Table 15. Prescriptions for the second and third Layers pertain only to the Principal Frontage. Prescriptions for the first Layer pertain to both Frontages. [E]

ii. All Facades shall be glazed with clear glass no less than 30% of the first Story. [W]

iii. Stories may not exceed 14 feet in height from finished floor to finished floor, except for a first floor Commercial Function, which shall be a minimum of 14 feet with a maximum of 25 feet. A single floor level exceeding 14 feet, or 25 feet at ground level, shall be counted as two (2) stories. Mezzanines extending beyond 33% of the floor area shall be counted as an additional Story. [E]

iv. In a Parking Structure or garage, each above-ground level counts as a single Story regardless of its relationship to habitable Stories.

v. Height limits do not apply to masts, belfries, clock towers, chimney flues, elevator bulkheads, church spires, cupolas, domes, ventilators, skylights, parapet walls, cornices, solar energy systems, or necessary mechanical appurtenances usually located on the roof level, provided that such features are limited to the height necessary for their proper functioning. [W]

vi. Attics shall not exceed 14 feet in height. Raised basements shall not exceed 3 feet in height up to the finished floor of the first story. [W]

vii. The habitable area of a Second Dwelling Unit within a Principal Building or an Outbuilding shall not exceed 640 square feet, excluding the parking area. [E]

viii. Rooftop improvements shall be required to reduce visual impacts on future buildings that could impact views from existing buildings at higher elevations on the east side of Mission Boulevard, as determined by the Planning Director. Architectural features integral to the building design and solar

energy systems should not be screened from view.

b. Specific to T3 Zone

i. The Private Frontage of buildings shall conform to and be allocated in accordance with Tables 5, 11 and 12A. [W]

ii. Building heights, Stepbacks, and Extension Lines shall conform to Tables 7, 11, and 12A. [W]

iii. Open porches may Encroach the first Layer 50% of its depth. [W]

iv. Balconies and bay windows may encroach the first Layer 25% of its depth except that balconies on porch roofs may Encroach as does the porch. [E]

v. All developments shall provide at least 20% of their Lot area as Common Open Space. [E]

vi. Common Open Space shall be located at-grade within the Second Layer or Third Layer. [E]

vii. Common Open Space provided with a Sideyard building type shall be contiguous to the corresponding Principal Building and, to the maximum extent practicable, Enfronted by one or more of the permitted Private Frontages of Table 5. [E]

viii. Common Open Space provided with an Edgeyard building type shall be contiguous to the corresponding Principal Building. [E]

c. Specific to T4-1 Zone

i. The Private Frontage of buildings shall conform to and be allocated in accordance with Tables 5, 11 and 12B. [W]

ii. Building heights, Stepbacks, and Extension Lines shall conform to Tables 7, 11 and 12B. [W]

iii. Balconies, open porches and bay windows may Encroach the first Layer 50% of its depth. [W]

iv. All developments shall provide at least 15% of their Lot area as Common Open Space. [E]

v. Common Open Space shall be located within the Second Layer or Third Layer whether at-grade or upon roof decks (including roof decks above structured or podium parking). [E]

vi. Common Open Space provided with a Sideyard or Courtyard building type shall be contiguous to the corresponding Principal Building and, to the maximum extent practicable, Enfronted by one or more of the permitted Private Frontages of Table 5. [E]

vii. Common Open Space provided with an Edgeyard or Rearyard building type shall be contiguous to the corresponding Principal Building. [E]

d. Specific to T4-2 Zone

i. The Private Frontage of buildings shall conform to and be allocated in accordance with Tables 5, 11 and 12C. [W]

ii. Building heights, Stepbacks, and Extension Lines shall conform to Tables 7, 11 and 12C. [W]

iii. Balconies, open porches and bay windows may Encroach the first Layer 50% of its depth. [E]

iv. All developments shall provide at least 15% of their Lot area as Common Open Space. [E]

v. Common Open Space shall be located within the Second Layer or Third Layer whether at-grade or upon roof decks (including roof decks above structured or podium parking). [E]

vi. Common Open Space provided with a Sideyard or Courtyard building type shall be contiguous to the corresponding Principal Building and, to the maximum extent practicable, Enfronted by one or more of the permitted Private Frontages of Table 5. [E]

vii. Common Open Space provided with an Edgeyard or Rearyard building type shall be contiguous to the corresponding Principal Building. [E]

e. Specific to T5 Zone

i. The Private Frontage of buildings shall conform to and be allocated in accordance with Tables 5, 11 and 12D. [W]

ii. Building heights, Stepbacks, and Extension Lines shall conform to Tables 7, 11 and 12D. [W]

iii. Awnings, Arcades, and Galleries may Encroach the Sidewalk to within 2 feet of the Curb but must clear the Sidewalk vertically by at least 8 feet. [W]

iv. Stoops, balconies, bay windows, and terraces may Encroach

the first Layer 100% of its depth. [E]

v. All developments shall provide at least 10% of their Lot area as Common Open Space. [E]

vi. Common Open Space shall be located within the Second Layer or Third Layer whether at-grade or upon roof decks (including roof decks above structured or podium parking). [E]

vii. Common Open Space provided with a Sideyard or Courtyard building type shall be contiguous to the corresponding Principal Building and, to the maximum extent practicable, Enfronted by one or more of the permitted Private Frontages of Table 5. [E]

viii. Common Open Space provided with an Edgeyard or Rearyard building type shall be contiguous to the corresponding Principal Building. [E]

ix. Loading docks and service areas shall be permitted on Frontages only by Warrant (See Section 10-25.410).

x. In the absence of a building Facade along any part of a Frontage Line, a Streetscreen shall be built co-planar with the Facade. [E]

xi. Streetscreens should be between 3.5 and 6 feet in height. The Streetscreen may be replaced by a hedge or fence by Warrant. Streetscreens shall have openings no larger than necessary to allow automobile and pedestrian access. [W]

xii. A first level Residential or Lodging Function shall be raised a minimum of 2 feet from average Sidewalk grade. [W]

10-25.235 BUILDING FUNCTIONS

a. General to all Zones

i. Buildings and Lots in each Transect Zone shall conform to the Functions on Table 9.

ii. Any one or more allowed Functions may be established on any Lot, subject to the permit required for the use by Table 9, and compliance with all other applicable requirements of this Code.

iii. Where a single parcel is proposed for development with two or more Functions listed in Table 9, the overall project shall be subject to the highest permit level required by Table 14 for any individual use.

iv. The Director may authorize a Temporary Use in any zone with approval of an Administrative Use Permit.

v. Assembly and Religious Facility Functions that front on Mission Boulevard shall be separated by a distance of one-half mile. Exemptions may be granted per Section 10-25.410 (a)(ii).

10-25.240 DENSITY STANDARDS

a. General to T3, T4-1, T4-2 and T5 Zones

i. Second Dwelling Units do not count toward Density calculations.

ii. The permissible Residential Density on a Lot is set by Table 11.

iii. Density is subject to possible Street Dedication Bonus as described in Section 10-25.275(h)(ii).

10-25.245 PARKING STANDARDS

a. General to T3, T4-1, T4-2 and T5 Zones

i. Non-Residential Functions shall have no requirement for a minimum number of off-street automobile parking spaces.

ii. Where provided, open parking areas shall be masked from the Frontage by a Building or Streetscreen conforming to Section 10-25.230(c)(xi). [E]

iii. Tandem parking may be provided for multi-family residences when spaces are assigned to the same dwelling unit.

iv. Tandem Parking may be provided for Commercial Functions when a valet/attendant is on duty during the hours when the business is open.

v. Truck loading spaces and the access and maneuvering areas serving loading spaces shall be located on the same parcel as the activity served and must be exclusive of the area used for required parking spaces and maneuvering areas. Truck loading spaces shall not interfere with on-street traffic, parking, or Sidewalks; as determined by the Director.

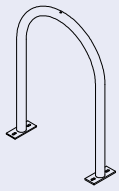
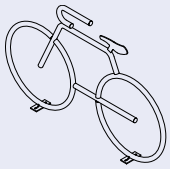
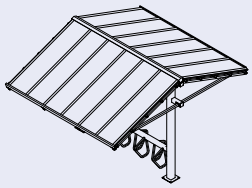
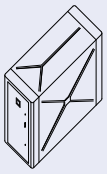
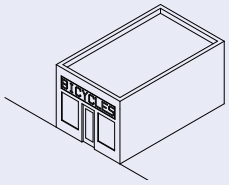
vi. Where provided, off-street parking and loading dimensions shall be as set forth in Municipal Code Sections 10-2.600 through 10-2.770. [W]

Table A1: Bicycle Parking Requirements - This table prescribes minimum parking ratios within each Transect Zone and assumes a bicycle mode share of 5% or less. Requirements may be met within the building, Private Frontage, Public Frontage, or a combination thereof.

	SHORT TERM PARKING			
	T3	T4.1	T4.2	T5
RESIDENTIAL Single-Family	no spaces required	no spaces required	no spaces required	n/a
Multi-Family	n/a	Min. 2.0 spaces .05 spaces / bedroom	Min. 2.0 spaces .05 spaces / bedroom	Min. 2.0 spaces .10 spaces / bedroom
OFFICE	no spaces required	Min. 2.0 spaces 1.0 / add. 20,000 sq. ft	Min. 2.0 spaces 1.0 / add. 20,000 sq. ft.	Min. 2.0 spaces 1.0 / add.15,000 sq. ft.
RETAIL	Min. 2.0 space, 1.0 / add.10,000 sq. ft.	Min. 2.0 spaces 1.0 / add. 5,000 sq. ft.	Min. 2.0 spaces 1.0 / add. 5,000 sq. ft.	Min. 2.0 spaces 1.0 / add. 5,000 sq. ft.
CIVIC Non-Assembly	Min. 2.0 spaces 1.0 / add. 10,000 sq. ft.	Min. 2.0 spaces 1.0 / add. 10,000 sq. ft.	Min. 2.0 spaces 1.0 / add. 10,000 sq. ft.	Min. 2.0 spaces 1.0 / add. 10,000 sq. ft.
Assembly	Min. 2.0 spaces 1.0 / add. 20,000 sq. ft.	Min. 2.0 spaces 1.0 / add. 15,000 sq. ft	Min. 2.0 spaces 1.0 / add. 15,000 sq. ft.	Min. 2.0 spaces 1.0 / add. 10,000 sq. ft.
SCHOOL Elementary/ High School	Min. 2.0 spaces 1.0 / add. 25 students	Min. 2.0 spaces 1.0 / add. 20 students	Min. 2.0 spaces 1.0 / add. 20 students	Min. 2.0 spaces 1.0 / add. 20 students
University	Min. 2.0 spaces 1.0 / add. 20 students	Min. 2.0 spaces 1.5 / add. 20 students	Min. 2.0 spaces 1.5 / add. 20 students	Min. 2.0 spaces 1.0 / add. 10 students

	LONG TERM PARKING			
	T3	T4.2	T4.1	T5
RESIDENTIAL Single-Family	no spaces required	no spaces required	no spaces required	n/a
Multi-Family	n/a	Min. 2.0 spaces .15 spaces / bedroom	Min. 2.0 spaces .15 spaces / bedroom	Min. 2.0 spaces .20 spaces / bedroom
OFFICE	no spaces required	Min. 2.0 spaces 1.0 / add. 10,000 sq. ft.	Min. 2.0 spaces 1.0 / add. 10,000 sq. ft.	Min. 2.0 spaces 1.5 / add. 10,000 sq. ft.
RETAIL	Min. 2.0 space, 1.0 / add. 10,000 sq. ft.	Min. 2.0 spaces 1.0 / add. 10,000 sq. ft.	Min. 2.0 spaces 1.0 / add. 10,000 sq. ft.	Min. 2.0 spaces 1.0 / add. 10,000 sq. ft.
CIVIC Non-Assembly	Min. 2.0 spaces 1.0 / add.15 employees	Min. 2.0 spaces 1.0 / add.15 employees	Min. 2.0 spaces 1.0 / add.15 employees	Min. 2.0 spaces 1.0 / add.10 employees
Assembly	Min. 2.0 spaces 1.0 / add.20 employees	Min. 2.0 spaces 1.0 / add.20 employees	Min. 2.0 spaces 1.0 / add.20 employees	Min. 2.0 spaces 1.5 / add.10 employees
SCHOOL Elementary/ High School	Min. 2.0 spaces 1.0 / add. 20 students	Min. 2.0 spaces 1.0 / add. 20 students	Min. 2.0 spaces 1.0 / add. 20 students	Min. 2.0 spaces 1.0 / add. 20 students
University	Min. 2.0 spaces 1.0 / add.15 students	Min. 2.0 spaces 1.5 / add. 10 students	Min. 2.0 spaces 1.5 / add. 10 students	Min. 2.0 spaces 1.5 / add. 10 students

TABLE A2: **Bicycle Parking Types.** This table shows five common types of Bicycle Parking facilities.

	T4.1	T4.2	T5	Standards
Bicycle Rack (Inverted "U," post and ring, etc.) 	■	■	■	Racks shall be capable of securing bicycles with at least two points of contact. Simple, easily identifiable forms should be used. Racks may be placed in the Private Frontage, Public Frontage, or within buildings.
Bicycle Rack (decorative, public art) 	□	□	■	Decorative racks shall be recognizable as bicycle parking facilities and shall be held to the same performance standards as other bicycle racks. Such racks may be provided for Civic Buildings, Civic Spaces, and other locations of historic, social, or cultural importance.
Bicycle Shelter 	□	□	■	Shelters shall be highly recognizable and integrated with transit and/or related land uses requiring medium or long term bicycle parking needs. Each shelter shall include bicycle parking racks capable of securing bicycles with at least two points of contact.
Bicycle Locker 	□	□	■	Bicycle Lockers shall be placed in a highly visible and well-lit location, but shall not disrupt the function and order of the public realm. They should be monitored and maintained to discourage vandalism.
Bicycle Station 			□	Bicycle Stations should be located in highly visble locations, ideally near transit. They should offer a variety of services that may include repair, rental, cafe, lockers, showers, and storage facilities.

■ By Right

□ By Warrant

vii. Bicycle parking shall be provided and located in accordance with the most recent version of Section 5.106.4 of the California Green Building Standards Code (CalGreen) [W]

Short-Term bicycle parking. If the project is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 100 feet of the visitors' entrance, readily visible to passers-by, for 5 percent of visitor motorized vehicle parking capacity, with a minimum of one two-bike capacity rack.

Long-Term bicycle parking. For buildings with over 10 tenant-occupants, provide secure bicycle parking for 5 percent of motorized vehicle parking capacity, with a minimum of one space. Acceptable parking facilities shall be convenient from the street and may include:

a. Covered, lockable enclosures with permanently anchored racks for bicycles;
b. Lockable bicycle rooms with permanently anchored racks; and
c. Lockable, permanently anchored bicycle lockers.

viii. In addition, bicycle parking shall conform to Table A1 Bicycle Parking Requirements and Table A2 Bicycle Parking Types. The minimum number of bicycle parking spaces shall be the greater of either the CalGreen requirement or Table A1 Bicycle Parking Requirements. [W]

ix. Designated Parking for Clean Air Vehicles shall be provided according to and comply with Section 5.106.5.2 of the California Green Building Standards Code (CalGreen). [W]

b. Specific to T3 zone [W]

i. For each Single-Family House, a minimum of a one-car garage and a maximum of a two-car garage shall be provided.

ii. For each rental dwelling unit, a maximum of 2.0 off-street parking spaces may be provided.

iii. For each Residential condominium, a maximum of 2.0 off-street parking spaces may be provided.

iv. Driveways at Frontages shall be no wider than 10 feet in the first Layer.

v. Notwithstanding the provisions of Section 10-25.245(a), all

parking areas and garages shall be located according to Table 12A.

c. Specific to T4-1 zone [W]

i. For each rental dwelling unit, a maximum of 1.75 off-street parking spaces may be provided.

ii. For each Residential condominium, a maximum of 2.0 off-street parking spaces may be provided.

iii. Driveways at Frontages shall be no wider than 10 feet in the first Layer.

iv. Notwithstanding the provisions of Section 10-25.245(a), all parking areas and garages shall be located according to Table 12B.

d. Specific to T4-2 zone [W]

i. For each rental dwelling unit, a maximum of 1.75 off-street parking spaces may be provided.

ii. For each Residential condominium, a maximum of 2.0 off-street parking spaces may be provided.

iii. Driveways at Frontages shall be no wider than 10 feet in the first Layer.

iv. Notwithstanding the provisions of Section 10-25.245(a), all parking areas and garages shall be located according to Table 12C.

e. Specific to T5 zone [W]

i. For each rental dwelling unit, a maximum of 1.5 off-street parking spaces may be provided.

ii. For each Residential condominium, a maximum of 1.8 off-street parking spaces may be provided.

iii. Notwithstanding the provisions of Section 10-25.245(a), all parking areas, garages, and Parking Structures shall be located according to Table 12D.

iv. Vehicular entrances to parking lots, garages, and Parking Structures shall be no wider than 24 feet at the Frontage.

v. Pedestrian exits from all parking lots, garages, and Parking Structures shall be directly to a Frontage Line (i.e., not directly into a building) except underground levels which may be exited by pedestrians directly into a building.

10-25.250 ARCHITECTURAL STANDARDS

a. General to T3, T4-1, T4-2 and T5 Zones [W]

i. Building wall materials may be combined on each Facade only horizontally, with the heavier below the lighter.

ii. Streetscreens should be constructed of a material matching the adjacent building Facade.

iii. All openings, including porches, Galleries, Arcades and windows, with the exception of Shopfronts, shall be square or vertical in proportion.

iv. Openings above the first Story shall not exceed 50% of the total building wall area, with each Facade being calculated independently.

v. Doors and windows that operate as sliders are prohibited along Frontages.

vi. Pitched roofs, if provided, shall be symmetrically sloped no less than 5:12, except that roofs for porches and attached sheds may be no less than 2:12.

vii. The exterior finish material on all Facades shall be limited to brick, wood siding, cementitious siding and/or stucco.

viii. Flat roofs shall be enclosed by parapets a minimum of 42 inches high, or as required to conceal mechanical equipment to the satisfaction of the Review Authority.

ix. Balconies and porches shall be of a material compatible with the architectural materials of the Principal Building.

10-25.255 FENCE AND WALL STANDARDS

a. General to T3, T4-1, T4-2 and T5 zones [W]

i. Fences, hedges, and walls may be constructed to a height of six (6) feet in any side or rear setback, and to a height of four

(4) feet in any portion of a Principal or Secondary Frontage, except that where the rear or side setback is contiguous to the BART tracks, a flood control channel, or parking lot, a maximum 8-foot-high fence, hedge or wall is permitted.

ii. Fences at the first Lot Layer shall be painted or of a decorative material compatible with the architectural materials of the Principal Building. Fences at other Layers may be of wood board or decorative metal.

iii. Fences and wall shall also conform to the requirements of Table 6.

10-25.260 LANDSCAPE STANDARDS

a. General to T3, T4-1, T4-2 and T5 Zones [W]

i. Impermeable surface shall be confined to the ratio of Lot coverage specified in Table 11.e.

ii. Building service elements, such as trash dumpsters, utility meters, loading docks, backflow preventers, and electrical, plumbing, mechanical and communications shall be located either within the third Layer or within the second Layer if screened from view to the street and adjacent properties.

iii. Exterior lighting and parking lot lighting shall be provided in accordance with the Security Standards Ordinance (No. 90-26 C.S.) and be designed by a qualified lighting designer and erected and maintained so that light is confined to the property and will not cast direct light or glare upon adjacent properties or public rights-of-way. Such lighting shall also be designed such that it is decorative and in keeping with the design of the development.

b. Specific to T3 zones

i. The first Layer may not be paved, with the exception of Driveways as specified in Section 10-25.245(b) and 10-25.245(c).

ii. A minimum of one tree should be planted within the first Layer for each 20 feet of Frontage Line or portion thereof.

iii. Trees may be different species but shall match the species of Street Trees on the Public Frontage, or as shown on Table 4.

c. Specific to T4-1 and T4-2 zones [W]

i. The first Layer may not be paved, with the exception of Driveways as specified in Section 10-25.245(b) and 10-25.245(c).

ii. A minimum of one tree should be planted within the first Layer for each 30 feet of Frontage Line or portion thereof.

iii. Trees should be a single species to match the species of Street Trees on the Public Frontage, or as shown on Table 4.

d. Specific to T5 zone [W]

i. Trees shall not be required in the first Layer.

ii. The first Layer may be paved to match the pavement of the Public Frontage.

10-25.265 VISITABILITY STANDARDS

a. General to T3, T4-1, T4-2 and T5 zones [E]

i. There shall be provided at least one zero-step entrance to each building from an accessible path at the front, side, or rear of each building.

ii. All first floor interior doors (including bathrooms) shall provide at minimum 32 inches of clear passage.

iii. There shall be a half or full bath provided on the first Story of each building.

10-25.270 SUSTAINABILITY STANDARDS

a. General to all zones. [W]

i. Sustainability: Wind Power (Table 13A).

(1) Locations. Vertical Axis Wind Turbines shall be located:

A. Within the Second or Third Layer when building-mounted; and

B. Within the Third Layer when pole-mounted.

(2) Number per Lot. A maximum of two pole-mounted Vertical

Axis Wind Turbines per parcel is permitted on Lots less than one-half acre in size; a maximum of four building-mounted Vertical Axis Wind Turbines per acre are permitted on Lots greater than one-half acre in size.

(3) Height. Vertical Axis Wind Turbines shall not exceed:

A. Fifteen (15) feet above the maximum building height when building-mounted; and

B. Seventy (70) feet above existing grade when pole-mounted.

(4) Lighting. Vertical Axis Wind Turbines shall not be artificially lighted unless required, in writing, by the Federal Aviation Administration (FAA) or other applicable authority that regulates air safety. Where the FAA requires lighting, the lighting shall be the lowest intensity allowable under FAA regulations; the fixtures shall be shielded and directed to the greatest extent possible to minimize glare and visibility from the ground; and no strobe lighting shall be permitted, unless expressly required by the FAA.

(5) Access. All wind turbine towers must comply with the following provisions:

A. The Vertical Axis Wind Turbine shall be designed and installed so that there shall be no exterior step bolts or a ladder on the tower readily accessible to the public for a minimum height of 12 feet above the ground.

B. All building-mounted Vertical Axis Wind Turbines shall be secured to prevent unauthorized access.

C. All ground-mounted electrical and control equipment related to Vertical Axis Wind Turbines shall be labeled and secured to prevent unauthorized access.

(6) Noise. All Vertical Axis Wind Turbines, either individually or in combination, shall create noise that exceeds no more than 35 decibels (dBA) at any property line where the property on which the wind machine is located.

A. Noise levels may not be exceeded at any time, including short-term events such as utility outages and

severe wind storms.

B. Measurement of sound levels shall not be adjusted for, or averaged with, non-operating periods.

C. Any Vertical Axis Wind Turbine(s) exceeding these levels shall immediately cease operation upon notification by the Director and may not resume operation until the noise levels have been reduced and verified by an independent third party inspector, approved by the Director, at the property owner's expense.

(7) Aesthetics and Maintenance.

A. Appearance. Vertical Axis Wind Turbines, unless subject to any applicable standards of the FAA, shall be a non-obtrusive color such as tan, sand, gray, black or similar colors. Galvanized steel or metal is acceptable for the support structures.

B. Electrical Wires. All electrical wires leading from the tower to electrical control facilities shall be located underground.

C. Maintenance. Wind turbines shall be maintained in good repair, as recommended by the manufacturer's scheduled maintenance or industry standards.

D. Signs/Labels. The only advertising sign allowed on the wind turbine shall be a manufacturer's label, not exceeding one square foot in size.

(8) Compliance with FAA Regulations. All wind turbines shall comply with applicable FAA regulations, including any necessary approvals for installations.

(9) Repair and Removal of Vertical Axis Wind Turbines. Any wind turbine found to be unsafe by the City Building Official or his/her designee of the Building Department shall immediately cease operation upon notification by the Building Official and shall be repaired by the owner to meet federal, state, and local safety standards or be removed within six months. Vertical Axis Wind Turbines that are not operated for a continuous period of 12 months shall be

removed by the owner.

A. When a Vertical Axis Wind Turbine is removed from a site, all associated and ancillary equipment, batteries, devices, structures or support(s) for that system shall also be removed. For the purposes of this section, non-operation shall be deemed to include, but shall not be limited to, the blades of the Vertical Axis Wind Turbine remaining stationary so that wind resources are not being converted into electric or mechanical energy, or the Vertical Axis Wind Turbine is no longer connected to the public utility electricity distribution system.

(10) Prohibitions. Horizontal Axis Wind Turbines are prohibited in the Code area.

ii. Sustainability: Solar Energy (Table 13B).

(1) Mechanical equipment and appurtenances illustrated in Table 13B and necessary for the collection of solar energy shall be exempt from height requirements of this Code.

(2) No planning permit shall be required to install mechanical equipment and appurtenances for solar energy collection.

iii. Sustainability: Food Production (Table 13C).

(1) Development projects are encouraged to incorporate the food production locations and arrangements illustrated in Table 13C, as assigned per T-zone and CS Zone.

(2) Prohibited Food Production-related Functions or activities within the Code area include: Animal husbandry (excluding the keeping of up to four (4) chickens), beekeeping, processing of food produced on site, spreading of manure, application of agricultural chemicals (including fertilizers and pesticides), and use of heavy equipment such as tractors.

(3) The keeping of chickens is only allowed in Vegetable Gardens and in accordance with Hayward Municipal Code Section 10-1.2735(f).

(4) Food Production shall conform to the Functions on Table 9.

iv. Sustainability: Light Imprint Storm Drainage Matrix (Table 13D).

(1) Development projects are encouraged to incorporate the stormwater management techniques identified in Table 13D, as assigned per T-zone.

10-25.275 THOROUGHFARE STANDARDS & PLAN

a. The Council hereby adopts the Hayward Mission Boulevard Corridor Form-Based Code Thoroughfare Plan (hereafter referred to as the "Thoroughfare Plan"), as shown in Figure 4-2, and the corresponding Existing & New Thoroughfares Plan, as shown in Figure 4-3, as amendments to the zoning district map authorized by Municipal Code Section 10-1.3400 (Amendments).

b. Intent

i. To enable the General Plan's recognized opportunities (see General Plan Pages 3-17 and 3-18) for infill development and redevelopment to accommodate alternate street patterns, including: (a) shorter Block lengths; (b) interconnected streets; (c) alleys; and (d) cul-de-sac avoidance.

ii. To enable New Thoroughfares which are dedicated and constructed in locations generally consistent with those depicted in Figure 4-2 and Figure 4-3.

iii. To utilize the provisions of this Section and Municipal Code Chapter 10, Article 4 (Precise Plan Lines for Streets) for the administrative aspects of implementing New Thoroughfares.

iv. To enable both incremental modifications to Existing Thoroughfares through individual development projects or coordinated and holistic modifications to Existing Thoroughfares through City-sponsored capital improvement projects.

c. Applicability

i. The Thoroughfare Plan (Figure 4-2) geographically assigns the standards of Table 2 to the Regulating Plan area.

ii. The Existing & New Thoroughfares Plan (Figure 4-3) distinguishes between Existing Thoroughfares present at the time of Code adoption and New Thoroughfares intended for

dedication and improvement after Code adoption.

d. General to all Thoroughfares

i. Thoroughfares are intended for use by vehicular and pedestrian traffic and to provide access to Lots and Open Spaces.

ii. Thoroughfares shall consist of vehicular lanes and Public Frontages.

iii. Within the Regulating Plan area, pedestrian comfort shall be a primary consideration of the Thoroughfare.

iv. Where presented, design conflicts between vehicular and pedestrian movement generally shall be decided in favor of the pedestrian.

v. The City of Hayward shall acquire or accept by dedication those Thoroughfares depicted on the New Thoroughfare Plan (Figure 4-2 and Figure 4-3) when related to a development project consistent with the provisions of this Code.

vi. The City of Hayward may accept by dedication or acquire those New Thoroughfares depicted on the Thoroughfare Plan (Figure 4-2) and Existing & New Thoroughfares (Figure 4-3) exclusive of a development project.

vii. Underground utilities shall be located under the Sidewalks, at a minimum of five feet away from the edge of all planting areas to allow healthy plant growth. [W]

e. Vehicular Lanes

i. Thoroughfares may include vehicular lanes in a variety of widths for parked and for moving vehicles, including bicycles. The standards for vehicular lanes shall be as shown in Table 2. [W]

ii. The Thoroughfare Plan (Figure 3-2) and Existing & New Thoroughfares Plan (Figure 3-3) shall accommodate Bicycle Lanes, Bicycle Routes and Bicycle Trails, in accordance with the City of Hayward Bicycle Master Plan. The City of Hayward shall utilize the Thoroughfare Plan and Existing & New Thoroughfares Plan as it designs, funds and constructs thoroughfare modifications to facilitate implementation of the City's current Bicycle Master Plan.

iii. Off-street parking spaces shall use permeable/porous paving materials unless otherwise approved by the Director.

f. Public Frontages

i. General to all Zones

(1) The Public Frontage contributes to the character of Transect Zones and the Civic Space Zone, and includes the types of Sidewalk, Curb, Planter, bicycle facility, and street trees.

(2) Public Frontages shall be designed as shown in Table 2 and allocated within Transect Zones and the Civic Space Zone as specified in Table 11.

(3) The prescribed types of Public Lighting and Public Planting shall be provided for in all Public Frontages as shown in Table 3 and Table 4. The spacing of lighting and trees may be adjusted by the Director to accommodate specific site conditions.

ii. Specific to T3 zone

(1) Public Frontages shall include trees of various species placed in clusters, as well as understory landscaping.

(2) Landscaping shall consist primarily of native species requiring minimal irrigation, fertilization and maintenance.

iii. Specific to T4-1, and T4-2 zones

(1) Public Frontages shall include trees planted in a regularly-spaced Allee pattern of single or alternated species with shade canopies of a height that, at maturity, clear at least one Story.

(2) Landscaping shall consist primarily of durable species tolerant of soil compaction.

iv. Specific to T5 zone

(1) Public Frontages shall include trees planted in a regularly spaced Allee pattern of single species with shade canopies of a height that, at maturity, clear at least one Story. At

Retail Frontages, the spacing of the trees may be irregular, to avoid visually obscuring the Shopfront private frontage type.

(2) Landscaping shall consist primarily of durable species tolerant of soil compaction.

g. Specific to Existing Thoroughfares

i. The standards of Table 2 shall apply as the City of Hayward designs and constructs modifications to Existing Thoroughfares.

ii. Development projects along Existing Thoroughfares shall comply with the provisions of Table 2 when they:

(1) Occur on a vacant Lot;

(2) Include the construction of a new Principal Building; or

(3) Include the construction of 50% or more of the gross floor area of any existing Principal Building.

iii. Development projects fronting Mission Boulevard may modify Thoroughfare type (AV-100-64/76-TR) through the inclusion of (SL-34-23-BR) or (SL-47-31-BR) (slip lanes).

h. Specific to New Thoroughfares

i. The Thoroughfare Plan allocates New Thoroughfares to Lots in a manner which results in Block perimeter distances equal to or lesser than the maximum distance of Table 11 The perimeter is measured as the sum of Lot Frontage Lines.

ii. Development projects which include the construction and dedication of a New Thoroughfare and Public Frontage shall be eligible for the following incentives:

(1) Upon receipt of a planning permit application, the Director shall expedite its processing through means including, without limitation, the prioritization of the application over others already filed; and

(2) A Street Dedication Bonus which shall: (a) increase the maximum Residential Density allocated to the corresponding T-Zone by up to four (4) units per increment

of one hundred (100) feet of constructed and dedicated Street or Slip Lane, and one (1) unit per increment of fifty (50) feet of constructed and dedicated Alley length; (b) increase the maximum Principal Building height by one (1) Story; and/or (c) involve the waiving of planning application fees for non-residential development.

iii. The Review Authority may authorize New Thoroughfares in locations different from those depicted in Figure 4-2 and Figure 4-3 when it finds, in addition to other findings required by Section 10-25.400, that:

(1) Immovable physical obstructions including, without limitation, large boulders, public infrastructure facilities, or environmentally sensitive habitat, are present; or

(2) The resulting maximum Block perimeter distance of Table 11 would not be exceeded by either the current development or foreseeable future development proposals.

iv. Planning permit applications including New Thoroughfares shall include a petition to establish a Precise Plan Line for the New Thoroughfare(s). The petition shall be processed in accordance with Municipal Code Chapter 10, Article 4 and:

(1) Require no application fee payment;

(2) Be processed concurrently with the planning permit application; and

(3) Include any information requested by the Public Works Director to establish a Precise Plan Line that would enable construction of the New Thoroughfare without preventable financial hardship.

v. Proposals for the City of Hayward to acquire or purchase New Thoroughfares exclusive of a development project shall still require the establishment of a Precise Plan Line for the New Thoroughfare(s).

10-25.280 SUBDIVISION STANDARDS

a. Intent

i. The standards of this section are intended to require buildings

which provide primary entrances and windows facing public spaces, enable building Configurations which reflect the intended scale of the applicable Transect zone, and prevent large monolithic or repetitive buildings.

b. Applicability.

i. This section regulates subdivisions, lot mergers, and lot line adjustments within the Code area.

c. General to all Zones [E]

i. All subdivisions shall include Nominal Parcels or Fee Simple Parcels conforming to the Lot Width standards of Table 11.

ii. Each Lot shall Enfront a vehicular Thoroughfare.

iii. Condominium subdivisions containing more than one building shall include Nominal Parcels conforming to lot width standards of Table 11.

iv. New development on a pre-existing parcel exceeding the applicable maximum lot width of Table 11 shall not occur unless the parcel is first subdivided to provide for Nominal Parcels or Fee Simple Parcels conforming to Table 11.

v. Lot line adjustments or lot mergers pertaining to parcels not conforming to the applicable lot width requirements of Table 11 may occur so long as they bring the parcels closer into conformance.

vi. No flag Lot shall be created in the Code area through either a subdivision or lot line adjustment.

vii. All New Thoroughfares shall be publicly owned or include an irrevocable easement providing for public access, and Existing Thoroughfares shall not be abandoned to private ownership.

10-25.285 SIGN STANDARDS

a. Permitted Signs are authorized in all zones subject to the provisions of this Section.

b. Permitted Signs. Wall, window, awning, projecting, hanging, marquee signs, monument signs, sidewalk display signs, scrolling signs, and

signs of historical or aesthetic significance are permitted.

c. Prohibited Signs. Roof, pole, animated, revolving, Aerial Sign (except when permitted for promotions), off-premise, flashing, permanent banner and portable (except sidewalk display). In addition, awnings that are translucent or which contain interior lighting for illumination are prohibited.

d. Colors. Sign colors should relate to the color scheme of the building. No more than three colors should be used on any one sign, unless approved by the Director. In addition, use of “neon” or “dayglow” colors must be approved by the Director.

e. Lighting. Signs may be illuminated with directional spotlights or indirect lighting if the effect at night is not glaringly bright. External lighting is encouraged.

f. Graphic Design. Sign construction and sign copy shall be of professional quality. Primary signage shall be designed to identify a business rather than advertise a brand-name product. High contrast between sign, text, and background should be provided but glaring white sign backgrounds and intense colors should be avoided. A letter style that is legible and in scale with the size of the sign frame or background should be used. If more than one sign is used, the signs should be compatible in style.

g. Sign Installation. All signs, except window signs, require a sign permit and building and electrical permits where required. All signs should be installed in a professional manner, avoiding, unsightly guy wires or other stabling devices. Attachments should be hidden from general view and in the least destructive manner possible. For masonry, attachments should be embedded into the mortar, not the brick or stone. All signs and murals painted on walls shall be covered with anti-graffiti coating.

h. Sign Area and Number [W]

i. Maximum Number. For all establishments, the maximum number of signs permitted per Frontage is two (2). The maximum number of signs permitted per establishment is four (4). Temporary window signs and Sidewalk display signs shall not count toward the total.

ii. Sign Area. The maximum sign area is one square foot per linear foot of primary Frontage, and one-half square foot per linear

foot of Secondary Frontage. Only one Frontage, which contains a public entrance, may be counted as Principal Frontage. All other building Frontages, which have exposure to pedestrian or vehicular traffic, are considered Secondary Frontages. Only one Secondary Frontage may be counted for determining maximum sign area for all Secondary Frontages. Signs displayed on a single Frontage shall be limited to the area and number that are permitted on that Frontage alone. No establishment shall be permitted more than a total of 100 square feet of sign area per Frontage unless Warrant approval is obtained. Each establishment shall be entitled to a minimum of 30 square feet for the Principal Frontage. The total area encompassed by a contrasting color scheme shall be counted when calculating allowable sign area.

i. Sign Types [W]

i. Wall signs may be painted on the wall, or be made of metal, wood (except plywood), plastic, neon or vinyl. Fluorescent material is prohibited. Signs shall be located no higher than the cornice or parapet line, whichever is lower.

Wall signs legally erected before [insert Code effective date] shall be considered in conformance if they do not exceed the maximum allowable area by more than 25 percent, and do not extend above the cornice or parapet line, whichever is lower, by more than 25 percent of the height of the sign.

ii. Permanent window signs may include graphics painted on glass, vinyl letters applied to glass, a clear acrylic panel behind the window, or small neon window signs and should be white or light in color. Permanent window signs shall not occupy more than 25 percent of the total area of the window.

iii. Projecting signs shall be located no higher than the cornice or parapet line, whichever is lower, and must be located so as to not obscure any architectural detail of the Facade. A double face projecting sign shall be considered one sign. The maximum size of a projecting sign shall be 40 square feet (20 square feet per side). Projecting signs shall not project more than 3 feet horizontally. In no case may the sign come within 2 1/2 feet of the Curb. Projecting signs shall be clear of street trees, traffic signals, street lighting and regulatory signs.

iv. Horizontal hanging signs, suspended from a canopy, awning, or

marquee, may be placed above an entry. A hanging sign shall not exceed 8 square feet in size (4 square feet per side).

Hanging signs erected before [insert Code effective date], shall be considered in conformance if they do not exceed the maximum allowable area by more than 25 percent.

v. Overhang signs are mounted atop the overhang, parallel to the storefront and shall not be used in conjunction with wall signs. Overhang signs shall not exceed 3 feet in height.

vi. The awning sign is limited to the front skirt of the awning. Colors and lettering of awning signs should be compatible with the building colors, businesses they serve, as well as harmonize with neighboring buildings and storefronts.

Awning signs legally erected before [insert Code effective date] shall be considered in conformance if they do not exceed the maximum allowable area by more than 25 percent.

vii. Promotional Temporary Signs.

(1) Paper or Paint Window Signs. Special sale window signs of either paper or paint are permitted. Such signs when combined with permanent window signs, shall not occupy more than 25 percent of the total area of the window. These signs should be of a professional quality.

(2) Sidewalk Display Signs (such as A-frame signs and sandwich boards) may be placed on private property, or within the first 18 inches of public property that is directly in front of the individual business. Such sign shall not exceed 6 square feet per side and is limited to one per business. Sidewalk display sign area shall not count toward allowable sign area. A minimum passage way width of 48 inches shall be maintained along the Sidewalk in front of such Sidewalk display sign. The sign shall not project within 2 feet of the Curb interface with vehicles. Such signs shall not be displayed during non-business hours.

10-25.290 TELECOMMUNICATION FACILITY STANDARDS

In addition to the requirements of Municipal Code Chapter 10, Article 13 (Antennae and Telecommunications Facilities Ordinance), the following requirements shall also apply to all Telecommunication Facilities in the

Code area. [W]

a. The following Telecommunication Facilities are classified as Class 1 facilities within the Code area:

   i. Any Telecommunication Facility directly affixed to a building or structure, provided that all components of the facility are designed in a manner to be architecturally consistent with the building or structure. Examples include, without limitation, Telecommunications Facilities concealed within existing structures such as Attics, cupolas, steeples, stanchions, bell towers, or similar structures, mounted to the penthouse of a building to appear as part of the architecture.

   ii. A ground-mounted or building-mounted receive-only radio or television satellite dish antenna which exceeds 36 inches in diameter but is not larger than 8 feet in diameter, provided the height of said dish does not exceed the height of the roof ridge line of a structure on which it is to be installed or is screened from view from the public right-of-way.

   iii. Any freestanding Telecommunications Facility designed to blend into the surrounding natural or man-made environment in order to minimize the overall visual impact. Examples include, without limitation, flag, telephone or light poles, palm trees, windmills, or rock formations and other similar items.

   iv. Any Telecommunications Facility proposed to co-locate on another freestanding existing Telecommunications Facility.

   v. Government-owned and government-operated antenna(s).

b. Class 1 Telecommunication Facilities may be located in any zone within the Code area.

c. Prior to installation and operation of any Class 1 Telecommunication Facility, a Telecommunication Site Review shall be approved by the Director in accordance with Municipal Code Chapter 10, Article 13 (Antenna and Telecommunications Facilities Ordinance).

d. In addition to the findings required by Municipal Code Section 10-13.070 and in order to approve a Telecommunications Site Review application, the Director must find the proposed Telecommunication Facility is:

i. Sited and designed so as to be architecturally integrated such that it is virtually invisible to the naked eye from public streets and Civic spaces;

ii. The design, finish, colors and texture are non-reflective and blend with the surrounding natural and/or man-made environment; and

iii. If freestanding or pole-mounted, the height is the minimum necessary without compromising reasonable reception or transmission.

e. The descriptions of Class 1 Telecommunication Facilities found in Municipal Code Section 10-13.070(1) through (8) are inapplicable to the Code area.

f. Class 2 and Class 3 Telecommunication Facilities are prohibited in the Code area.

10-25.295 AFFORDABLE AND SPECIAL NEEDS HOUSING STANDARDS

General to all Affordable and Special Needs Housing Facilities (including Single Room Occupancy (SRO) and Emergency Homeless Shelters):

1. A Good Neighbor Agreement acceptable to the Hayward Police Department shall be established between the operator of the facility and its neighbors.

2. The Hayward Police Department will conduct periodic audits of all Police calls for service involving the housing facility. If after reviewing the audit, the Police Chief determines that there has been an excessive number of calls for service involving the facility's operation, the Police Chief or his designee will meet with the owner and/or manager to discuss the calls for service and allow the owner/manager to make changes in operations to reduce the number of calls for service.

Transitional Housing and Supportive Housing are permitted as a residential use and only subject to those restrictions that apply to other residential dwellings of the same type in the same zone.

a. Single Room Occupancy (SRO) Facilities

SRO Housing may be permitted with approval of a Conditional Use Permit and shall conform to the following standards:

i. Twenty-four-hour, on-site management must be provided at an SRO.

ii. The applicant will provide a copy of the proposed rules and residency requirements governing the SRO. The management will be solely responsible for the enforcement of all rules that are reviewed and approved by the City Council as part of a conditional use permit.

iii. A Management Plan to address operations, safety and security and building maintenance must be submitted to the Police Department for review and approval.

iv. The building shall contain a minimum of 250 square feet of common space such as recreation areas, lounges, and living spaces. An additional 10 square feet of common space is required per rooming unit over 10. Bathrooms, laundries, hallways, the main lobby, vending areas, and kitchens shall not be counted as common space.

v. Receptacles for garbage, recycling, and compostables are to be provided by the property owner. Garbage receptacles must be located and maintained on the lot or property in a manner consistent with City standards.

b. Emergency Homeless Shelters

i. Homeless Shelters shall only be located at parcels abutting Mission Boulevard south of Jackson Street.

ii. Homeless shelters shall maintain a maximum occupancy not to exceed sixty (60) individuals.

iii. Homeless shelters shall provide on-site waiting and intake areas screened from public view at the abutting thoroughfare, Civic Space or Civic Space Zone.

iv. Parking areas shall be paved with any permitted material identified in Table 13D. Yards shall be lit during nighttime hours, in accordance with the Security Standards Ordinance (No. 90-26 C.S.). Homeless shelters shall be allowed to have intake between the hours of five p.m. to eight p.m. or at dusk, whichever is sooner, and may discharge patrons from 8 a.m. to 10 a.m.

v. Homeless Shelters shall be separated by at least 300 feet, as measured from their parcel boundaries.

vi. Homeless shelters shall abide by all applicable development standards as set forth in this code.

vii. Each resident shall be provided a minimum of 50 gross square feet of personal living space per person, not including space for common areas. Bathing facilities shall be provided in quantity and location as required in the California Plumbing Code (Title 24 Part 5), and shall comply with the accessibility requirements of the California Building Code (Title 24 Part 2).

viii. Individual occupancy in an emergency shelter is limited to six months in any 12 month period.

ix. Each emergency shelter shall have an on-site management office, with at least one employee present at all times the emergency shelter is in operation or is occupied by at least one resident.

x. Each emergency shelter shall have on-site state-licensed security employees, with at least one security employee present at all times the emergency shelter is in operation or is occupied by at least one resident.

xi. Homeless Shelters shall not be eligible for a Warrant or Exception.

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STANDARDS AND TABLES

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TABLE 13A	SUSTAINABILITY: WIND POWER
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TABLE 15	DEFINITIONS ILLUSTRATED

TABLE 1: Transect Zone Descriptions. This table provides descriptions of the character of each T-zone. T1, T2, and T6 do not occur in the Mission Boulevard Corridor Code area and are shown for reference only.

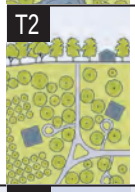
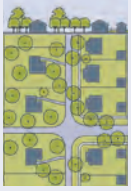
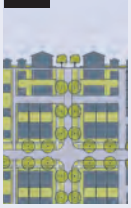
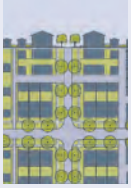
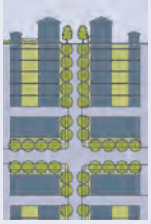
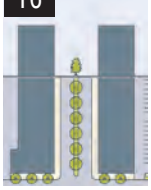
T1	T1 NATURAL T1 Natural Zone consists of lands approximating or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology or vegetation.	General Character: Building Placement: Frontage Types: Typical Building Height:	Natural landscape with some agricultural use Not applicable Not applicable Not applicable
T2 	T2 RURAL T2 Rural Zone consists of sparsely settled lands in open or cultivated states. These include woodland, agricultural land, grassland, and irrigable desert. Typical buildings are farmhouses, agricultural buildings, cabins, and villas.	General Character: Building Placement: Frontage Types: Typical Building Height: Type of Civic Space:	Primarily agricultural with woodland & wetland and scattered buildings Variable Setbacks Not applicable 1- to 2-Story Parks, Greenways
T3 	T3 SUB-URBAN T3 Sub-Urban Zone consists of low density residential areas, adjacent to higher zones that includes some mixed use. Home occupations and outbuildings are allowed. Planting is naturalistic and setbacks are relatively deep. Blocks may be large and the roads irregular to accommodate natural conditions.	General Character: Building Placement: Frontage Types: Typical Building Height: Type of Civic Space:	Lawns, and landscaped yards surrounding detached single-family houses; pedestrians occasionally Large and variable front and side yard Setbacks Porches, fences, naturalistic tree planting 1- to 2-Story Parks, Greenways, Squares, Playgrounds
T4-1 	T4-1 GENERAL URBAN 1 T4-1 General Urban Zone consists of mixed use but primarily residential urban fabric. It includes a mix of building types: townhouses, apartment buildings, mixed-use buildings and commercial buildings. Setbacks and landscaping are variable. Streets with curbs and sidewalks define medium-sized blocks.	General Character: Building Placement: Frontage Types: Typical Building Height: Type of Civic Space:	Mix of townhouses, and apartment buildings with scattered commercial activity; balance between landscape and buildings; presence of pedestrians. Shallow to medium front and side setbacks Mostly Porches, fences, Dooryards, Shopfronts 2- to 4-Story with a few taller apartment or mixed-use buildings Parks, Squares, Playgrounds
T4-2 	T4-2 GENERAL URBAN 2 T4-2 General Urban Zone consists of mixed use but primarily residential urban fabric. It includes a mix of building types: townhouses, apartment buildings, mixed-use buildings and commercial buildings. Setbacks and landscaping are variable. Streets with curbs and sidewalks define medium-sized blocks.	General Character: Building Placement: Frontage Types: Typical Building Height: Type of Civic Space:	Mix of townhouses, and apartment buildings with scattered commercial activity, light industrial buildings and warehouses; balance between landscape and buildings; presence of pedestrians. Shallow to medium front and side setbacks Mostly Porches, fences, Dooryards, Shopfronts 2- to 4-Story with a few taller apartment or mixed-use buildings Parks, Squares, Playgrounds
T5 	T5 URBAN CENTER T5 Urban Center Zone consists of higher density mixed-use buildings that accommodate retail, office, and residential uses, along with townhouses and apartment buildings. It has a tight network of streets, with wide sidewalks, steady street tree planting and buildings set close to the sidewalks.	General Character: Building Placement: Frontage Types: Typical Building Height: Type of Civic Space:	Shops mixed with townhouses, apartment buildings, offices, workplaces, and Civic buildings; attached and detached buildings close together; trees within the public right-of-way; substantial pedestrian activity. Shallow Setbacks or none; many buildings oriented to the street defining a street wall Mostly Stoops, Shopfronts, Galleries, Dooryards 3- to 6-Story with some variation and a few taller mixed-use buildings Parks, Plazas and Squares, Playgrounds
T6 	T6 URBAN CORE T6 Urban Core Zone consists of the highest density and height, with the greatest variety of uses, and civic buildings of regional importance. It may have larger blocks; streets have steady street tree planting and buildings are set close to wide sidewalks. Typically only large towns and cities have an Urban Core Zone.	General Character: Building Placement: Frontage Types: Typical Building Height: Type of Civic Space:	Medium to high-Density Mixed Use buildings, entertainment, Civic and cultural uses. Attached buildings forming a continuous street wall; trees within the public right-of-way; highest pedestrian and transit activity Shallow Setbacks or none; buildings oriented to street, defining a street wall Stoops, Dooryards, Forecourts, Shopfronts, Galleries, and Arcades 4-plus Story with a few shorter buildings Parks, Plazas and Squares; median landscaping

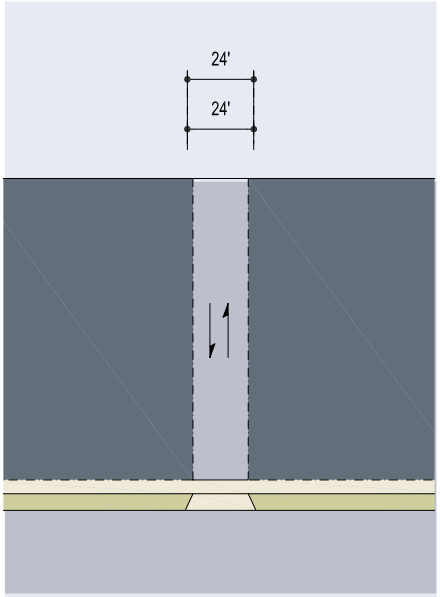
TABLE 2: **Thoroughfare Assemblies.** This table provides design standards for each of the thoroughfares designated in Figure 1-2 (Thoroughfare Plan)

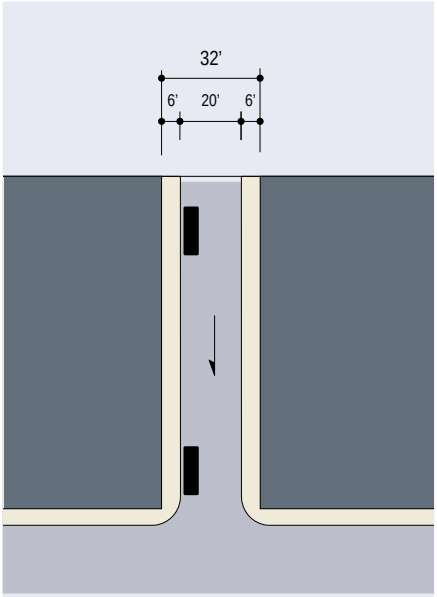
KEY ST-57-20-BL

- Thoroughfare Type
- Right of Way Width
- Pavement Width
- Transportation

THOROUGHFARE TYPES

Boulevard:	BV
Avenue:	AV
Commercial Street:	CS
Drive:	DR
Street:	ST
Road:	RD
Slip Lane:	SL
Rear Alley:	RA
Bicycle Trail:	BT
Bicycle Lane:	BL
Bicycle Route:	BR
Path:	PT
Passage:	PS
Transit Route:	TR





	RA-24-24	ST-32-20
Thoroughfare Type	Rear Alley	Street
Transect Zone Assignment	T4-1, T4-2, T5	T4-1, T4-2, T5
Right-of-Way Width	24 feet	32 feet
Pavement Width	24 feet	20 feet
Movement	Slow Movement	Slow Movement
Intended Speed	10 MPH	20 MPH
Pedestrian Crossing Time	6 seconds	5 seconds
Traffic Lanes	n/a	1 lane
Parking Lanes	None	One side, unmarked
Curb Radius	Taper	15 feet
Walkway Type	None	6 foot Sidewalk
Planter Type	None	None
Curb Type	Inverted Crown	6" Curb
Landscape Type	None	None
Transportation Provision	N/A	BR

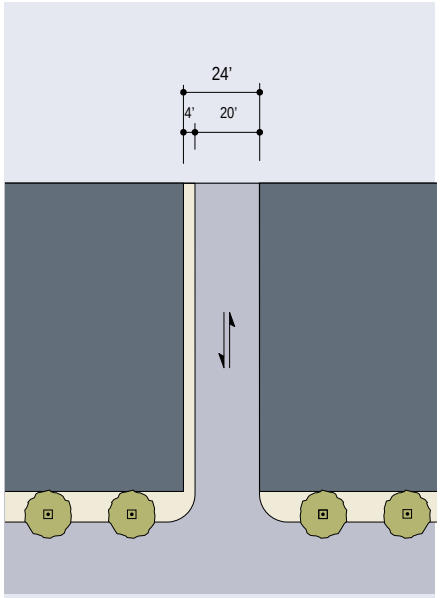
TABLE 2: Thoroughfare Assemblies. This table provides design standards for each of the thoroughfares designated in Figure 1-2 (Thoroughfare Plan)

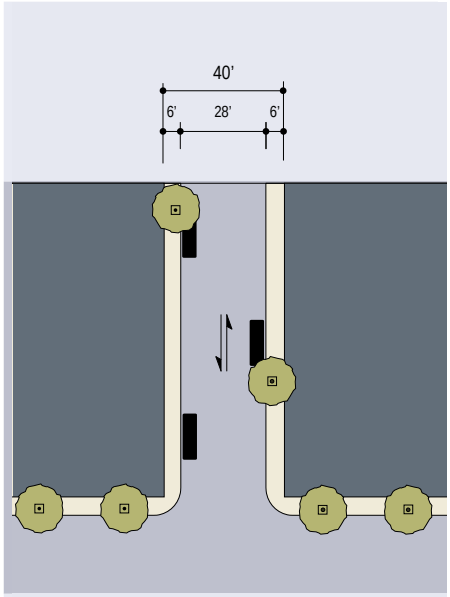
KEY ST-57-20-BL

- Thoroughfare Type
- Right of Way Width
- Pavement Width
- Transportation

THOROUGHFARE TYPES

Boulevard:	BV
Avenue:	AV
Commercial Street:	CS
Drive:	DR
Street:	ST
Road:	RD
Slip Lane:	SL
Rear Alley:	RA
Bicycle Trail:	BT
Bicycle Lane:	BL
Bicycle Route:	BR
Path:	PT
Passage:	PS
Transit Route:	TR





	ST-24-20-BR	ST-40-28-BR
Thoroughfare Type	Street	Street
Transect Zone Assignment	T3, T4-1, T4-2	T3, T4-1, T4-2
Right-of-Way Width	24 feet	40 feet
Pavement Width	20 feet	28 feet
Movement	Slow Movement	Slow Movement
Intended Speed	20 MPH	20 MPH
Pedestrian Crossing Time	5 seconds	7 seconds
Traffic Lanes	2 lanes	2 lanes
Parking Lanes	None	Both Sides @ 7 feet marked
Curb Radius	15 feet	15 feet
Walkway Type	4 foot Sidewalk, one side	6 foot Sidewalk
Planter Type	None	None
Curb Type	6" Curb	6" Curb
Landscape Type	None	Small-size trees, sporadic
Transportation Provision	BR	BR

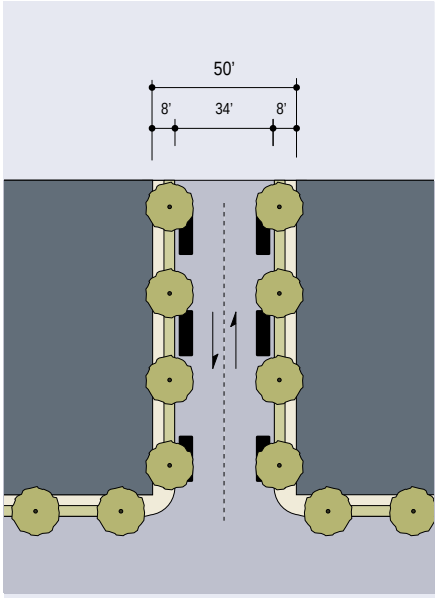
TABLE 2: **Thoroughfare Assemblies.** This table provides design standards for each of the thoroughfares designated in Figure 1-2 (Thoroughfare Plan)

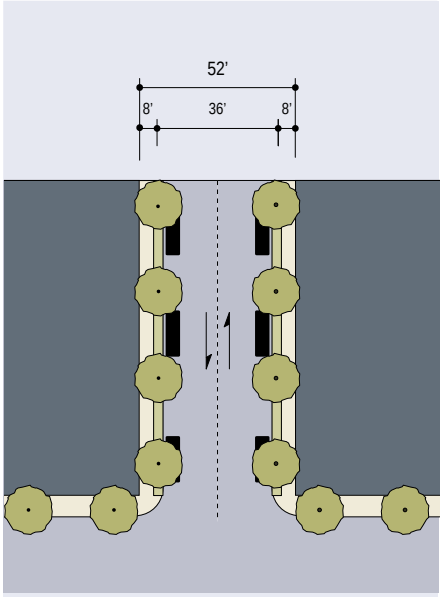
KEY ST-57-20-BL

- Thoroughfare Type
- Right of Way Width
- Pavement Width
- Transportation

THOROUGHFARE TYPES

Boulevard:	BV
Avenue:	AV
Commercial Street:	CS
Drive:	DR
Street:	ST
Road:	RD
Slip Lane:	SL
Rear Alley:	RA
Bicycle Trail:	BT
Bicycle Lane:	BL
Bicycle Route:	BR
Path:	PT
Passage:	PS
Transit Route:	TR





	ST-50-34-BR	ST-52-36-BR
Thoroughfare Type	Street	Street
Transect Zone Assignment	T4-1, T4-2, T5	T4-1, T4-2
Right-of-Way Width	50 feet	52 feet
Pavement Width	34 feet	36 feet
Movement	Slow Movement	Slow Movement
Intended Speed	35 MPH	25 MPH
Pedestrian Crossing Time	8.5 seconds	9 seconds
Traffic Lanes	2 lanes	2 lanes
Parking Lanes	Both Sides @ 7 feet unmarked	Both Sides @ 7 feet unmarked
Curb Radius	15 Feet	15 feet
Walkway Type	4 foot Sidewalk	4.5 foot Sidewalk
Planter Type	3.5 foot wide continuous Planter	3 foot wide continuous Planter
Curb Type	6" Curb	6" Curb
Landscape Type	Small to Medium-size trees at 30' o.c. Avg.	Small to Medium-size trees at 30' o.c. Avg.
Transportation Provision	BR	BR

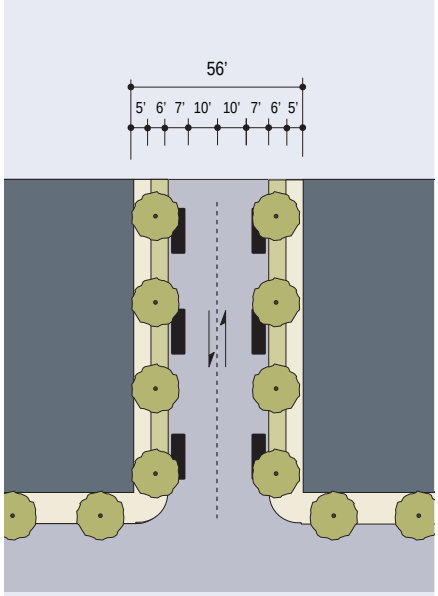
TABLE 2: **Thoroughfare Assemblies.** This table provides design standards for each of the thoroughfares designated in Figure 1-2 (Thoroughfare Plan)

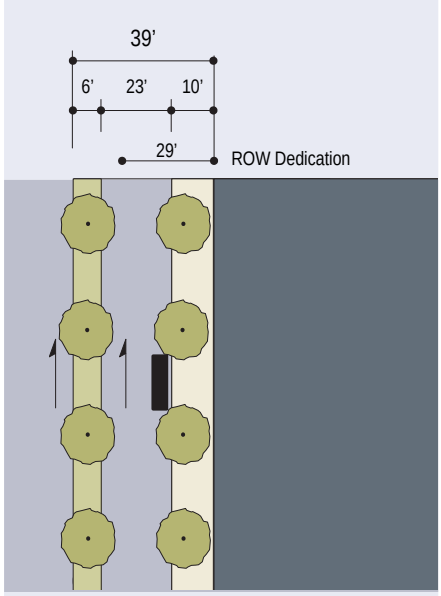
KEY ST-57-20-BL

- Thoroughfare Type
- Right of Way Width
- Pavement Width
- Transportation

THOROUGHFARE TYPES

Boulevard:	BV
Avenue:	AV
Commercial Street:	CS
Drive:	DR
Street:	ST
Road:	RD
Slip Lane:	SL
Rear Alley:	RA
Bicycle Trail:	BT
Bicycle Lane:	BL
Bicycle Route:	BR
Path:	PT
Passage:	PS
Transit Route:	TR





	ST-56-34-BR	SL-39-23-BR
Thoroughfare Type	Street	Slip Lane
Transect Zone Assignment	T4-1, T4-2, T5	T4-1, T4-2, T5
Right-of-Way Width	56 feet	39 feet
Pavement Width	34 feet	23 feet
Movement	Slow Movement	Slow Movement
Intended Speed	20 MPH	25 MPH
Pedestrian Crossing Time	8.5 seconds	5 seconds
Traffic Lanes	2 lanes	one 15 foot one-way lane
Parking Lanes	Both Sides @ 7 feet unmarked	one parallel 8 foot lane
Curb Radius	15 feet	10 feet
Walkway Type	5 foot Sidewalk	10 foot Sidewalk
Planter Type	5.5 foot wide continuous Planter	5.5 foot wide continuous Planter
Curb Type	6" Curb	6" Curb
Landscape Type	Small to Medium-size trees at 30' o.c. Avg.	Large-size trees at 30' o.c. Avg.; planted 8' medians (Large-size trees at 30' o.c. Avg.)
Transportation Provision	BR	BR
Required Right of Way Dedication	-	29 feet

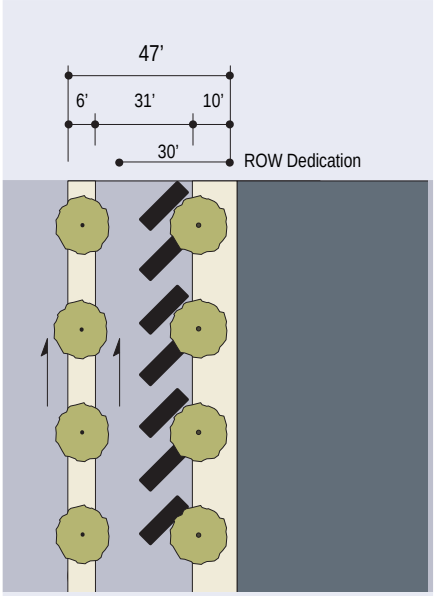
TABLE 2: **Thoroughfare Assemblies.** This table provides design standards for each of the thoroughfares designated in Figure 1-2 (Thoroughfare Plan)

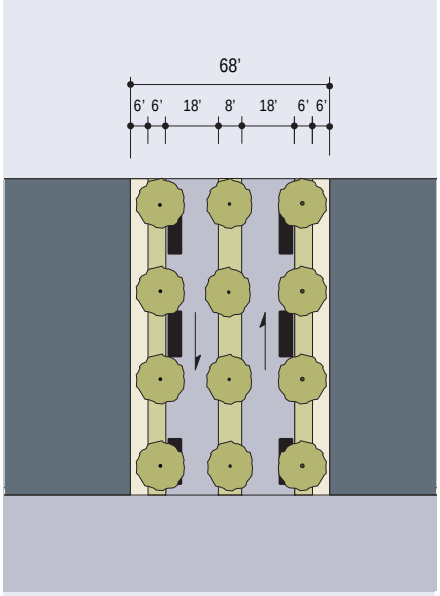
KEY ST-57-20-BL

- Thoroughfare Type
- Right of Way Width
- Pavement Width
- Transportation

THOROUGHFARE TYPES

Boulevard:	BV
Avenue:	AV
Commercial Street:	CS
Drive:	DR
Street:	ST
Road:	RD
Slip Lane:	SL
Rear Alley:	RA
Bicycle Trail:	BT
Bicycle Lane:	BL
Bicycle Route:	BR
Path:	PT
Passage:	PS
Transit Route:	TR





	SL-47-31-BR	AV-68-36-BR
Thoroughfare Type	Slip Lane	Avenue
Transect Zone Assignment	T4-1, T4-2, T5	T4-1, T4-2, T5
Right-of-Way Width	47 feet	68 feet
Pavement Width	31 feet	18 feet, 18 feet
Movement	Slow Movement	Slow Movement
Intended Speed	25 MPH	25 MPH
Pedestrian Crossing Time	7 seconds	9 seconds
Traffic Lanes	one 15 foot one-way lane	2 lanes
Parking Lanes	one side angled @ 30º max. @ 16 feet marked	Both Sides @ 7 feet marked
Curb Radius	10 feet	15 feet
Walkway Type	10 foot Sidewalk	6 foot Sidewalk
Planter Type	Tree Wells	5.5 wide continuous planter
Curb Type	6" Curb	6" Curb
Landscape Type	Large-size trees at 30' o.c. Avg.	Medium-size trees at 30' o.c. Avg.; planted 8' medians (Medium-size trees at 30' o.c. Avg.)
Transportation Provision	BR	BR
Required Right of Way Dedication	30 feet	-

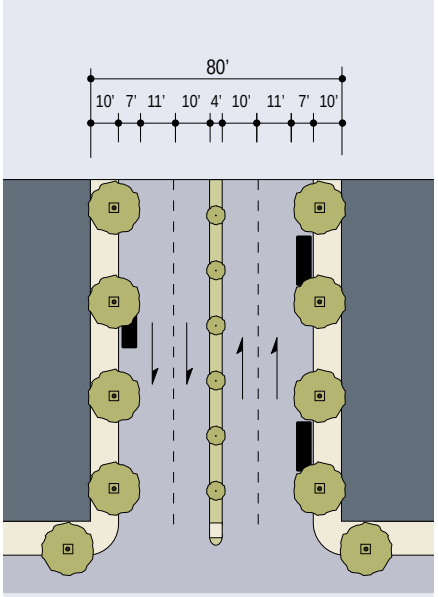
TABLE 2: Thoroughfare Assemblies. This table provides design standards for each of the thoroughfares designated in Figure 1-2 (Thoroughfare Plan)

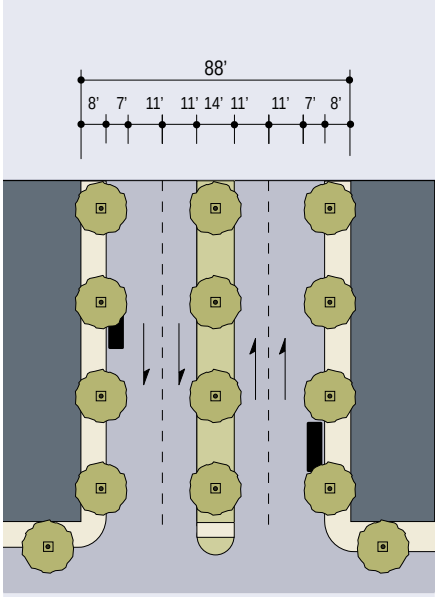
KEY ST-57-20-BL

- Thoroughfare Type
- Right of Way Width
- Pavement Width
- Transportation

THOROUGHFARE TYPES

Boulevard:	BV
Avenue:	AV
Commercial Street:	CS
Drive:	DR
Street:	ST
Road:	RD
Slip Lane:	SL
Rear Alley:	RA
Bicycle Trail:	BT
Bicycle Lane:	BL
Bicycle Route:	BR
Path:	PT
Passage:	PS
Transit Route:	TR





	AV-80-58-BR	AV-88-58-BR
Thoroughfare Type	Avenue	Avenue
Transect Zone Assignment	T4-1, T4-2, T5	T4-1, T4-2, T5
Right-of-Way Width	80 feet	88 feet
Pavement Width	29 feet - 29 feet	29 feet - 29 feet
Movement	Slow Movement	Slow Movement
Intended Speed	25 MPH	25 MPH
Pedestrian Crossing Time	15 seconds	15 seconds
Traffic Lanes	4 lanes	4 lanes
Parking Lanes	Both Sides @ 7 feet marked	Both Sides @ 7 feet marked
Curb Radius	15 feet	15 feet
Walkway Type	10 foot Sidewalk	8 foot Sidewalk
Planter Type	Tree Wells	Tree Wells
Curb Type	6" Curb	6" Curb
Landscape Type	Large-size trees at 30' o.c. Avg.; planted 4' medians (Small trees at 15' o.c. Avg.)	Large-size trees at 30' o.c. Avg.; Planted 14 foot median (Large-size trees)
Transportation Provision	BR	BR

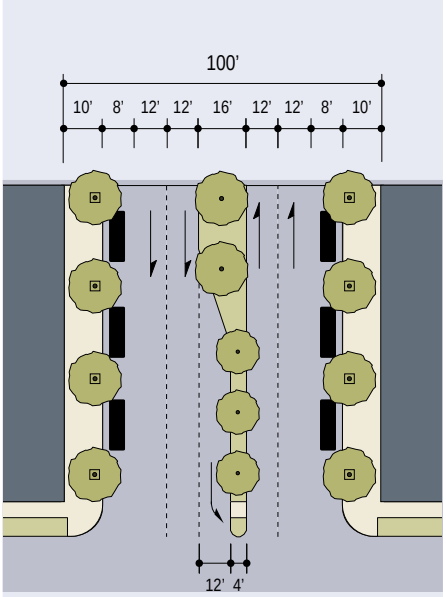
TABLE 2: **Thoroughfare Assemblies.** This table provides design standards for each of the thoroughfares designated in Figure 1-2 (Thoroughfare Plan)

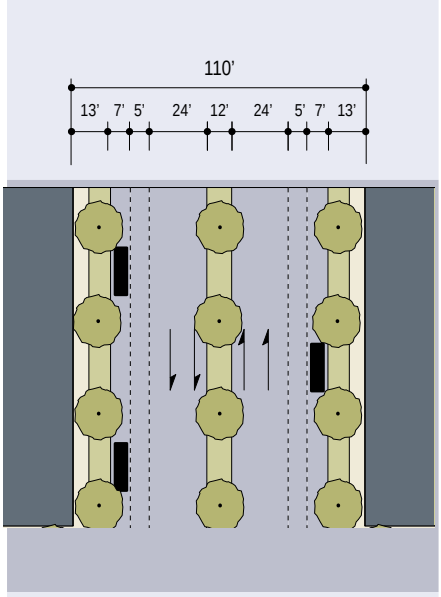
KEY ST-57-20-BL

- Thoroughfare Type
- Right of Way Width
- Pavement Width
- Transportation

THOROUGHFARE TYPES

Boulevard:	BV
Avenue:	AV
Commercial Street:	CS
Drive:	DR
Street:	ST
Road:	RD
Slip Lane:	SL
Rear Alley:	RA
Bicycle Trail:	BT
Bicycle Lane:	BL
Bicycle Route:	BR
Path:	PT
Passage:	PS
Transit Route:	TR





	AV-100-64/76-TR	AV-110-72-BR
Thoroughfare Type	Avenue	Avenue
Transect Zone Assignment	T4-1, T4-2, T5	T4-2
Right-of-Way Width	100 feet	110 feet
Pavement Width	32 feet - 32/44 feet	36 feet - 36 feet
Movement	Free Movement	Free Movement
Intended Speed	35 MPH	35 MPH
Pedestrian Crossing Time	8 seconds - 8/11 seconds	9 seconds - 9 seconds
Traffic Lanes	4-5 lanes	6 lanes
Parking Lanes	Both sides @ 8 feet unmarked	None
Curb Radius	30 feet (typical)	30 feet
Walkway Type	10 foot Sidewalk	12 foot Sidewalk
Planter Type	4.5 foot wide continuous permeable paving strip with 4.5x4.5 tree wells	4.5 foot wide continuous permeable paving strip with 4.5x4.5 tree wells
Curb Type	6" Curb	6" Curb or Swale
Landscape Type	Large-size trees at 30' o.c. Avg.; Planted 16 foot median (Large-size trees)	Large-size trees at 30' o.c. Avg.; Planted 14 foot median (Large-size trees)
Transportation Provision	TR	BR

TABLE 3: **Thoroughfare Lighting.** Lighting varies in brightness and also in the character of the fixture according to the Transect. The table shows six common types. Lighting shall comply with the standard found in chapter 41 of the Building Code of the City of Hayward.

	T3	T4-1	T4-2	T5	Specifications
Cobra Head		▪	▪	▪	Cobra head fixtures are allowed in T4-1, T4-2 and T5 only when combined with pedestrian-scaled lighting.
Pipe	▪				
Post	▪	▪	▪		
Column	▪	▪	▪	▪	Pole height: 12 ft Wattage: Equivalent 150-175 w metal halide Type: Decorative Uniformity Ratio: 4:1 Average foot candle: 0.7 - 0.9 Location: average 100 ft apart, staggered
Double Column				▪	Pole height: 12 ft Wattage: Equivalent 150-175 w metal halide Type: Decorative Uniformity Ratio: 3:1 Average foot candle: 0.9 - 1.1 Location: average 100-120 ft apart, staggered
Ornamental Bollard	▪	▪	▪	▪	Specification: ornamental bollards should be located between other light fixtures in areas where there is retail

TABLE 4: **Public Planting.** This table shows six common types of street tree shapes and their appropriateness within the Transect Zones. Development Services and Public Works Departments select species appropriate for the bioregion.

	T3	T4-1	T4-2	T5	Specifications: the tree species listed are examples provided for reference only.
Palm	▪	▪	▪	▪	The following species shall NOT be specified: Syagrus romanzoffianum, Queen Palm Washingtonia robusta, Mexican Fan Palm
Coniferous	▪	▪	▪	▪	Calocedrus decurrens, Incense Cedar Cedrus deodora, Deodar Cedar Cupressus sempervirens, Italian Cypress Sequoia sempervirens, Coastal Redwood
Narrow Canopy	▪	▪	▪	▪	Carpinus betulus 'Fastigiata', European Hornbeam Lophostemon confertus, Brisbane Box Tree Ginko biloba 'Sentry', Sentry Maiden Hair Tree Pyrus calleryana 'Chanticleer', Ornamental Pear Quercus robur 'Fastigiata', Columnar English Oak Zelkova Musashino, Zelkova
Small Size	▪	▪	▪		Cercis Canadensis 'Forest Pansy', Eastern Redbud Cercis occidentalis, Western Redbud Eryobotrya deflexa, Bronze Loquat Lagerstroemia indica 'Muskogee' and 'Tuscarora', Crape Myrtle Malus spp, Flowering Crabapple
Medium size *	▪	▪	▪		Acer buergerianun, Trident Maple Aesculus californica, California Buckeye Aesculus x. carnea, Red Horsechestnut Arbutus 'Marina', Arbutus Celtis spp, Hackberry Species Fraxinus oxycarpa 'Raywood', Raywood Ash Ginko biloba 'Autumn Gold', Maiden Hair Tree Koelreuteria bipinnata, Chinese Flame Tree Melaleuca quinquienervia, Cajeput Tree
Large size *	▪	▪	▪		Cinnamomum camphora, Camphor Tree Liriodendron tulipifera, Tulip Tree Platanus agrifolia 'columbia', London Plane Tree Quercus agrifolia, California Coastal Live Oak Quercus ilex, Holly Oak Quercus virginiana, Southern Live Oak Zelkova serrata, Japanese Zelkova

* see "Definitions of Terms" section

TABLE 5: Private Frontages. This table shows seven common types of Private Frontages and their appropriateness within the Transect Zones.

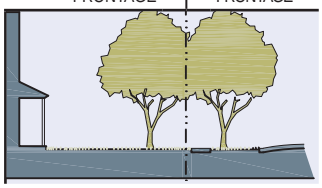
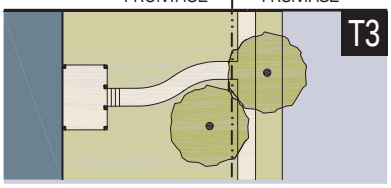
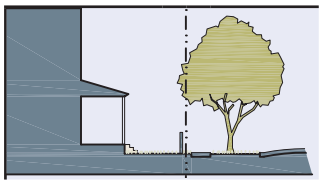
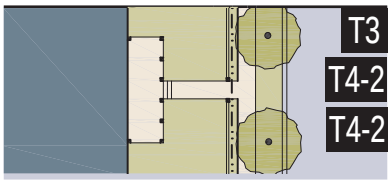
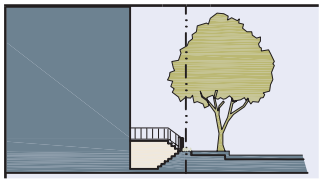
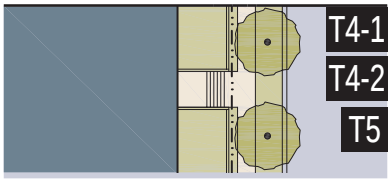
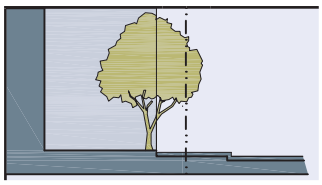
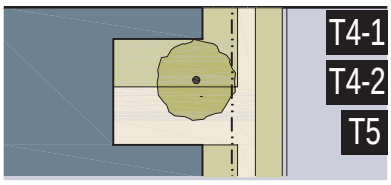
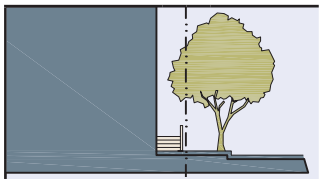
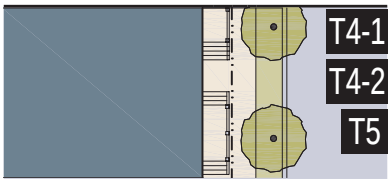
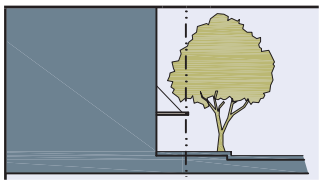
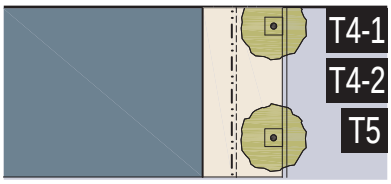
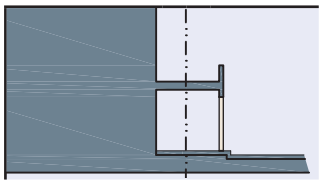
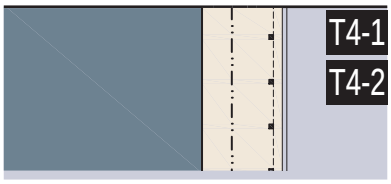
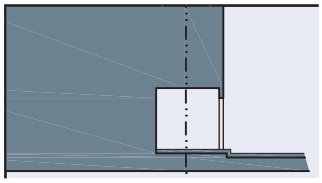
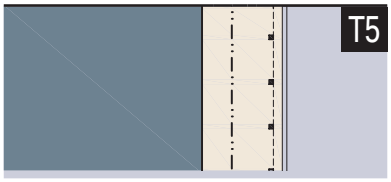
	SECTION (LOT ▶ PRIVATE FRONTAGE ◀ R.O.W. ◀ PUBLIC FRONTAGE)	PLAN (LOT ▶ PRIVATE FRONTAGE ◀ R.O.W. ◀ PUBLIC FRONTAGE)	
a. Common Yard: a planted Frontage wherein the Facade is set back substantially from the Frontage Line. The front yard created remains unfenced and is visually continuous with adjacent yards, supporting a common landscape. The deep Setback provides a buffer from the higher speed Thoroughfares.			T3
b. Porch & Fence: a planted Frontage wherein the Facade is set back from the Frontage Line with an attached porch permitted to Encroach. A fence at the Frontage Line maintains street spatial definition. Porches shall be no less than 8 feet deep.			T3 T4-2 T4-2
c. Terrace or Lightwell: a Frontage wherein the Facade is set back from the Frontage line by an elevated terrace or a sunken Lightwell. This type buffers Residential use from urban Sidewalks and removes the private yard from public Encroachment. Terraces are suitable for conversion to outdoor cafes. Syn: Dooryard.			T4-1 T4-2 T5
d. Forecourt: a Frontage wherein a portion of the Facade is close to the Frontage Line and the central portion is set back. The Forecourt created is suitable for vehicular drop-offs. This type should be allocated in conjunction with other Frontage types. Large trees within the Forecourts may overhang the Sidewalks.			T4-1 T4-2 T5
e. Stoop: a Frontage wherein the Facade is aligned close to the Frontage Line with the first Story elevated from the Sidewalk sufficiently to secure privacy for the windows. The entrance is usually an exterior stair and landing. This type is recommended for ground-floor Residential use.			T4-1 T4-2 T5
f. Shopfront: a Frontage wherein the Facade is aligned close to the Frontage Line with the building entrance at Sidewalk grade. This type is conventional for Retail use. It has a substantial glazing on the Sidewalk level and an awning that may overlap the Sidewalk to within 2 feet of the Curb. Syn: Retail Frontage.			T4-1 T4-2 T5
g. Gallery: a Frontage wherein the Facade is aligned close to the Frontage line with an attached cantilevered shed or a lightweight colonnade overlapping the Sidewalk. This type is conventional for Retail use. The Gallery shall be no less than 10 feet wide and should overlap the Sidewalk to within 2 feet of the Curb.			T4-1 T4-2
h. Arcade: a colonnade supporting habitable space that overlaps the Sidewalk, while the Facade at Sidewalk level remains at or behind the Frontage Line. This type is conventional for Retail use. The Arcade shall be no less than 12 feet wide and should overlap the Sidewalk to within 2 feet of the Curb. See Table 8.			T5

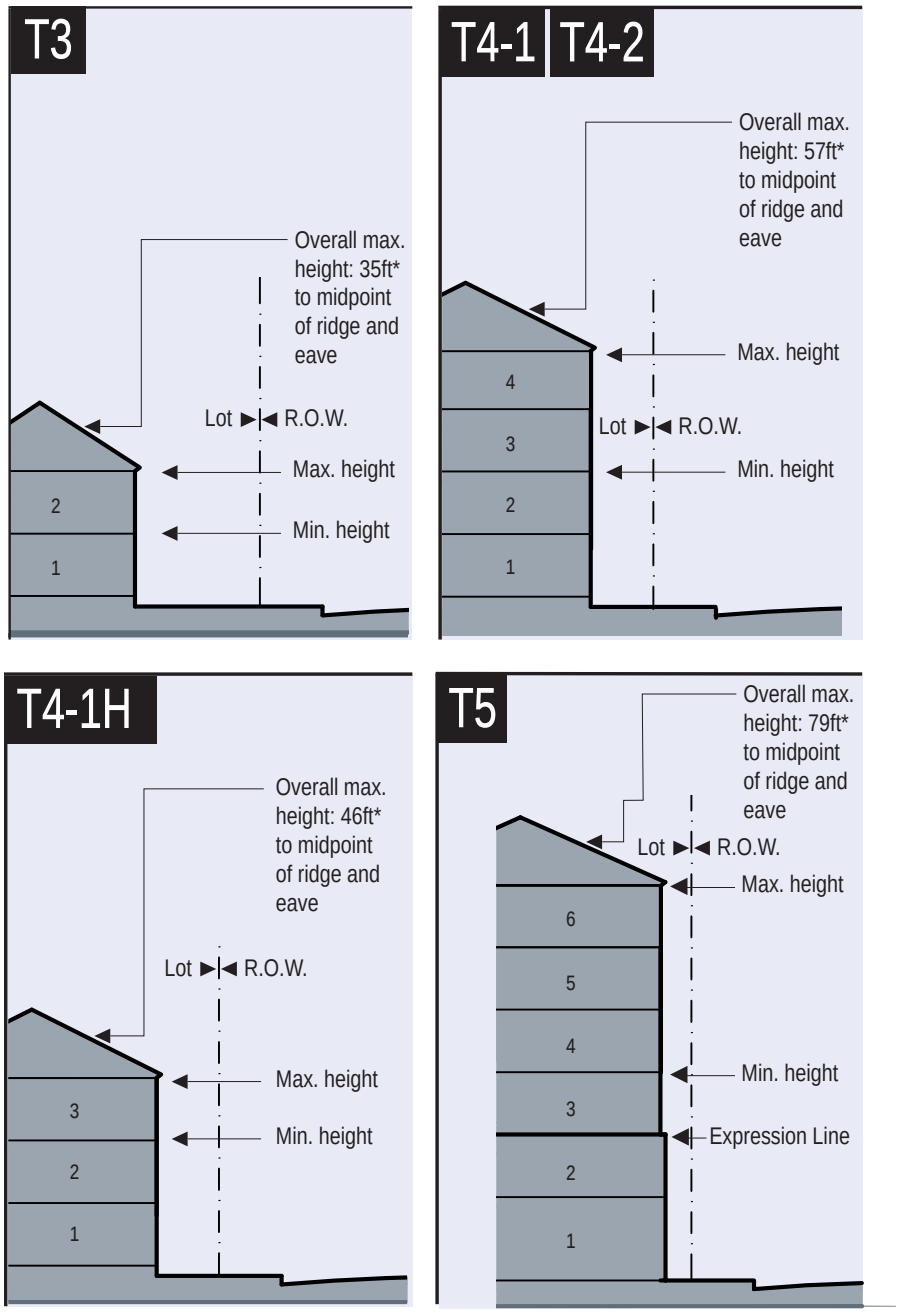
TABLE 6: **Fences and Walls.** This table shows five common types of fences and walls and their appropriateness within the Transect Zones. Only these fences and wall types shall be used in any portion of a front or side yard. Refer to Section 10-25.255 for information on height, location and visibility requirements.T1, T2, and T6 do not occur in the Code area and are provided for reference only.

	T3	T4-1	T4-2	T5
Wood Picket Fence	▪	▪	▪	
Iron Picket Fence	▪	▪	▪	
Metal Fence on Concrete Base (1)	▪	▪	▪	▪
Brick and Iron Fence (2)	▪	▪	▪	▪
Brick Wall (2)	▪	▪	▪	▪

(1) The concrete base should be 18”-36” in height.

(2) Although brick only is illustrated, other materials such as stone, slate, etc., are also acceptable, with a tie-in to the building material.

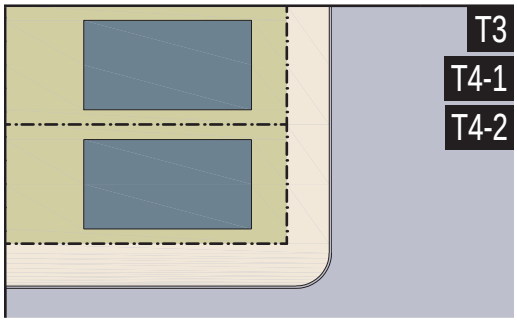
TABLE 7: Building Configuration. This table shows the Configurations for different building heights for each Transect Zone. Expression Lines shall occur on buildings higher than 4 stories as shown. The maximum height in number of stories is as specified in Table 11, item j.



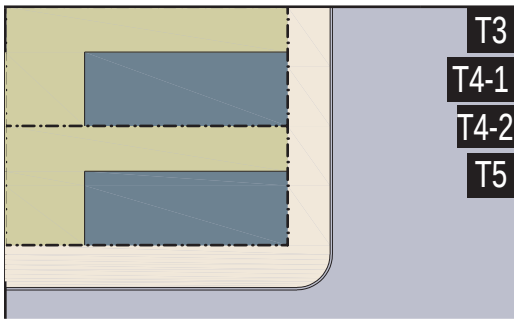
* Height shall be measured from the midpoint of the Frontage line. First floor may be 3 ft. max. above Frontage line measured from the midpoint of the Frontage line.

TABLE 8: **Building Disposition.** This table approximates the location of the structure relative to the boundaries of each individual Lot, establishing suitable basic building types for each Transect Zone.

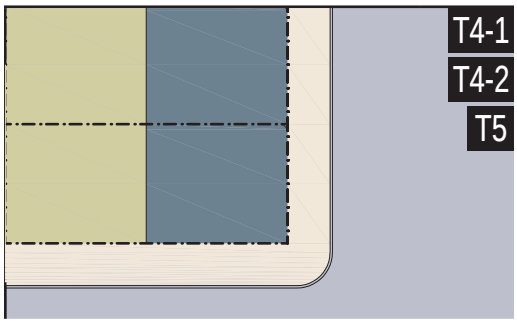
a. **Edgeyard:** Specific Types - single family House, cottage, villa, estate house, urban villa. A building that occupies the center of its Lot with Setbacks on all sides. This is the least urban of types as the front yard sets it back from the Frontage, while the side yards weaken the spatial definition of the public Thoroughfare space. The front yard is intended to be visually continuous with the yards of adjacent buildings. The rear yard can be secured for privacy by fences and a well-placed Backbuilding and/or Outbuilding.



b. **Sideyard:** Specific Types - Charleston single house, double house, zero lot line house, twin. A building that occupies one side of the Lot with the Setback to the other side. A shallow Frontage Setback defines a more urban condition. If the adjacent building is similar with a blank side wall, the yard can be quite private. This type permits systematic climatic orientation in response to the sun or the breeze. If a Sideyard House abuts a neighboring Sideyard House, the type is known as a twin or double House. Energy costs, and sometimes noise, are reduced by sharing a party wall in this Disposition.



c. **Rearyard:** Specific Types - Townhouse, Rowhouse, Live-Work unit, loft building, Apartment House, Mixed Use Block, Flex Building, perimeter Block. A building that occupies the full Frontage, leaving the rear of the Lot as the sole yard. This is a very urban type as the continuous Facade steadily defines the public Thoroughfare. The rear Elevations may be articulated for functional purposes. In its Residential form, this type is the Rowhouse. For its Commercial form, the rear yard can accommodate substantial parking.



d. **Courtyard:** Specific Types - patio House. A building that occupies the boundaries of its Lot while internally defining one or more private patios. This is the most urban of types, as it is able to shield the private realm from all sides while strongly defining the public Thoroughfare. Because of its ability to accommodate incompatible activities, masking them from all sides, it is recommended for workshops, Lodging and schools. The high security provided by the continuous enclosure is useful for crime-prone areas.

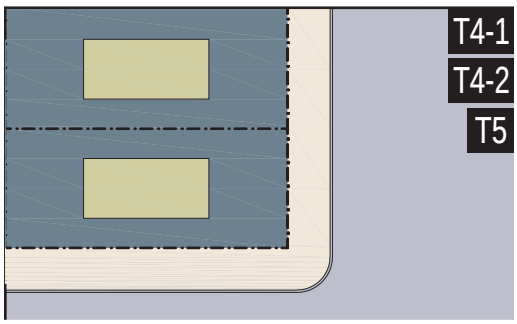


TABLE 9: **Allowed Functions.** This table allocates Functions and permit requirements to Zones within the Code area. See Definitions for descriptions of functions/uses and for special requirements.

a. RESIDENTIAL	T3	T4-1	T4-2	T5	CS
Multiple Family	CU	P[1]	P[1]	P	-
Second Dwelling Unit	P	P[1]	P[1]	P	-
Single Family	P	-	-	-	-
Live/Work	-	P[1]	P[1]	`	-
Emergency Homeless Shelter	-	P[1]	P[1]	-	-
Single Room Occupancy (SRO)	-	-	-	CU	-
b. LODGING					
Bed & Breakfast	CU	AU	AU	AU	-
Hotel	-	AU	AU	AU	-
c. OFFICE					
Office	CU	P	P	P	-
d. RETAIL					
Alcohol Sales	-	CU	CU	CU	-
Artisan/Craft Production	-	P	P	P	-
Appliance Repair Shop	-	P	P	P	-
Check Cashing & Loans	-	-	-	-	-
Dance/Nightclub	-	-	-	-	-
Equipment Rentals	-	AU	AU	AU	-
Home Occupation	P	P	P	P	-
Indoor Recreation	-	AU	AU	AU	CU
Kennel	-	AU	AU	AU	-
Liquor Store	-	-	-	-	-
Massage Establishment[2]	-	-	-	-	-
Media Production	-	AU	AU	P	-
Pawn Shop	-	-	-	-	-
Personal Services	CU	P	P	P	-
Printing and Publishing	-	AU	AU	P	-
Recycling Collection Area	-	AU	AU	AU	-
Restaurant	-	P	P	P	-
Retail Sales	-	P	P	P	CU
Tattoo Parlor	-	-	-	-	-
Tobacco Specialty Store	-	-	-	-	-
Small Motion Picture Theater	-	P	P	P	CU
Large Motion Picture Theater[3]	-	CU	CU	CU	CU
Live Performance Theater	-	P	P	P	CU

e. CIVIC	T3	T4-1	T4-2	T5	CS
Assembly	CU	AU	AU	AU	CU
Conference Center	-	-	AU	AU	CU
Cultural Facilities	CU	AU	AU	AU	CU
Park & Recreation	P	P	P	P	P
Parking Facility	-	AU	AU	AU	CU
Public Agency Facilities	CU	P	P	P	P
Wind Energy	P	P	P	P	P
f. OTHER: AGRICULTURE					
Vegetable Garden	P	P	P	-	P
Urban Farm	P	P	P	P	P
Community Garden	P	P	P	P	P
Green Roof	P	P	P	P	P
Vertical Farm	-	-	-	P	P
f. OTHER: AUTOMOTIVE					
Automobile Repair (Minor)	-	AU	AU	AU	-
Automobile Repair (Major)	-	CU	CU	CU	-
Drive -Through Facility	-	CU	CU	CU	-
Gas Station	-	CU	CU	CU	-
Taxi Company	-	AU	AU	AU	-
f. OTHER: CIVIL SUPPORT					
Fire Station	CU	P	P	P	P
Hospital		AU	AU	AU	AU
Medical/Dental Clinic		AU	AU	AU	CU
Mortuary	-	AU	AU	AU	-
Police Station	CU	P	P	P	P
f. OTHER: EDUCATION					
Day Care Center	CU	P	P	P	CU
Day Care Home	P	AU	AU	AU	-
Educational Facilities	-	AU	AU	AU	CU
Vocational School	-	AU	AU	AU	CU
f. OTHER: LIGHT INDUSTRIAL					
Research and Development	-	-	P	-	-
Wholesale	-	-	P	-	-
Manufacturing/Assembly of Clothing	-	-	P	-	-
Woodworking Shop	-	-	P	-	-
Light Manufacturing	-	-	P	-	-

- = NOT PERMITTED
P = BY RIGHT
AU = ADMINISTRATIVE USE PERMIT
CU = CONDITIONAL USE PERMIT

[1] For properties located wthin the Commercial Overlay zone, residential units are not permitted on the ground floor.

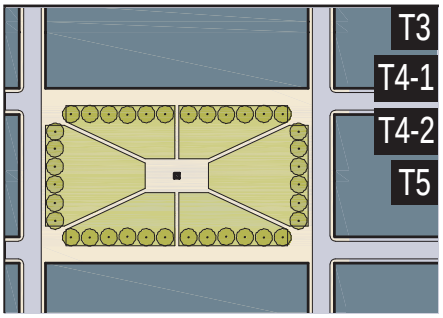
[2] Massage establishments are only permitted where mandated by State law.

[3] An application for conditional use permit for a large motion picture theater shall be accompanied by a study acceptable to the Planning Director documenting the absence of negative impact upon the Downtown of the opening of another large motion picture theater.

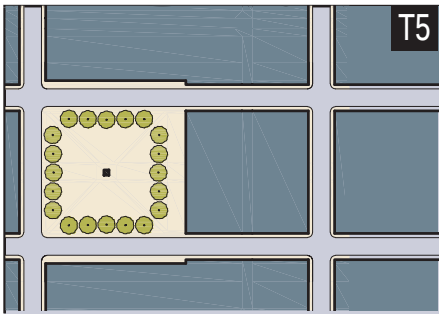
TABLE 10: Civic Space. This table approximates the purpose, disposition, size and landscapin of Civic Spaces. It also approximates the relationship between Frontages and Civi Spaces.

a. Park: A natural preserve or an Open Space, available for unstructured recreation. A Park may be independent of surrounding building Frontages or spatially defined by landscaping rather than building Frontages. Its landscape shall consist of lawn and trees, naturalistically disposed. The minimum size shall be 1/2 acre.

b. Square: An Open Space available for unstructured recreation and Civic purposes. A Square is spatially defined by building Frontages. Its landscape shall consist of paths, lawns and trees, formally disposed. Squares shall be located at the intersection of important Thoroughfares. They may contain shelters, gazebos, or benches. The minimum size shall be 1/2 acre and the maximum shall be 5 acres.



c. Plaza: An Open Space available for Civic purposes and Commercial activities. A Plaza shall be spatially defined by building Frontages. Its landscape shall consist primarily of pavement. Plazas should be located at the intersection of important streets. The minimum size shall be 5,000 s.f. and the maximum shall be 1/2 acre. A plaza may be governed by an HOA.



d. Playground: An Open Space designed and equipped for the recreation of children. A playground should be fenced and may include an open shelter. Playgrounds shall be interspersed within Residential areas and may be placed within a Block. Playgrounds may be included within parks and squares. There shall be no minimum or maximum size.

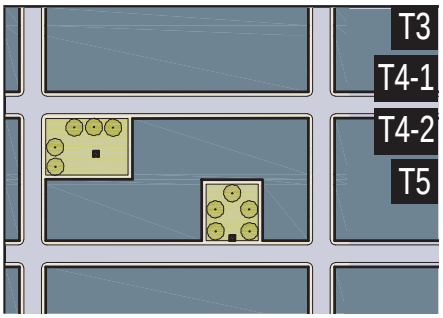
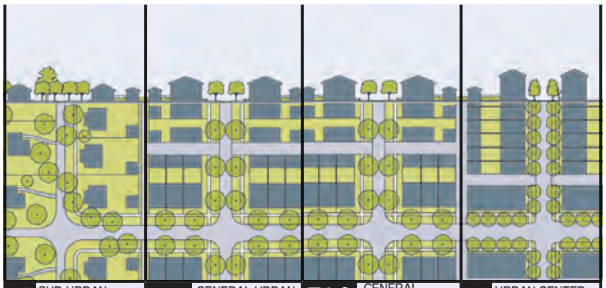


TABLE 11: **Form-Based Code Summary.** This table summarizes the standards of the Mission Boulevard Corridor Form-Based Code.



	T3 SUB-URBAN ZONE	T4-1 GENERAL URBAN ZONE	T4-2 GENERAL URBAN ZONE	T5 URBAN CENTER ZONE
a. BASE RESIDENTIAL DENSITY				
By Right Maximum Density	17.5 units / acre net	35 units / acre net	35 units / acre net	55 units / acre net
Minimum Density	4.3 units/ acre net	17.5 units/ acre net	17.5 units/ acre net	35 units/ acre net
b. BLOCK SIZE				
Block Perimeter	3000 ft. max	2400 ft. max	2800 ft. max	2000 ft. max
c. THOROUGHFARES (see Table 2)				
Boulevard	permitted	permitted	permitted	permitted
Avenue	permitted	permitted	permitted	permitted
Commercial Street	not permitted	not permitted	not permitted	permitted
Drive	permitted	permitted	permitted	permitted
Street	permitted	permitted	permitted	permitted
Road	permitted	not permitted	not permitted	not permitted
Slip Lane	permitted	permitted	permitted	permitted
Rear Alley	permitted	permitted	permitted	permitted
Path	permitted	permitted	permitted	not permitted
Passage	permitted	permitted	permitted	permitted
Bicycle Trail	permitted	not permitted *	not permitted *	not permitted
Bicycle Lane	permitted	permitted	permitted	not permitted
Bicycle Route	permitted	permitted	permitted	permitted
d. CIVIC SPACES (see Table 10)				
Park	permitted	permitted	permitted	permitted
Square	permitted	permitted	permitted	permitted
Plaza	not permitted	not permitted	not permitted	permitted
Playground	permitted	permitted	permitted	permitted
e. LOT OCCUPATION				
Lot Width	35-120 ft. max	18 ft. min 120 ft. max	18 ft. min 200 ft. max	18 ft. min 250 ft. max
Lot Coverage	70% max	80% max	80% max	90% max
f. SETBACKS - PRINCIPAL BUILDING (see Table 15)				
(f.1) Front Setback (Principal)	18 ft. min	6 ft. min 24 ft. max	6 ft. min 40 ft. max	2 ft. min 12 ft. max
(f.2) Front Setback (Secondary)	10 ft. min	6 ft. min 24 ft. max	6 ft. min 40 ft. max	2 ft. min 12 ft. max
(f.3) Side Setback	5 ft. min	0 ft. min	0 ft. min	0 ft. min 24 ft. max
(f.4) Rear Setback	10 ft. min **	3 ft. min ***	3 ft. min ***	3 ft. min ***
Frontage Buildout	40% min at setback	60% min at setback	60% min at setback	80% min at setback
g. SETBACKS - OUTBUILDING (see Table 15)				
(g.1) Front Setback	20 ft. min +bldg setback	20 ft. min +bldg setback	20 ft. min +bldg setback	40 ft. max from rear prop
(g.2) Side Setback	3 ft. min; 10 ft. min. at corner	0 ft. min; 6 ft. min. at corner	0 ft. min; 6 ft. min. at corner	0 ft min; 2 ft. min. at corner
(g.3) Rear Setback	3 ft.	3 ft.	3 ft.	3 ft. max
h. BUILDING disposition (see Table 8)				
Edgeyard	permitted	permitted	permitted	not permitted
Sideyard	permitted	permitted	permitted	permitted
Rearyard	not permitted	permitted	permitted	permitted
Courtyard	not permitted	permitted	permitted	permitted
i. private FRONTAGES (see Table 5)				
Common Yard	permitted	not permitted	not permitted	not permitted
Porch & Fence	permitted	permitted	permitted	not permitted
Terrace or Lightwell	not permitted	not permitted	permitted	permitted
Forecourt	not permitted	not permitted	permitted	permitted
Stoop	not permitted	not permitted	permitted	permitted
Shopfront	not permitted	not permitted	permitted	permitted
Gallery	not permitted	not permitted	permitted	permitted
Arcade	not permitted	not permitted	not permitted	permitted
j. BUILDING CONFIGURATION (Building Height) (see Table 7)				
Principal Building	2 Stories max	4 Stories max, 2 min	4 Stories max, 2 min	5 Stories max, 3 min
Outbuilding	2 Stories max	2 Stories max	2 Stories max	2 Stories max

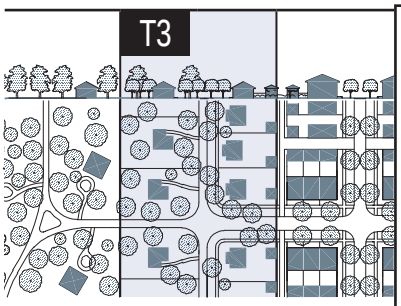
DISPOSITION

CONFIGURATION

Note: Refer to Section 10-25.275 (h) regarding a street dedication bonus for density and height.

(*) permitted with Open Spaces; (**) minimum Rear Setback for 2-Story buildings or portions thereof is 20 ft.; (***) or 15 ft. from center of rear alley.

TABLE 12A: Form-Based Code Graphics for T3 Zone.



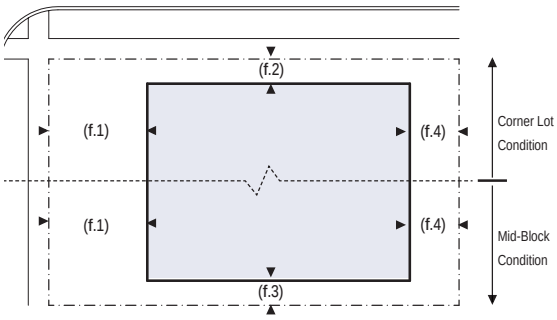
(see Table 1)

e. LOT OCCUPATION (see Table 11, item e)	
Lot Width	35 ft min 120 ft max.
Lot Coverage	70% max.
f. SETBACKS - PRINCIPAL BUILDING (see Table 11, item f)	
(f.1) Front Setback Principal	18 ft. min.
(f.2) Front Setback Secondary	10 ft. min.
(f.3) Side Setback	5 ft. min.
(f.4) Rear Setback	10 ft. min.*
Frontage Buildout	40% min at setback
g. SETBACKS - OUTBUILDING (see Table 11, item g)	
(g.1) Front Setback	20 ft. min. + bldg. setback
(g.2) Side Setback	3 ft. min; 10 ft. min at corner
(g.3) Rear Setback	3 ft. min.*
h. BUILDING DISPOSITION (see Table 8)	
Edgeyard	permitted
Sideyard	permitted
Rearyard	not permitted
Courtyard	not permitted
i. PRIVATE FRONTAGES (see Table 5)	
Common Yard	permitted
Porch & Fence	permitted
Terrace or Lightwell	not permitted
Forecourt	not permitted
Stoop	not permitted
Shopfront	not permitted
Gallery	not permitted
Arcade	not permitted
	Refer to Summary Table 11
j. BUILDING CONFIGURATION (see Table 7)	
Principal Building	2 stories max.
Outbuilding	2 stories max.
PARKING PROVISIONS (see Section 10-25.245)	
Rental DU: 2 max per unit	
For Sale DU/Residential Condominium: 2 max per unit	
Single-family House: 1-car garage min.; 2-car garage max.	
Non-residential Function: no min - no max.	

(*) The minimum Rear Setback for 2-story buildings or portions thereof is 20 ft.. (Note 1): Letters on the Table (e. Lot Occupation, f. Setbacks,etc.) refer to the corresponding section in Summary Table 11. (Note 2): Refer to Section 10-25.275 (h) regarding a street dedication bonus for density and height. (Note 3): For bicycle parking provisions, see Table A1 Bicycle Parking Requirements.

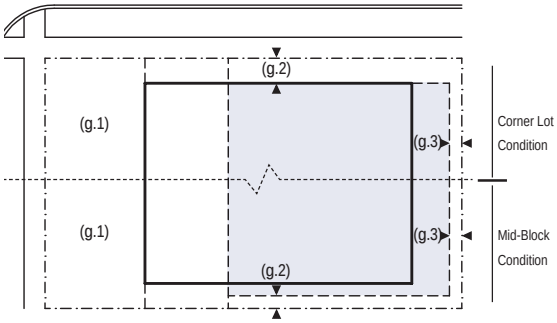
SETBACKS - PRINCIPAL BLDG

1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.



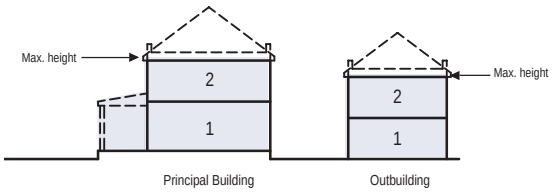
SETBACKS - OUTBUILDING

1. The Elevation of the Outbuilding shall be distanced from the Lot lines as shown.



BUILDING CONFIGURATION

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished floor, except for a first floor Commercial function which must be a minumum of 14 ft with a maximum of 25 feet.
3. Height shall be measured to the eave or roof deck as specified on Table 7.



PARKING PLACEMENT

1. Uncovered parking spaces may be provided within the second and third Layer as shown in the diagram (see Table 15, item d).
2. When provided, covered parking shall be located within the third Layer as shown in the diagram (see Table 15, item d). Side- or rear-entry garages may be allowed in the first or second Layer by Warrant.
3. When provided, one-car garages shall have minimum interior dimensions of 9 ft. by 19ft.
4. Trash containers shall be stored within the third Layer.

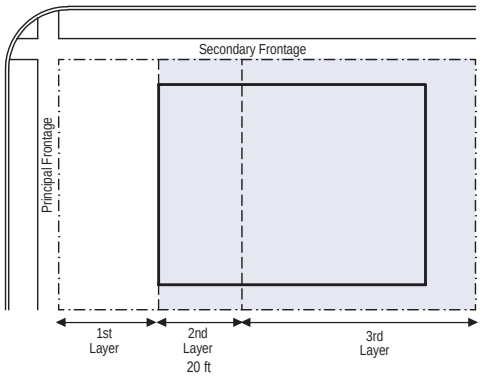
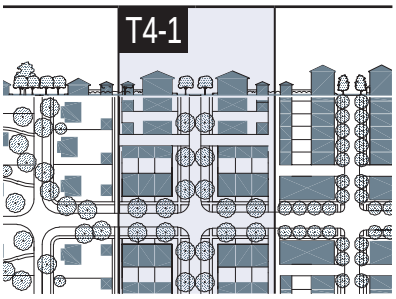


TABLE 12C: Form-Based Code Graphics for T4-1 Zone.



(see Table 1)

e. LOT OCCUPATION (see Table 11, item e)	
Lot Width	18 ft min 120 ft max.
Lot Coverage	80% max

f. SETBACKS - PRINCIPAL BUILDING (see Table 11, item f)	
(f.1) Front Setback Principal	6 ft. min. 24 ft. max.
(f.2) Front Setback Secondary	6 ft. min. 24 ft. max
(f.3) Side Setback	0 ft. min.
(f.4) Rear Setback	3 ft. min.*
Frontage Buildout	60% min at setback

g. SETBACKS - OUTBUILDING (see Table 11, item g)	
(g.1) Front Setback	20 ft. min. + bldg. setback
(g.2) Side Setback	0 ft. min.; 6 ft. min. at corner
(g.3) Rear Setback	3 ft. min.

h. BUILDING DISPOSITION (see Table 8)	
Edgeyard	permitted
Sideyard	permitted
Rearyard	permitted
Courtyard	permitted

i. PRIVATE FRONTAGES (see Table 5)	
Common Yard	not permitted
Porch & Fence	permitted
Terrace or Lightwell	permitted
Forecourt	permitted
Stoop	permitted
Shopfront	permitted
Gallery	permitted
Arcade	not permitted
	Refer to Summary Table 11

j. BUILDING CONFIGURATION (see Table 7)	
Principal Building	4 stories max, 2 min
Outbuilding	2 stories max.

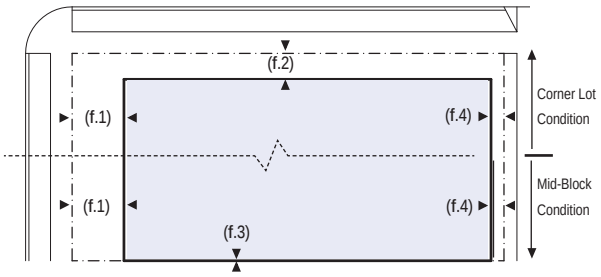
PARKING PROVISIONS (see Section 10-25.245)
Rental DU: 1.75 max per unit
For Sale DU/Residential Condominium: 2.0 max per unit
Non-residential Function: no min - no max

(*) or 15 ft. from center line of alley; (**) "N" stands for any Stories above those shown, up to the maximum. Refer to metrics for exact minimums and maximums..

(Note 1): Letters on the Table (e. Lot Occupation, f. Setbacks,etc.) refer to the corresponding section in Summary Table 11. (Note 2): Refer to Section 10-25.275 (h) regarding a street dedication bonus for density and height. (Note 3): For bicycle parking provisions, see Table A1 Bicycle Parking Requirements

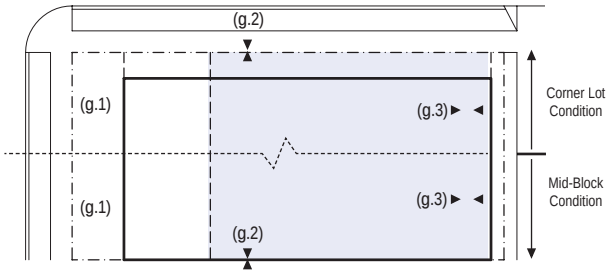
SETBACKS - PRINCIPAL BLDG

1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.



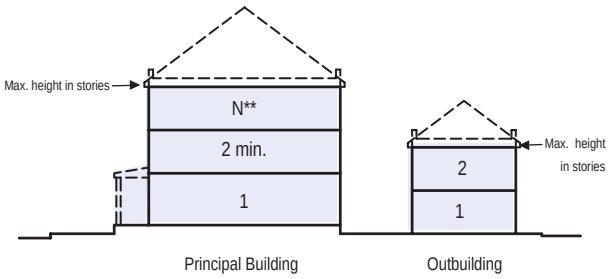
SETBACKS - OUTBUILDING

1. The Elevations of the Outbuilding shall be distanced from the Lot lines as shown.



BUILDING CONFIGURATION

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished floor, except for a first floor Commercial function which must be a minimum of 14 ft with a maximum of 25 ft.
3. Height in number of stories shall be measured to the eave or roof deck as specified on Table 7.
4. See Table 7 for overall maximum building height.



PARKING PLACEMENT

1. Covered and uncovered parking spaces may be provided within the third Layer as shown in the diagram (see Table 15, item d).
2. Trash containers shall be stored within the third Layer.

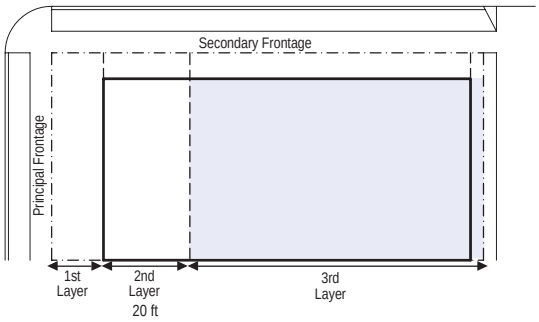
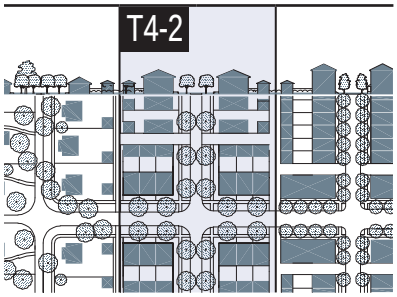


TABLE 12C: Form-Based Code Graphics for T4-2 Zone.



(see Table 1)

e. LOT OCCUPATION (see Table 11, item e)	
Lot Width	18 ft min 200 ft max.
Lot Coverage	80% max

f. SETBACKS - PRINCIPAL BUILDING (see Table, 11 item f)	
(f.1) Front Setback Principal	6 ft. min. 40 ft. max.
(f.2) Front Setback Secondary	6 ft. min. 40 ft. max
(f.3) Side Setback	0 ft. min.
(f.4) Rear Setback	3 ft. min.*
Frontage Buildout	60% min at setback

g. SETBACKS - OUTBUILDING (see Table 11, item g)	
(g.1) Front Setback	20 ft. min. + bldg. setback
(g.2) Side Setback	0 ft. min.; 6 ft. min. at corner
(g.3) Rear Setback	3 ft. min.

h. BUILDING DISPOSITION (see Table 8)	
Edgeyard	permitted
Sideyard	permitted
Rearyard	permitted
Courtyard	permitted

i. PRIVATE FRONTAGES (see Table 5)	
Common Yard	not permitted
Porch & Fence	permitted
Terrace or Lightwell	permitted
Forecourt	permitted
Stoop	permitted
Shopfront	permitted
Gallery	permitted
Arcade	not permitted
	Refer to Summary Table 11

j. BUILDING CONFIGURATION (see Table 7)	
Principal Building	4 stories max, 2 min
Outbuilding	2 stories max.

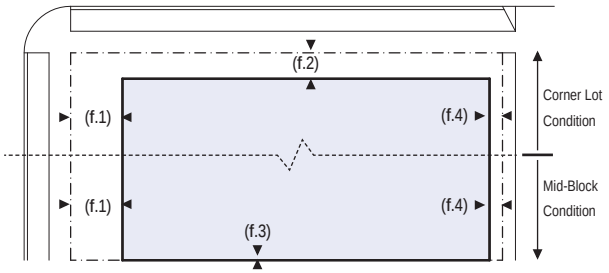
PARKING PROVISIONS (see Section 10-25.245)
Rental DU: 1.75 max per unit
For Sale DU/Residential Condominium: 2.0 max per unit
Non-residential Function: no min - no max

(*) or 15 ft. from center line of alley (**) "N" stands for any Stories above those shown, up to the maximum. Refer to metrics for exact minimums and maximums

(Note 1): Letters on the Table (e. Lot Occupation, f. Setbacks, etc. refer to the corresponding section in Summary Table 11. Note 2: Refer to Section 10-25.275 (h) regarding a street dedication bonus for density and height. ote 3: For bicycle parking provisions, see Table A1 Bicycle Parking Requirements.

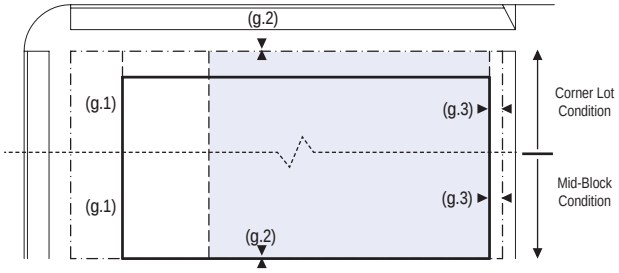
SETBACKS - PRINCIPAL BLDG

1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.



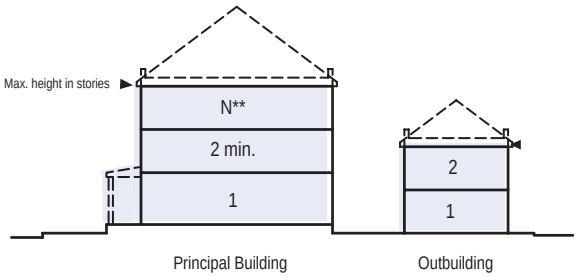
SETBACKS - OUTBUILDING

1. The Elevations of the Outbuilding shall be distanced from the Lot lines as shown.



BUILDING CONFIGURATION

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished floor, except for a first floor Commercial function which must be a minimum of 14 ft with a maximum of 25 ft.
3. Height in number of stories shall be measured to the eave or roof deck as specified on Table 7.
4. See Table 7 for overall maximum building height.



PARKING PLACEMENT

1. Covered and uncovered parking spaces may be provided within the third Layer as shown in the diagram (see Table 15, item d).
2. Trash containers shall be stored within the third Layer.

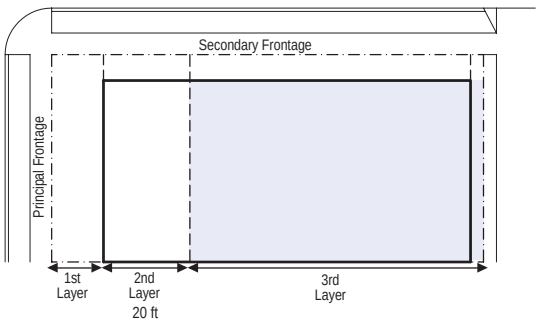
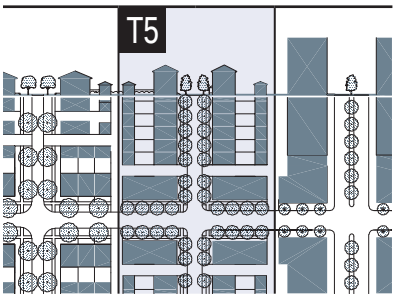


TABLE 12D: Form-Based Code Graphics for T5 Zone.



(see Table 1)

e. LOT OCCUPATION (see Table 11, item e)	
Lot Width	18 ft min 250 ft max.
Lot Coverage	90% max

f. SETBACKS - PRINCIPAL BUILDING (see Table 11, item f)	
(f.1) Front Setback Principal	2 ft. min. 12 ft. max.
(f.2) Front Setback Secondary	2 ft. min. 12 ft. max.
(f.3) Side Setback	0 ft. min. 24 ft. max.
(f.4) Rear Setback	3 ft. min.*
Frontage Buildout	80% min at setback

g. SETBACKS - OUTBUILDING (see Table 11, item g)	
(g.1) Front Setback	40 ft. max. from rear prop.
(g.2) Side Setback	0 ft. min.; 2 ft min. at corner
(g.3) Rear Setback	3 ft. max.

h. BUILDING DISPOSTION (see Table 8)	
Edgeyard	not permitted
Sideyard	permitted
Rearyard	permitted
Courtyard	permitted

i. PRIVATE FRONTAGES (see Table 5)	
Common Yard	not permitted
Porch & Fence	not permitted
Terrace or Lightwell	permitted
Forecourt	permitted
Stoop	permitted
Shopfront	permitted
Gallery	permitted
Arcade	permitted
	Refer to Summary Table 11

j. BUILDING CONFIGURATION (see Table 7)	
Principal Building	5 stories max. 3 min.
Outbuilding	2 stories max.

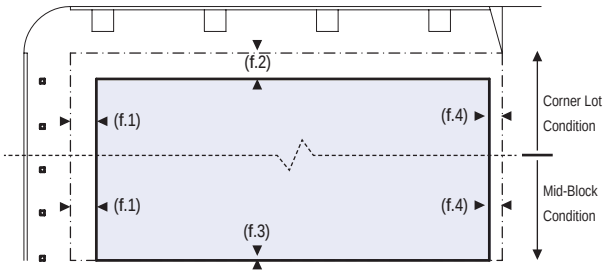
PARKING PROVISIONS (see Section 10-25.245)
Rental DU: 1.5 max per unit
For Sale DU/Residential Condominium: 1.8 max. per unit
Non-residential Function: no min. - no max.

(*) or 15 ft. from center line of alley; (**) "N" stands for any Stories above those shown, up to the maximum. Refer to metrics for exact minimums and maximums

(Note 1): Letters on the Table (e. Lot Occupation, f. Setbacks, etc. refer to the corresponding section in Summary Table 11. Note 2: Refer to Section 10-25.275 (h) regarding a street dedication bonus for density and height. ote 3: For bicycle parking provisions, see Table A1 Bicycle Parking Requirements.

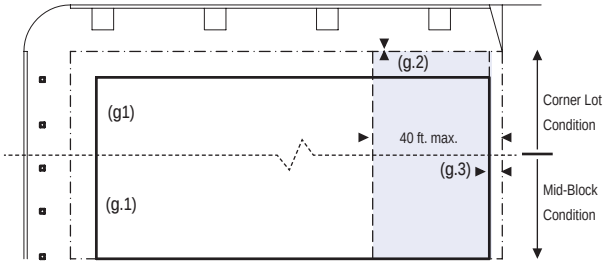
SETBACKS - PRINCIPAL BLDG

1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.



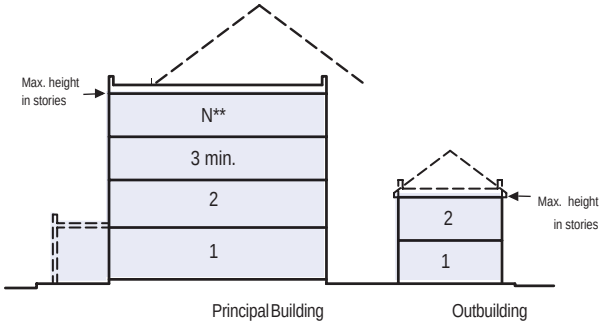
SETBACKS - OUTBUILDING

1. The Elevations of the Outbuilding shall be distanced from the Lot lines as shown.



BUILDING CONFIGURATION

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished floor, except for a first floor Commercial function which must be a minimum of 14 ft with a maximum of 25 ft.
3. Height in number of stories shall be measured to the eave or roof deck as specified on Table 7.
4. See Table 7 for overall maximum building height.
5. Expression Lines shall be as shown on Table 7.



PARKING PLACEMENT

1. Covered and uncovered parking spaces may be provided within the third Layer as shown in the diagram (see Table 15, item d).
2. Trash containers shall be stored within the third Layer.

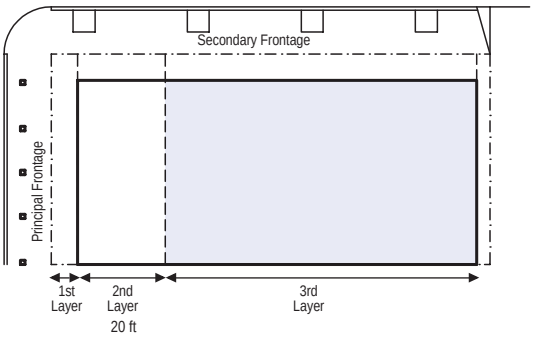
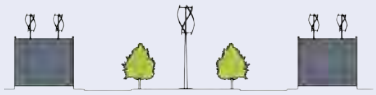
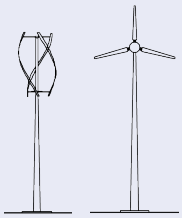


Table 13A Sustainability - Wind Power. This table prescribes opportunities for the placement of types of wind energy conversion systems within the Mission Boulevard Corridor Form-Based Code Area.

	T3	T4-1	T4-2	T5	CS
Wind Farm	▪				
Horizontal Axis	▪				
Vertical Axis 	▪	▪	▪	▪	▪
Public Furniture 	▪	▪	▪	▪	▪

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Sustainability - Solar Energy. This table shows opportunities for the placement of types of solar energy collection devices within the Transect. T1, T2, and T6 do not occur in the Code area and are provided for reference only.

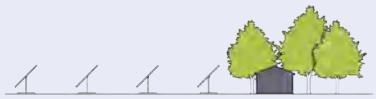
	T3	T4-1	T4-2	T5	CS
Solar Farm 					
Roof Mounted Solar Panels	▪	▪	▪	▪	▪
Public Furniture	▪	▪	▪	▪	▪

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Table 13C - Sustainability - Food Production. This table identifies the general locations and arrangements for allowable food production in the code area.

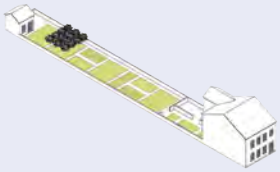
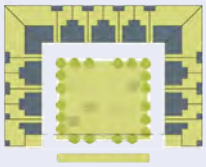
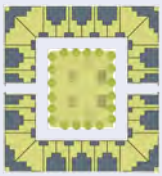
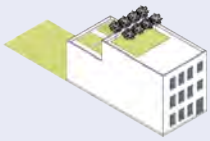
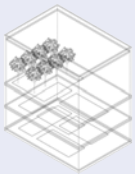
	T3	T4-1	T4-2	T5	CS
Farm					
Agricultural Plots	▪				
Vegetable Garden 	▪	▪	▪		▪
Urban Farm 	▪	▪	▪	▪	▪
Community Garden 			▪	▪	▪
Green Roof 					
- Extensive	▪	▪	▪	▪	▪
- Semi Intensive	▪	▪	▪	▪	▪
- Intensive	▪	▪	▪		▪
Vertical Farm 				▪	▪

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Table 13D - Light Imprint Storm Drainage Matrix. This table identifies recommendations for the treatment of stormwater in the code area.

	T3	T4-1	T4-2	T5	Maint.	Cost
a. PAVING						
Compacted Earth					L	$
Wood Planks					H	$$$
Plastic Mesh/Geomat					L	$
Crushed Stone/Shell					M	$
Cast/Pressed Concrete Paver Block	▪	▪	▪	▪	L	$$
Grassed Cellular Plastic	▪	▪	▪	▪	M	$$$
Grassed Cellular Concrete	▪	▪	▪	▪	M	$$$
Pervious Asphalt	▪	▪	▪	▪	L	$$
Asphalt	▪	▪	▪	▪	L	$
Concrete	▪	▪	▪	▪	L	$$
Pervious Concrete	▪	▪	▪	▪	L	$$
Stamped Asphalt	▪	▪	▪	▪	L	$$$
Stamped Concrete	▪	▪	▪	▪	L	$$$
Pea Gravel	▪	▪	▪	▪	M	$
Stone/Masonry Paving Blocks	▪	▪	▪	▪	L	$$$
Wood Paving Blocks on Concrete					L	$$$
Asphalt Paving Blocks					M	$$
b. CHANNELING						
Natural Creek	▪	▪	▪	▪	L	$
Terracing	▪	▪	▪	▪	M	$$
Vegetative Swale	▪	▪	▪	▪	L	$
Drainage Ditch					L	$
Stone/Rip Rap Channels					L	$$
Vegetative/Stone Swale	▪	▪	▪	▪	L	$
Grassed Cellular Plastic	▪	▪	▪	▪	M	$$$
Grassed Cellular Concrete	▪	▪	▪	▪	M	$$$
Soakaway Trench	▪	▪	▪	▪	M	$$$
Slope Avenue	▪	▪	▪	▪	M	$$$
French Drain	▪	▪	▪	▪	M	$
Shallow Channel Footpath/Rainwater Conveyor	▪	▪	▪	▪	L	$
Concrete Pipe	▪	▪	▪	▪	L	$$
Gutter	▪	▪	▪	▪	L	$$
Planting Strip Trench	▪	▪	▪	▪	L	$
Masonry Trough	▪	▪	▪	▪	L	$$
Canal	▪	▪	▪	▪	H	$$$
Sculpted Watercourse, i.e. cascades					M	$$$
Concrete Trough					L	$$
Archimedean Screw					L	$$$
c. STORAGE						
Irrigation Pond					L	$
Retention Basin with Sloping Bank					L	$$
Retention Basin with Fence					L	$$
Retention Hollow					M	$
Detention Pond	▪	▪	▪		L	$
Vegetative Purification Bed	▪	▪	▪	▪	M	$$
Flowing Park	▪	▪	▪	▪	M	$$
Retention Pond	▪	▪	▪	▪	M	$$
Landscaped Tree Well	▪	▪	▪	▪	L	$$
Pool/Fountain	▪	▪	▪	▪	H	$$$
Underground Vault/Pipe/Cistern-Corrugated Metal	▪		▪	▪	L	$$
Underground Vault/Pipe/Cistern-Precast Concrete	▪	▪	▪	▪	L	$$
Underground Vault/Pipe/Cistern-Cast in place Concrete	▪	▪	▪	▪	L	$$
Grated Tree Well	▪	▪	▪	▪	L	$$
Underground Vault/Pipe/Cistern-Plastic	▪	▪	▪	▪	L	$$$
Paved Basin					M	$$$
d. FILTRATION						
Wetland/Swamp					L	$
Filtration Ponds					L	$$
Shallow Marsh					M	$
Surface Landscape					L	$
Natural Vegetation	▪	▪	▪	▪	L	$
Constructed Wetland					M	$
Bio-Retention Swale	▪	▪	▪	▪	M	$$
Purification Biotope	▪	▪	▪	▪	H	$$
Green Finger	▪	▪	▪	▪	L	$$$
Roof Garden	▪	▪	▪	▪	M	$$$
Rain Garden	▪	▪	▪	▪	M	$$
Detention Pond	▪	▪	▪	▪	L	$
Grassed Cellular Plastic	▪	▪	▪	▪	M	$$$
Grassed Cellular Concrete	▪	▪	▪	▪	M	$$$
Waterscapes	▪	▪	▪	▪	H	$$$

***NOTE - Maintenance is denoted as L=Low, M=Medium and H=High.**

SEC. 10-25.400 PROCEDURES

10-25.405 APPROVAL REQUIREMENTS

Each building and land use shall be established, constructed, reconstructed, enlarged, altered, moved or replaced in compliance with the following requirements, as summarized in Table 14.

a. General.

i. Allowable use or Function. The land use or Function must be allowed by the Table 9 in the zone where the Lot is located. The following uses and Functions are prohibited within the Code area:

(1) Adult-oriented uses;

(2) Dormitories.

ii. Permit and approval requirements. Any and all planning permits or other approvals required by this Code shall be obtained before the issuance of any required grading, building, or other construction permit, and before the proposed use is constructed, otherwise established or put into operation, unless the proposed use is listed as exempted below.

iii. Legal parcel. The site of a proposed development or new land use must be a parcel that was legally created or certified in compliance with the Subdivision Map Act and the City's Subdivision Ordinance.

iv. New nonresidential land use(s) in an existing building or on developed site. A land use permitted by right, that is proposed on a site where no construction requiring a Building Permit will occur, shall require a verification of zoning compliance to ensure that the site complies with all applicable standards of this Code, including parking, landscaping, signs, trash enclosures, etc. A verification of zoning compliance shall not be granted and the proposed land use shall not be established unless the site and existing improvements comply with all applicable requirements of this Code, except as provided by the Nonconformity Regulations of Municipal Code Section 10-1.2900 et al (Nonconforming Uses). No verification of zoning compliance may be issued if the request in question is located on the same site where there are existing violations of this Code, including, without limitation, violations of the terms of a discretionary permit or approval relating to the site. A verification of zoning compliance shall

expire 180 days after issuance, unless otherwise indicated on the clearance or unless the use of land or structures or building construction has commenced and is being diligently pursued.

v. Access and Open Space review. Prior to issuance of building permits, site plans and floor plans may be reviewed by the Director to determine that building access and Open Space requirements will be met. This review shall preclude or lessen the possibility that dwellings without compliant access and sufficient Open Space, might be installed during or after construction. During the building access and Open Space review process, the Director may require additional changes in the placement of exterior doors, windows, stairways, hallways, utility connections, or other fixtures or architectural features when determined by the Director to be necessary or desirable to preclude or lessen the likelihood of unlawful dwelling unit creations in the future.

b. Required Permits.

i. Site Plan Review.

(1) All new development shall require Site Plan Review approval by the Director, unless waived in accordance with Municipal Code Section 10-1.3010(d).

ii. Administrative Use Permit.

(1) All uses or Functions identified by “AU” in Table 9.

(2) Administrative Use Permit applications shall be processed in accordance with Municipal Code Section 10-1.3100.

iii. Conditional Use Permit.

(1) All uses or Functions identified by “CU” in Table 9.

(2) Conditional Use Permit applications shall be processed in accordance with Municipal Code Section 10-1.3200.

iv. Telecommunications Site Review.

(1) Telecommunications Site Review applications shall be processed in accordance with Section 10.25-290 and Municipal Code Chapter 10, Article 13.

v. Density Bonus Application.

(1) Density Bonus Applications shall be processed in

accordance with Municipal Code Chapter 10, Article 19.

vi. Warrants and Exceptions. See Section 10-25.410.

c. Exemptions from Required Permits. The planning permit requirements of this Code do not apply to the structures, land uses, and activities identified by this Section. These are allowed in all Zones subject to compliance with this Section.

i. General requirements for exemption. The Functions, land uses, structures, and activities identified by Subsection (ii) through (vi) below are exempt from the planning permit requirements of this Code only when:

(1) The new use, activity or structure are established and operated in compliance with the requirements of this Code and all other applicable standards of the Municipal Code, and, where applicable, those relating to Nonconformity Regulations; and

(2) Any permit or approval required by City regulations other than this Code is obtained (for example, a Building Permit).

ii. Exempt activities and structures. The following are exempt from the land use permit requirements of this Code when in compliance with Subsection (i) above.

(1) Decks, paths and Driveways. Decks, platforms, on-site paths, and Driveways that are not required to have a Building Permit or Grading Permit.

(2) Fences and walls in compliance with height and location requirements of Section 10-25.255.

(3) Interior remodeling. Interior alterations that do not increase the gross floor area of the structure, or change the permitted use of the structure.

iii. Repairs and maintenance.

(1) Single-family dwellings. Ordinary nonstructural repairs to, and maintenance of, existing single-family dwellings.

(2) Multi-family, and non-residential structures. Ordinary non-structural repairs to, and maintenance of multifamily Residential and non-residential structures, if:

(A) The work does not change the approved land use of the

site or structure, or add to, enlarge or expand the land use and/or structure; and

(B) Any exterior repairs employing the same materials and design as the original construction.

iv. Small, portable residential accessory structures. A single portable structure of 120 square feet or less per Lot, including pre-manufactured storage sheds and other small structures in all Zones that are exempt from Building Permit requirements in compliance with the Municipal Code and the Uniform Building Code. Additional structures may be approved by the Director upon issuance of an Administrative Use Permit.

v. Spas, hot tubs, and fish ponds. Portable spas, hot tubs, and constructed fish ponds, and similar equipment and structures that do not: exceed 120 square feet in total area including related equipment; contain more than 2,000 gallons of water; or exceed two feet in depth.

vi. Utilities. The erection, construction, alteration, or maintenance by a public utility or public agency of utilities intended to service existing or nearby approved developments shall be permitted in any zone. These include: water; gas; electric; supply or disposal systems; including wires, mains, drains, sewers, pipes, conduits, cables, fire-alarm boxes, traffic signals, hydrants, etc., but not including new transmission lines and structures. Satellite and wireless communications antennas are not exempt, and are instead subject to Section 10-25.290.

vii. Emergency Homeless Shelters.

10-25.410 VARIANCES: WARRANTS AND EXCEPTIONS

a. Type. Variances are classified into two categories – Warrant and Exception - based on their assignment to standards and, consequently, the ability of those standards to further the goals, policies and actions of this Code. Mere economic or financial hardship alone is not sufficient justification for granting either a Warrant or Exception.

i. Warrant.

(1) A Warrant is a deviation that would permit a practice that is not consistent with a specific provision of this Code, but is justified by its ability to fulfill this plan's intent while not compromising its goals, policies and actions.

(2) Deviation from any provision of this Code followed by "[W]" is eligible for consideration under a Warrant.

(3) Warrants are discouraged but may be permissible when they fulfill the intent of this Code.

(4) Warrants are required for all remodels, additions and alterations to designated historic resources not consistent with this Code.

(5) Warrants are subject to Director review and action.

ii. Exception.

(1) An Exception is a deviation that would permit a practice that is not consistent with a specific provision of this Code that is critical to the furtherance of its goals, policies and actions.

(2) Deviation from any provision of this Code followed by "[E]" is eligible for consideration under a Exception.

(3) Exceptions are strongly discouraged since they severely compromise the ability to fulfill the intent of this Code.

(4) Exceptions are subject to Commission review and action.

b. Limitations. The following evaluation standards shall not be eligible for Warrants or Exceptions:

i. Section 10-25.235(a)(i) (Building Functions);

ii. Section 10-25.240(a)(ii) (Density Standards);

iii. Section 10-25.245(a)(v) (Parking Standards);

iv. Section 10-25.280(c)(ii) (Subdivision Standards);

v. Section 10-25.280(c)(vi) (Subdivision Standards);

vi. Section 10-25.280(c)(vii) (Subdivision Standards);

vii. All Code standards relating to Second Dwelling Units; and

viii. Building Function, land use or activity on a particular site which is not otherwise allowed.

c. Findings. In order to approve a Warrant or Exception, the Director must make all findings as follows:

i. All Warrants:

(1) Policy Consistency. The Warrant is consistent with the General Plan and overall objectives of this Code.

(2) Compatibility. The Warrant is justified by environmental features or site conditions; historic development patterns of the property or neighborhood; or the interest in promoting creativity and personal expression in site planning and development.

(3) No Adverse Impact. The Warrant would result in development that is not detrimental to the public health, safety, or welfare, or injurious to the property or improvements in the vicinity and in the same zoning district.

(4) Special Privilege. The Warrant would not affect substantial compliance with this Code or grant a special privilege inconsistent with the limitations upon other properties in the vicinity and in the same zoning district.

ii. Warrants for remodels, additions and alterations to Historic Resources. In addition to the findings required by Section 10.25-410(c)(i) above, the following finding shall also be required to grant approval for a Warrant involving a Historic Resource:

(1) Historic Integrity. For remodels, additions and alterations to Historic Resources not consistent with the Code, said proposal results in development that, first and foremost, preserves those portions or features which convey the building's historical, cultural or architectural values, and secondarily, adherence to the Code's intent as reflected by the Purpose and Applicability Statements of Section 10-25.115.

iii. Warrants within Civic Space Zone. The following finding shall also be required to grant approval for a Warrant involving a Civic Building:

(1) Community Identity. The building and land use provides a public service dedicated to arts, culture, education, recreation, government, transit and/or public parking and is uniquely designed to feature as a prominent, architecturally significant contribution to the built environment such that deviation from the provisions of this Code is warranted.

d. Exception Findings. In order to approve an Exception, the following

findings are required:

i. Uniqueness. That there are unique physical conditions, including irregularity, narrowness or shallowness of Lot size or shape, or exceptional topographical or other physical conditions peculiar to and inherent in the particular Lot; and that, as a result of such unique physical conditions, practical difficulties or unusual hardship arise in complying strictly with the standards of this Code.

ii. Self-Created Hardship. That the practical difficulties or unnecessary hardship claimed as a ground for an Exception have not been created by the owner or by a predecessor in title. However, where all other required findings are made, the purchase of a Lot subject to the restrictions sought to be varied shall not itself constitute a self-created hardship.

iii. Minimal Deviation. That within the intent and purposes of this Code the Exception, if granted, is the minimum deviation necessary to afford relief; and to this end, the Commission may permit a lesser variance than that applied for.

iv. Neighborhood Character. That the Exception, if granted, will not alter the essential character of the neighborhood or Zone in which the Lot is located; will not substantially impair the appropriate use or development of adjacent property; and will not be detrimental to the public welfare.

e. Submittal Requirements. Each Warrant or Exception application shall include, at a minimum, the following;

i. A statement of the evaluation standard or standards that are the subject of the proposed Warrant or Exception;

ii. A textual description of the manner in which the applicant proposes to deviate from such evaluation standard or standards;

iii. Plans, drawn to scale, showing the nature, location, dimensions, and Elevation of the structure, area, or part thereof that is the subject of the proposed Warrant or Exception; including the development projects relationship to the surrounding context;

iv. A justification for the proposed variance in light of the requirements set forth above; and

v. Such other information as may be required by the Review Authority.

f. Processing. Both Warrants and Exceptions shall be reviewed and acted upon in accordance with the procedural requirements of this Code and Municipal Code Section 10-1.2800 (Administration and Enforcement).

g. Conditions of approval. In approving a Warrant or Exception, the Review Authority may impose any reasonable conditions to ensure that the approval complies with the findings required above, except as limited by Section 10-25.135(b).

10-25.415 CODE MAINTENANCE

a. Within five (5) years of the Council adopting this Code and every five (5) years thereafter, the Commission shall review the outcomes of this Code and, upon concluding such review, forward its findings to Council.

b. Any provision of this Code that is determined by the Review Authority to need refinement or revision will be corrected by amending this Code as soon as is practical. Until an amendment can occur, the Director will maintain a complete record of all official interpretations to this Code, indexed by the number of the Section that is the subject of the interpretation, and as required by Section 10-25.510(h).

TABLE 14: Approval Requirements Matrix. This table illustrates approval requirements within the Code area.

	Municipal Code Citation	Review Authority Role		
		Director	Commission	Council
a. ADMINISTRATIVE				
Verification of Zoning Compliance	10-23.405(a)(4)	D	A	A
Interpretation	10-23.510	D	A	A
b. PLANNING PERMIT				
Site Plan Review	10-1.3000	D	A	A
Administrative Use Permit	10-1.3100	D	A	A
Conditional Use Permit	10-1.3200	R	D	A
Telecommunications Site Review	Article 13	D	A	A
Density Bonus Application	Article 19	R	D	A
Petition for Precise Plan Line	Article 4	R	R	D
Warrant	10-23.410	D	A	A
Exception	10-23.410	R	D	A
Tentative Parcel Map	10-3.150(b)	D	A	A
Tentative Tract Map	10-3.150(a)	R	D	A
c. LEGISLATIVE				
Development Agreements	Article 9	R	R	D
Zoning Reclassification	10-1.3400	R	R	D
Zoning Text Amendment	10-1.3425	R	R	D

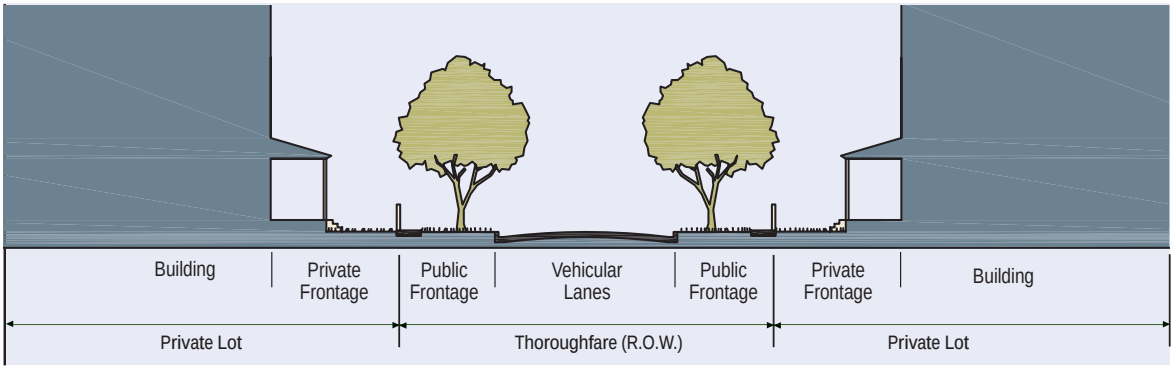
(D) = Review Authority decides whether to approve or disapprove the application.

(R) = Review Authority provides a recommendation to a higher level Review Authority.

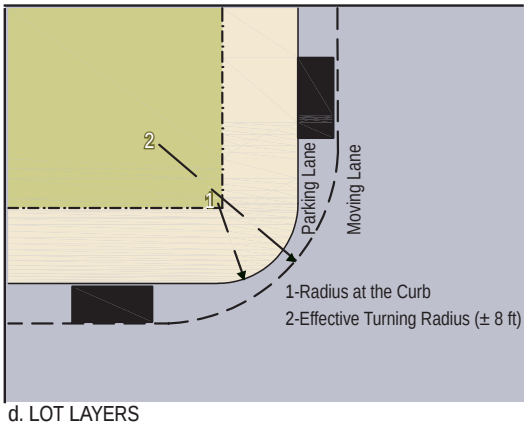
(A) = Review Authority considers the appeal of a lower-level Review Authority.

TABLE 15: Definitions Illustrated

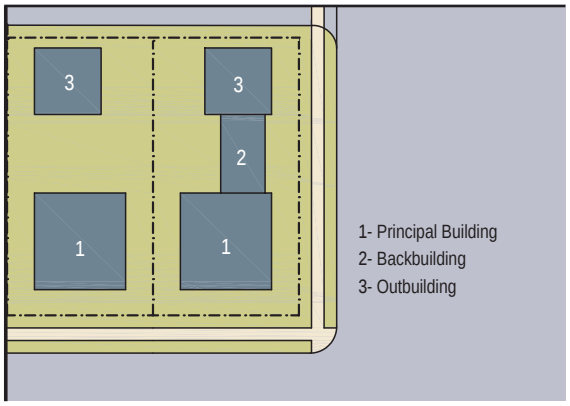
a. THOROUGHFARE & FRONTAGES



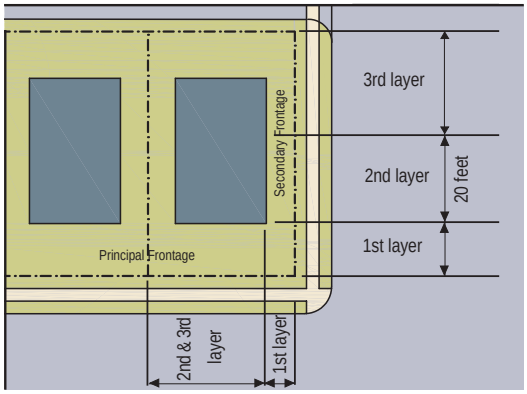
b. TURNING RADIUS



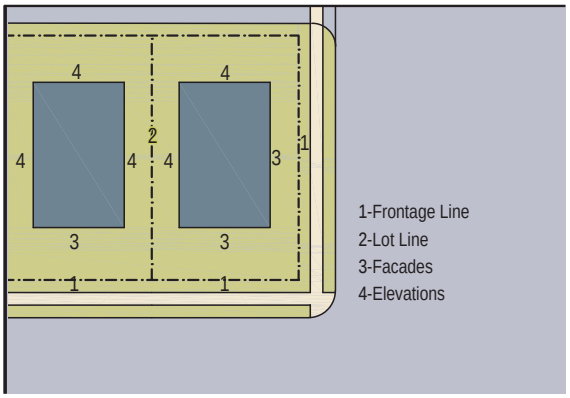
c. BUILDING DISPOSITION



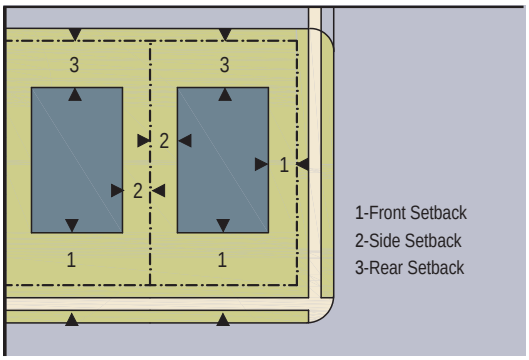
d. LOT LAYERS



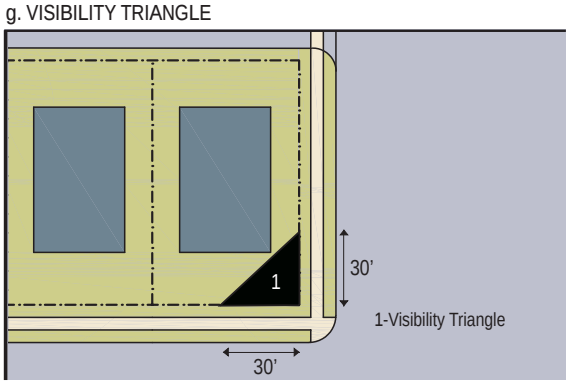
e. FRONTAGE & LOT LINES



f. SETBACK DESIGNATIONS



g. VISIBILITY TRIANGLE



SEC.10-25.500 DEFINITIONS AND RULES OF INTERPRETATION

10-25.505 DEFINITION OF TERMS

This Section provides definitions for terms in this Code that are technical in nature or that otherwise may not reflect a common usage of the term. If a term is not defined in this Section, then the Director shall determine the correct definition through the interpretation provisions of Section 10-25-510. Items in italics refer to Sections or Tables in this Code.

Aerial Sign: a balloon, or other airborne flotation device, which is tethered to the ground or to a building or other structure that directs attention to a business, commodity, service or entertainment conducted, sold or offered.

Alcohol Sales: all Functions subject to Municipal Code Section 10-1.2750 (Alcohol Beverage Outlet Regulations), including Bar, Cocktail Lounge.

Allee: a regularly spaced and aligned row of trees usually planted along a Thoroughfare.

Appliance Repair Shop: see Municipal Code Section 10-1.3500 (Definitions).

Arcade: a Private Frontage conventional for Retail Sales use wherein the Facade is a colonnade supporting habitable space that overlaps the Sidewalk, while the Facade at Sidewalk level remains at the Frontage Line.

Artisan/Craft Production: an establishment manufacturing and/or assembling small products primarily by hand, including but not limited to clothing, furniture, jewelry, pottery and other ceramics, as well as small glass and metal art and craft products. Includes taxidermists.

Assembly: a Function synonymous with Outdoor Gatherings (Municipal Code Section 10-1.2735(h) but also including gathering within a building or structure. See Sec. 10-25.235 for special requirements.

Attic: the interior part of a building contained within a pitched roof structure.

Automobile Repair (Minor): see Municipal Code Section 10-1.3500 (Definitions).

Automobile Repair (Major): see Municipal Code Section 10-1.3500 (Definitions).

Avenue (AV): a Thoroughfare of high vehicular capacity and low to moderate speed, acting as a short distance connector between urban centers, and usually equipped with a landscaped median.

Backbuilding: a single-Story structure connecting a Principal Building to an Outbuilding. *See Table 15.*

Bed and Breakfast: an owner-occupied Lodging type offering 1 to 5 bedrooms, permitted to serve breakfast in the mornings to guests.

Bicycle Lane (BL): a dedicated lane for cycling within a moderate-

speed vehicular Thoroughfare, demarcated by striping.

Bicycle Route (BR): a Thoroughfare suitable for the shared use of bicycles and automobiles moving at low speeds.

Bicycle Trail (BT): a bicycle way running independently of a vehicular Thoroughfare.

Block: the aggregate of private Lots, Passages, Rear Alleys, circumscribed by Thoroughfares.

Boulevard (BV): a Thoroughfare designed for high vehicular capacity and moderate speed, traversing an Urbanized area. Boulevards are usually equipped with Slip Roads buffering Sidewalks and buildings.

Check Cashing & Loans: a Function synonymous with Check Cashing Store, as defined within Municipal Code Section 10-1.3500 (Definitions).

Civic: the term defining not-for-profit organizations dedicated to arts, culture, education, recreation, government, transit, and municipal parking.

Civic Building: a building operated by not-for-profit organizations dedicated to arts, culture, education, recreation, government, transit, and municipal parking.

Civic Space: an outdoor area dedicated for public use. Civic Space types are defined by the combination of certain physical constants including the relationships among their intended use, their size, their landscaping and their Enfronting buildings. *See Table 10.*

Civic Space Zone: designation for public sites dedicated for Civic Buildings and Civic Space.

Commercial: the term collectively defining workplace, Office, Retail Sales, and Lodging Functions.

Common Destination: an area of focused community activity, usually defining the approximate center of a Pedestrian Shed. It may include without limitation one or more of the following: a Civic Space, a Civic Building, a Commercial center, or a transit station, and may act as the social center of a neighborhood.

Common Open Space: a portion of the Lot landscaped and utilized for group passive or active recreation but excluding permanent buildings, off-street parking areas, drive aisles, above-ground utility cabinet, boxes or structures and required side and rear setback areas for Principal Buildings.

Community Garden: a publicly accessible area of land managed and maintained by a group of individuals to grow and harvest food crops and/or non-food, ornamental crops, such as flowers, for personal or group use, consumption or donation. Community gardens may be divided into separate plots for cultivation by one or more individuals or may be farmed collectively by members of the group and may include common areas maintained and used by group members. (Syn: Urban Farm)

Conference Center: a specialized Function designed and built almost exclusively to host conferences, exhibitions, large meetings,

seminars, training sessions, etc. May accompany the Hotel Function and provide office facilities and a range of leisure activities.

Configuration: the form of a building, based on its massing, Private Frontage, and height.

Courtyard Building: a building that occupies the boundaries of its Lot while internally defining one or more private patios. *See Table 8.*

Cultural Facilities: see Municipal Code Section 10-1.3500 (Definitions). See Sec. 10-25.235 for special requirements.

Curb: the edge of the vehicular pavement that may be raised or flush to a Swale. It usually incorporates the drainage system. *See Table 2.*

Dance/Nightclub: a Function consisting of establishments engaged in the preparation and retail sale of alcoholic beverages for consumption on the premises. Typical uses include taverns, bars, brew-pubs, cocktail lounges, and similar uses other than those classified under the Restaurant.

Day Care Center: see Municipal Code Section 10-1.3500 (Definitions).

Day Care Home: see Municipal Code Section 10-1.3500 (Definitions).

Density: the number of dwelling units within a standard measure of land area.

Disposition: the placement of a building on its Lot. *See Table 8 and Table 15.*

Drive: a Thoroughfare along the boundary between an Urbanized and a natural condition, usually along a waterfront, Park, or promontory. One side has the urban character of a Thoroughfare, with Sidewalk and building, while the other has the qualities of a Road or parkway, with naturalistic planting and rural details.

Driveway: a vehicular lane within a Lot, often leading to a garage.

Drive-Through: a Function synonymous with Drive-In Establishment found within Municipal Code Section 10-1.3500 (Definitions).

Edgeyard Building: a building that occupies the center of its Lot with Setbacks on all sides. *See Table 8.*

Educational Facilities: See Municipal Code Section 10-1.3500 (Definitions).

Elevation: an exterior wall of a building not along a Frontage Line. See Table 15. See: **Facade.**

Emergency Homeless Shelter: (per Health and Safety Code 50801): housing with minimal supportive services for homeless persons that is limited to occupancy of six months or less by a homeless person. No individual or household may be denied emergency shelter because of an inability to pay. See Sec. 10-25.295 for special requirements.

Encroach: to break the plane of a vertical or horizontal regulatory limit with a structural element, so that it extends into a Setback, into the Public Frontage, or above a height limit.

Encroachment: any structural element that breaks the plane of a vertical or horizontal regulatory limit, extending into a Setback, into the

Public Frontage, or above a height limit.

Enfront: to place an element along a Frontage, as in "porches Enfront the street."

Equipment Rentals: a Function synonymous with Equipment Rental Service, as defined within Municipal Code Section 10-1.3500 (Definitions).

Existing Thoroughfare: a publicly-owned Thoroughfare present at the time of Code adoption. See Figures 3-2 and 3-3.

Expression Line: a line prescribed at a certain level of a building for the major part of the width of a Facade, expressed by a variation in material or by a limited projection such as a molding or balcony. *See Table 7.* (Syn: transition line.)

Extension Line: a line prescribed at a certain level of a building for the major part of the width of a Facade, regulating the maximum height for an Encroachment by an Arcade Frontage. *See Table 7.*

Extensive Green Roof: a building roof with a planting medium six inches in depth or less, designed to be virtually self-sustaining and requiring a minimum of maintenance. Such roofs are intended to function as an ecological protection layer. They are planted with low-lying species designed to provide maximum cover achieving water retention, erosion resistance, and transpiration of moisture.

Facade: the exterior wall of a building that is set along a Frontage Line. *See* **Elevation.**

Fee Simple Parcel: a term synonymous with Subdivision Map Act's treatment of parcels exclusive of those for condominium purposes.

Fire Station: a Function synonymous with Public Agency Facilities, as defined within Municipal Code Section 10-1.3500 (Definitions).

Focus Area: areas within the City of Hayward which the General Plan provides that implementation of smart growth principles is particularly appropriate. See General Plan Page 2-9.

Forecourt: a Private Frontage wherein a portion of the Facade is close to the Frontage Line and the central portion is set back. *See Table 5.*

Frontage: the area between a building Facade and the vehicular lanes, inclusive of its built and planted components. Frontage is divided into **Private Frontage** and **Public Frontage.** *See Table 5.*

Frontage Buildout: the minimum length of the Principal Frontage that must contain a Private Frontage. See Table 11.

Frontage Line: a Lot line bordering a Public Frontage. Facades facing Frontage Lines define the public realm and are therefore more regulated than the Elevations facing other Lot Lines. *See Table 15.*

Function: the use or uses accommodated by a building and its Lot, categorized as Restricted, Limited, or Open, according to the intensity of the use. S*ee Table 9.*

Gallery: a Private Frontage conventional for Retail Sales use wherein the Facade is aligned close to the Frontage Line with an attached

cantilevered shed or lightweight colonnade overlapping the Sidewalk. *See Table 5.*

Gas Station: a Function synonymous with Automobile Service Station found within Municipal Code Section 10-1.3500 (Definitions).

Green Roof: a building roof partially or completely covered with vegetation and soil, or a growing medium, over a waterproofing membrane. Green roofs may be categorized as Extensive, Semi-Intensive, or Intensive, depending on the depth of the planting medium and the amount of maintenance required. (Syn: eco-roof, living roof, greenroof)

Historic Resources: "Historical Resources" means any buildings, structures, sites, objects, historic district and archaeological resources that have been determined to have a) age; b) integrity; and c) historical significance. For the purposes of this Article and of the California Environmental Quality Act (CEQA), the term "historical resources" shall include the following:

(1) A resource listed in, or determined to be eligible by the State Historical Resources Commission for listing in, the National Register or the California Register of Historical Resources.

(2) A resource designated in a local register of historical resources or identified as historically significant in an adopted survey list.

(3) Any object, building, structure, site, area, place, record, or manuscript that the City of Hayward determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California or of Hayward.

Home Occupation: see Municipal Code Section 10-1.3500 (Definitions).

Horizontal Axis Wind Turbine: a Wind Turbine with its rotor on the horizontal axis. Blades are visually similar to those utilized by aircraft, typically much more expansive than the Vertical Axis Wind Turbine, and typically have to rotate to face the prevailing wind.

Hospital: see Municipal Code Section 10-1.3500 (Definitions).

Hotel: see Municipal Code Section 10-1.3500 (Definitions).

Indoor Recreation: a Function offering predominantly participant sports conducted within an enclosed building. Typical uses include bowling alleys, billiard parlors, pool halls, indoor ice or roller skating rinks, indoor racquetball courts, indoor batting cages, and health or fitness clubs.

Intended Speed: is the velocity at which a Thoroughfare tends to be driven without the constraints of signage or enforcement. There are four ranges of speed: Very Low: (below 20 MPH); Low: (20-25 MPH); Moderate: (25-35 MPH); High: (above 35 MPH). Lane width is determined by desired Intended Speed. *See Table 2.*

Intensive Green Roof: a building roof with a planting medium between 8 inches and 4 feet. It can sustain elaborate plantings that include

shrubs and trees. Intensive Green Roofs are heavy and usually installed over concrete roof decks. They require considerable maintenance. In addition to their role in carbon mitigation, they are used for recreation or aesthetics, being park or garden-like.

Kennel: see Municipal Code Section 10-1.3500 (Definitions).

Large Group Supportive Housing: "Group Supportive Housing" means housing, configured as group care facilities or similar residential care facilities, with no limit on length of stay, that is linked to onsite or offsite services that assist the supportive housing resident in retaining the housing, improving his or her health status, and maximizing his or her ability to live and, when possible, work in the community. See Sec. 10-25.295 for special requirements.

Large Group Transitional Housing: "Group Transitional Housing" means housing configured as group care facilities or similar residential care facilities and operated under program requirements that call for the termination of assistance and recirculation of the assisted unit to another eligible program recipient at some predetermined future point in time, which shall be no less than six months.See Sec. 10-25.295 for special requirements.

Large-size tree: single or multi trunk plant with a minimum 12 feet of natural vertical clearance at maturity to accommodate industrial trailer truck under with a minimum of 35 feet diameter canopy.

Layer: a range of depth of a Lot within which certain elements are permitted. *See Table 15.*

Live-Work: a Mixed Use unit consisting of an Office Function (Table 9), Artisan/Craft Production (Table 9) or Retail Sales Function (Table 9) and Residential Function (Table 9). The Retail Sales Function may be anywhere in the unit and is intended to be occupied by a business operator who lives in the same structure that contains the Retail Sales activity.

Lot: a parcel of land accommodating a building or buildings of unified design. The size of a Lot is controlled by its width in order to determine the grain (i.e., fine grain or coarse grain) of the urban fabric.

Lot Width: the length of the Principal Frontage Line of a Lot.

Massage Parlor: see Municipal Code Section 10-1.3500 (Definitions).

Media Production: Facilities for motion picture, television, video, sound, computer, and other communications media production. These facilities include the following types: (1) Back lots/outdoor facilities. Outdoor sets, back lots, and other outdoor facilities, including supporting indoor workshops and craft shops; (2) Indoor support facilities. Administrative and technical production support facilities, including administrative and production offices, post-production facilities (editing and sound recording studios, foley stages, etc.), optical and special effects units, film processing laboratories, etc.; and (3) Soundstages. Warehouse-type facilities providing space for the construction and use of indoor sets, including supporting workshops and craft shops.

Medical/Dental Clinic: a Function in which 10 or more physicians

and/or dentists or their allied professional assistants carry on their profession; a building that contains one or more physicians, dentists, and their assistants, and a laboratory and/or an apothecary limited to the sale of pharmaceutical and medical supplies. Shall not include inpatient care or operating rooms for major surgery.

Medium-size tree: single or multi trunk plant with a minimum 9 feet of natural vertical clearance at maturity to accommodate people to walk under with a minimum of 25 feet diameter canopy.

Mixed Use: multiple Functions within the same building through superimposition or adjacency, or in multiple buildings by adjacency.

Mortuary: see Municipal Code Section 10-1.3500 (Definitions).

Multiple Family: a residential Function synonymous with the following Dwelling Unit categories found within Municipal Code Section 10-1.3500 (Definitions): Apartment/multiple family dwelling(s), Condominium dwelling(s), and Townhouse dwelling(s).

New Thoroughfare: a Thoroughfare intended for dedication and improvement after Code adoption. See Figures 3-2 and 3-3.

Nominal Parcel: building sites in a condominium subdivision which are regulated by the Lot Width requirements of Table 10 and Table 11.

Notice of Application Receipt: a type of public notice intended to facilitate public participation early in the decision-making process for permit applications.

Office: see Municipal Code Section 10-1.3500 (Definitions).

Open Space: land intended to remain undeveloped; it may be for Civic Space.

Outbuilding: an Accessory Building, usually located toward the rear of the same Lot as a Principal Building, and sometimes connected to the Principal Building by a Backbuilding which may or may not contain a Second Dwelling Unit. *See Table 15.*

Park: a Civic Space type that is a natural preserve available for unstructured recreation. *See Table 10.*

Park & Recreation: a Function consisting of land and facilities, such as playgrounds, fountains, or swimming pools, regardless of location, including the acquisition of such land, the construction of improvements, provision of pedestrian and vehicular access, and purchase of equipment for the facility.

Parking Facility: a Function characterized by the temporary provision of off-street parking spaces for motor vehicles within or outside of a structure by either a private or public entity. When situated within a Parking Structure, the inclusion of additional non-parking related Functions of this Code do and shall apply.

Parking Structure: a building containing one or more Stories of parking above grade.

Passage (PS): a pedestrian connector, open or roofed, that passes between buildings to provide shortcuts through long Blocks and connect rear parking areas to Frontages.

Path (PT): a pedestrian way traversing a Park or rural area, with landscape matching the contiguous Open Space, ideally connecting directly with the urban Sidewalk network.

Pawn Shop: see Municipal Code Section 10-1.3500 (Definitions).

Pedestrian Shed: an area that is centered on a Common Destination.

Personal Services: establishments primarily engaged in the provision of services for the enhancement of personal appearance, cleaning, alteration or reconditioning of garments and accessories, and similar non-business related or nonprofessional services. Typical uses include reducing salons, tanning salons, barber shops, tailors, shoe repair shops, self-service laundries, and dry cleaning shops, but exclude uses classified under the Office and Trade School.

Planter: the element of the Public Frontage which accommodates street trees, whether continuous or individual.

Plaza: a Civic Space type designed for Civic purposes and Commercial activities in the more urban Transect Zones, generally paved and spatially defined by building Frontages.

Police Station: a Function synonymous with Public Agency Facilities, as defined within Municipal Code Section 10-1.3500 (Definitions).

Precise Plan Line: see Municipal Code Section 10-4.12.

Principal Building: the main building on a Lot, usually located toward the Frontage. *See Table 12.*

Principal Entrance: the main point of access for pedestrians into a building.

Principal Frontage: on corner Lots, the Private Frontage designated to bear the address and Principal Entrance to the building, and the measure of minimum Lot Width. Prescriptions for the parking Layers pertain only to the Principal Frontage. Prescriptions for the first Layer pertain to both Frontages of a corner Lot. *See* **Frontage.**

Printing and Publishing: a small-scale establishment engaged in printing by letterpress, lithography, gravure, screen, offset, or electrostatic (xerographic) copying; and other establishments serving the printing trade such as bookbinding, typesetting, engraving, photoengraving, and electrotyping. This use also includes establishments that publish newspapers, books and periodicals; establishments manufacturing business forms and binding devices.

Public Agency Facilities: see Municipal Code Section 10-1.3500 (Definitions).

Private Frontage: the privately held Layer between the Frontage Line and the Principal Building Facade. *See Table 5 and Table 12.*

Public Frontage: the area between the Curb of the vehicular lanes and the Frontage Line. *See Table 15.*

Rear Alley (RA): a vehicular way located to the rear of Lots providing access to service areas, parking, and Outbuildings and containing utility easements. Rear Alleys should be paved from building face to building face, with drainage by inverted crown at the center or with roll Curbs at

the edges.

Rearyard Building: a building that occupies the full Frontage Line, leaving the rear of the Lot as the sole yard. *See Table 8.* (Var: Rowhouse, Townhouse, Apartment House)

Recycling Collection Area: see Municipal Code Section 10-1.3500 (Definitions).

Regulating Plan: a Zoning Map or set of maps that shows the Transect Zones, Civic Zones, Special Districts if any, and Special Requirements if any, of areas subject to, or potentially subject to, regulation by Mission Boulevard Corridor Form-Based Code and pertinent Municipal Code provisions.

Religious Facility: see Municipal Code Section 10-1.3500 (Definitions). See Sec. 10-25.235 for special requirements.

Residential: characterizing premises available for long-term human dwelling.

Restaurant: see Municipal Code Section 10-1.3500 (Definitions). Includes Micro-Breweries as accessory to the Restaurant and stand-alone Catering Facilities.

Retail Frontage: Frontage designated on a Regulating Plan that requires or recommends the provision of a Shopfront, encouraging the ground level to be available for Retail Sales use. *See* **Special Requirements.**

Retail Sales: a Function characterizing establishments engaged in the sale of goods and merchandise (including the sale of new and used cars). *See Table 9*.

Review Authority: the City Council, Planning Commission or Development Services Director. A Review Authority is charged with reviewing a particular permit application. *See Table 14.*

Road (RD): a local, rural and suburban Thoroughfare of low-to-moderate vehicular speed and capacity. This type is allocated to the more rural Transect Zones (T1-T3). *See Table 2.*

Rowhouse: a single-family dwelling that shares a party wall with another of the same type and occupies the full Frontage Line. See **Rearyard Building.** (Syn: **Townhouse)**

Second Dwelling Unit: a dwelling unit that is accessory, supplementary, and secondary to the principal dwelling, which may be constructed as an addition to the principal structure or as an accessory to the principal structure.

Secondary Frontage: on corner Lots, the Private Frontage that is not the Principal Frontage. As it affects the public realm, its First Layer is regulated. *See Table 15.*

Semi-Intensive Green Roof: a building roof with specifications between the Extensive and Intensive Green Roof systems. This type requires more maintenance, has higher costs, and weighs more than the Extensive Green Roof.

Setback: the area of a Lot measured from the Lot line to a building

Facade or Elevation that is maintained clear of permanent structures, with the exception of Encroachments authorized by this Code. (Var: build-to-line.)

Shopfront: a Private Frontage conventional for Retail Sales use, with substantial glazing and an awning, wherein the Facade is aligned close to the Frontage Line with the building entrance at Sidewalk grade. *See Table 5.*

Sidewalk: the paved section of the Public Frontage dedicated exclusively to pedestrian activity.

Sideyard Building: a building that occupies one side of the Lot with a Setback on the other side. This type can be a Single or Twin depending on whether it abuts the neighboring house. *See Table 8.*

Single Room Occupancy (SRO): SRO means a dwelling unit consisting of no more than one occupied room with a maximum gross floor area of 400 square feet which may have kitchen and/or bathroom facilities. Each dwelling unit is restricted to occupancy by no more than two persons and is offered on a monthly rental basis or longer. See Sec. 10-25.295 for special requirements.

Small Group Homes/Residential Care Facilities: group homes/residential care facilities for six or fewer persons that operate as a regular residential use.

Small Group Supportive Housing: " Small Group Supportive Housing" means housing for six or fewer persons, configured as regular housing developments, with no limit on length of stay, that is linked to onsite or offsite services that assist the supportive housing resident in retaining the housing, improving his or her health status, and maximizing his or her ability to live and, when possible, work in the community. See Sec. 10-25.295 for special requirements.

Small Group Transitional Housing: "Small Group Transitional Housing" (per California Health and Safety Code 50675.2 (h)) means housing for six or fewer persons configured as regular housing developments, but operated under program requirements that call for the termination of assistance and recirculation of the assisted unit to another eligible program recipient at some predetermined future point in time, which shall be no less than six months. See Sec. 10-25.295 for special requirements.

Small-size tree: single or multi trunk plant with a minimum 7 feet of natural vertical clearance at maturity to accommodate people to walk under with a minimum of 15 feet diameter canopy.

Special Requirements: provisions of Section 10-25.210(a) of this Code and/or the associated designations on a Regulating Plan or other map for those provisions.

Square: a Civic Space type designed for unstructured recreation and Civic purposes, spatially defined by building Frontages and consisting of Paths, lawns and trees, formally disposed. S*ee Table 10.*

Stepback: a building Setback of a specified distance that occurs at a

prescribed number of Stories above the ground. *See Table 7.*

Stoop: a Private Frontage wherein the Facade is aligned close to the Frontage Line with the first Story elevated from the Sidewalk for privacy, with an exterior stair and landing at the entrance. *See Table 5.*

Story: a habitable level within a building, excluding an Attic or raised basement. *See Table 7.*

Street (ST): a local urban Thoroughfare of low speed and capacity. *See Table 2*.

Streetscreen: a freestanding wall built along the Frontage Line, or coplanar with the Facade. It may mask a parking lot from the Thoroughfare, provide privacy to a side yard, be accompanied by landscaping, and/or strengthen the spatial definition of the public realm. (Syn: streetwall.)

Swale: a low or slightly depressed natural area for drainage.

Tattoo Parlor: see Municipal Code Section 10-1.3500 (Definitions).

Taxi Company: see Municipal Code Section 10-1.3500 (Definitions).

T-zone: Transect Zone.

Temporary Use: see Municipal Code Section 10-1.3500 (Definitions).

Terminated Vista: a location on the Regulating Plan at the axial conclusion of a Thoroughfare.

Theater: see Municipal Code Section 10-1.3500 (Definitions) and Municipal Code Section 10-1.1045 for special requirements.

Thoroughfare: a way for use by vehicular and pedestrian traffic and to provide access to Lots and Open Spaces, consisting of Vehicular Lanes and the Public Frontage. *See Table 2, Figure 3-2 and Figure 3-3.*

Thoroughfare Plan: a component of the South Hayward BART/ Mission Boulevard Form-Based Code Zoning Map that shows planned changes to existing Thoroughfares and the general location of planned new Thoroughfares. *See Figure 3-2.*

Tobacco Specialty Store: a tobacco retailer whose business exclusively or primarily involves the sale of tobacco products and related goods. *See Table 9.*

Townhouse: see **Rearyard Building.** (Syn: **Rowhouse**)

Transect: a cross-section of the environment showing a range of different habitats. The rural-urban Transect of the human environment used in the SmartCode template is divided into six Transect Zones. These zones describe the physical form and character of a place, according to the Density and intensity of its land use and Urbanism.

Transect Zone (T-zone): one of several areas on a Zoning Map regulated by the Mission Boulevard Corridor Form-Based Code. Transect Zones are administratively similar to the land use zones in conventional codes, except that in addition to the usual building use, Density, height, and Setback requirements, other elements of the intended habitat are integrated, including those of the private Lot and building and Public Frontage. *See Table 1.*

Transit-Oriented Development: a mixed-use Residential or Commercial area designed to maximize access to public transport; often

incorporating features to encourage transit ridership.

Urban Farm: agricultural land dedicated to food production to be locally consumed. (Syn: Community Garden)

Urbanism: collective term for the condition of a compact, Mixed Use settlement, including the physical form of its development and its environmental, functional, economic, and sociocultural aspects.

Vegetable Garden: a privatized area of land managed and maintained to grow and harvest food crops and/or non-food, ornamental crops, such as flowers, for personal or group use, consumption or donation. A Vegetable Garden may be incorporated into and count towards the minimum Common Open Space area.

Vertical Axis Wind Turbine: a Wind Turbine with its rotor on the vertical axis. Blades are usually helical, more compact than the Horizontal Axis Wind Turbine and do not have to rotate to face the prevailing wind.

Vocational School: see Municipal Code Section 10-1.3500 (Definitions).

Wind Energy: a Function synonymous with Wind Energy Conversion System (Municipal Code Section 10-1.3500).

Wind Turbine: a rotary device for converting wind energy into mechanical or electrical energy.

Zoning Map: the official map or maps that are part of the zoning ordinance and delineate the boundaries of individual zones and districts. See **Regulating Plan.**

10-25.510 RULES OF INTERPRETATION

a. Provisions of this Code are activated by “shall” when required; “should” when recommended; and “may” when optional.

b. Capitalized terms used throughout this Code are defined in Section 10-25.505 (Definitions of Terms). Section 10-25.505 contains regulatory language that is integral to this Code. Terms not defined in Section 10-25.505 shall be accorded their commonly accepted meanings. In the event of conflicts between these definitions and those found within the remainder of the Municipal Code Chapter 10 (Planning, Zoning and Subdivisions), those of this Code shall take precedence.

c. The metrics of Section 10-25.300 (Standards and Tables) are an integral part of this Code. However, the diagrams and illustrations that accompany them should be considered guidelines, with the exception of those on Table 12A and 12B (Form-Based Code Graphics), which are legally binding.

d. Where in conflict, numerical metrics shall take precedence over graphic metrics.

e. The present tense includes the past and future tenses; and the future tense includes the present. The singular number includes the plural number, and the plural the singular, unless the natural construction of the word indicates otherwise. The words “includes” and “including” shall mean “including but not limited to . . .”

f. Within the Code, sections are occasionally prefaced with “purpose” or “intent” statements. Each such statement is intended as an official statement of legislative finding or purpose. The “purpose” or “intent” statements are legislatively adopted, together with their accompanying Code text. They are intended as a guide to the administrator and interpretation of the Code and shall be treated in the same manner as other aspects of legislative history. However, they are not binding standards.

g. Whenever a number of days is specified in this Code, or in any permit, condition of approval, or notice provided in compliance with this Code, the number of days shall be construed as calendar days. A time limit shall extend to 5:00 p.m. on the following working day when the last of the specified number of days falls on a weekend or holiday.

h. Whenever the Director determines that the meaning or applicability of any requirement of this Code is subject to interpretation generally, or as applied to a specific case, the Director may issue an official interpretation. The Director may also forward any interpretation of the meaning or applicability of any provision of this Code directly to the Commission for a determination at a public meeting.

i. The issuance of an interpretation shall include findings stating the basis for the interpretation. The basis for an interpretation may include technological changes or new industry standards. The issuance of an interpretation shall also include a finding documenting the consistency of the interpretation with the General Plan.

ii. Official interpretations shall be:

(1) Written, and shall quote the provisions of this Code being interpreted, and the applicability in the particular or general circumstances that caused the need for interpretations, and the determination;

(2) Distributed to the Council, Commission, Director, City Manager, City Attorney, City Clerk, and Development Services Department staff; and

(3) Compiled into a single volume made readily available to the public.

iii. Any interpretation of this Code by the Director may be appealed to the Commission in compliance with Municipal Code Section 10-1.2845 (Appeal and Review Process).

iv. If there is uncertainty about the location of any zone boundary shown on the Regulating Plan, the location of the boundary shall be determined by the Director as follows.

(1) Where a zone boundary approximately follows a Lot line, alley, or street line, the Lot line, street or alley centerline shall be construed as the zone boundary, as applicable;

(2) If a zone boundary divides a parcel and the boundary line location is not specified by distances printed on the Regulating Plan, the location of the boundary will be determined by using the scale appearing on the Regulating Plan; and

(3) Where a public street or alley is officially vacated or abandoned, the property that was formerly in the street or alley will be included within the zone of the adjoining property on either side of the vacated or abandoned street or alley.

5.1 Introduction

Infrastructure improvements are vital to implementing the Mission Boulevard Corridor Specific Plan (Specific Plan). Specifically, this section evaluates the infrastructure requirements for achieving the Specific Plan goals of increased residential, mixed use, and commercial development densities within the corridor.

The key to understanding how to address the issue of infrastructure in the Specific Plan Area is to (1) Identify required street and utility impacts within the Specific Plan (Chapter 1); and (2) Determine specific streetscape and utility upgrades needed to support the Specific Plan buildout (Chapter 2).

This section addresses these issues, along with projected costs associated with the upgrades.

5.1.1 Infrastructure Demand, Capacity, and Impacts

Stormwater Runoff. Future development in the Plan Area is not anticipated to generate increased stormwater runoff since the area is already largely impervious and the City will require mitigating hydromodification on a project-by-project basis.

Wastewater Generation. Build-out within the Plan Area will generate increased sewer demand, but replacement of existing sewer laterals and select public mains will reduce the inflow and infiltration issues to offset this increased demand.

Water Demand. The Water Supply Assessment prepared for the Specific Plan indicates that there is sufficient capacity to meet the increased water demand anticipated by Plan Area development.

Streets. The Specific Plan anticipates that most existing roadways within the Specific Plan will be replaced or upgraded as part of the development projects, based on the roadway diet and transect designation.

5.1.2 Infrastructure Improvements and Costs

Costs associated with Specific Plan improvements are shown in Table B. These projected costs are based on the assumption that onsite development within the Plan Area will require adjacent public roadways and utility infrastructure to be installed, replaced or upgraded as indicated in Table B.

Stormwater Infrastructure. There are minimal backbone stormwater infrastructure improvements required to implement the Specific Plan. However, current stormwater regulations will require all future development in the plan area to meet current MRP regulations.

Wastewater Infrastructure. There are no sewer capacity issues or deficiencies identified within the plan area, but there are existing sewer mains that will need to be upsized to meet current City standards. Downstream deficiencies not corrected by future CIP projects will likely be corrected as a condition of approval for development in the Plan Area.

Water Infrastructure. Existing backbone water infrastructure has been master planned to meet projected Plan Area development. However, all existing 6-inch water mains within roadways to be improved will need to be upgraded to 8-inch mains in order to meet the 8-inch water main pipe size minimum. Furthermore, upgrades or upsizing of portions of the distribution system may be required for developments that increase water demand from the current existing condition.

Streets and Roadway Infrastructure. Most specific plan development will require full street replacement or overlay of existing roadways adjacent to the development. Each development will be conditioned to construct "complete streets" for roadways serving the development.

5.2 Infrastructure Demand, Capacity and Impacts

5.2.1 Stormwater Infrastructure System, Capacity and Impacts

Stormwater Infrastructure System

Drainage System. Within the Specific Plan area, major backbone storm drainage facilities are owned and maintained by the Alameda County Flood Control District (ACFCD). Additionally, the City of Hayward owns and maintains smaller storm drainage pipes (less than 30-inches). In general, the storm drain system consists of gravity underground pipelines discharging to ACFCD underground storm drainage backbone pipelines or ACFCD manmade backbone open channels (Based on GIS information, utility system block maps, and Route 238 Corridor Improvement Plans provided by the City of Hayward. Additional Storm Drain information also provided by Alameda County Flood Control District.). These backbone facilities eventually drain into Ward Creek, San Lorenzo Creek and Old Alameda Creek en route to the San Francisco Bay.

Collected stormwater from the north portion of the Specific Plan area is routed to the west through a 24-inch to 30-inch main along Sunset Boulevard and a 21-inch increasing to 36-inch main along Grace Street, both of which drain into County "Line M." South area stormwater flows to the west through mains varying in size (ranging from 15-inch to 72-inch) and discharges into ACFCD's "Line E" and ACFCD's "Line B."

Flood Control. The Specific Plan area has two mapped FEMA flood zones. ACFCD's Ward Creek "Line B," is subject to inundation by the 1% annual chance flood. This floodway includes a channelized stream with adjacent floodplain areas. ACFCD's "Line E" is subject to inundation by the 0.2% annual chance flood, and by the 1% annual chance flood with average depths of less than 1 foot.

Stormwater Infrastructure Capacity

Drainage System Age. The Specific Plan area's drainage system is aging with the majority of pipelines installed over 50 years ago. However, most pipelines were constructed using reinforced concrete pipe which have longer anticipated design lives than other material.

Drainage System Capacity. Both the City and County utilitize drainage design calculations to size storm drain pipelines. Based on information provided by the City and County, most of the drainage systems appear

to be designed to handle current runoff. Undersized minor pipelines will require replacement on a case by case basis.

Specific Plan Stormwater Impacts

FEMA Flood Plain. As indicated in the existing conditions analysis, the developable area of the specific plan is located outside the mapped FEMA flood zones. There are two areas within, or adjacent to, the specific plan boundary that are flood areas contained within Alameda County Flood Control District (ACFCD) channels. As required by ACFCD, improvements will not be allowed with the banks of these existing channels.

Stormwater Quality. New development and redevelopment areas must currently comply with Provision C.3 of the revised Municipal Regional Stormwater NPDES Permit (MRP) adopted by the San Francisco Regional Water Quality Control Board on November 28, 2011. The current Alameda County MRP requires post-construction stormwater runoff treatment at the source by implementing low-impact development (LID) practices for projects creating or replacing more than 5,000 SF of impervious surface. LID practices require infiltration, reuse, and/or landscape based treatment facilities. Adequate treatment will be required to be provided within each parcel, or regionally by agreement between the City and the developers involved.

Stormwater Hydromodification. The Alameda County MRP contains flow control requirements to mitigate the stormwater runoff erosion impacts onto existing drainage channels. Hydromodification requirements apply to projects creating or replacing an acre or more of impervious surface, and which are located in sensitive areas. Where required, engineered flow control measures would reduce the runoff to pre-project levels.

System Capacity. Based on the current impervious surfaces within the Specific Plan area and the hydromodification requirements affecting larger parcels, future development will not significantly increase the overall quantity of storm runoff. Minor storm drainage facilities within new and upgraded streets will be necessary to serve projects within the Specific Plan area.

5.2.2 Wastewater Infrastructure System, Capacity and Impacts

Wastewater Infrastructure System

Wastewater System. The City of Hayward operates the wastewater facilities within the Specific Plan area. Gravity pipe lines within the area are constructed of vitrified clay, cast iron, asbestos cement, and reinforced concrete. The Specific Plan southern area flows predominantly westerly through: a 10-inch VCP line in Torrano Avenue; an 8-inch VCP line in Berry Avenue; a 18-inch RCP line in O'Neil Avenue; an 8-inch VCP line in Orchard Avenue; an 8-inch VCP line in Sycamore Avenue; and 8-inch line in Mission Boulevard. The Specific Plan northern area flows predominantly westerly through an 8-inch VCP line in Sunset Boulevard. Flows are then conveyed through a series of gravity lines to the Hayward Water Pollution Control Facility (WPCF) at 3700 Enterprise Avenue in Hayward.

Wastewater Treatment. The Hayward Water Pollution Control Facility (WPCF) processes and treats all wastewater collected within the plan area.

Wastewater Infrastructure Generation and Capacity

Area Flows. Based on the City of Hayward's 2002 Sanitary Sewer Master Plan Update, inflow and infiltration (I&I) are key contributing flows within the overall sewershed. Reducing I&I will result in increased capacity to the overall system and accommodated some increment of future development.

Specific Plan Wastewater Generation. Wastewater from the Specific Plan buildout is projected based on the areas water demand analyses. Assuming 90% of the water demand results in wastewater generation, Table A indicates the total flow anticipated.

Downstream Capacity. The 2002 study analyzed the existing wastewater system wet weather flows. The study revealed conveyance system capacity deficiencies downstream from the Specific Plan area. During peak conditions, sections of the downstream sewer line operated at 110% to 200% of the designed capacity. There were no projected treatment capacity issues indicated by the study.

Specific Plan Wastewater Impacts

Specific Plan Area. Wastewater pipelines within the Specific Plan area will require replacing based on their age, condition (contributing I&I flow), and/or increase in localized development within each tributary sewershed.

Downstream. While the 2002 study indicates downstream capacity issues, the City anticipates that these existing deficiencies will be corrected prior to full buildout of the Specific Plan area under a Capital Improvement Project (CIP). Future analyses will be necessary to ensure that the CIP addresses existing plus Specific Area plan wastewater flows.

5.2.3 Water Infrastructure System, Capacity, and Impacts

Water Infrastructure System

Supply and Storage. The Mission Boulevard Corridor Specific Plan water distribution is provided by City of Hayward's Water System for domestic and fire suppression uses. Since 1963, Hayward's sole water source is supplied from the City and County of San Francisco's regional system, operated by the San Francisco Public Utilities Commission (SFPUC). The Hetch Hetchy watershed, an area located in Yosemite National Park, provides the majority of water delivered by SFPUC to Hayward. SFPUC also provides a small amount of water from the Alameda watershed, which is located in the East Bay and stored in the Calaveras and San Antonio Reservoirs. The two local reservoirs hold direct rainfall, local runoff, and Hetch Hetchy supplies. This surface water source is supplemented by a small amount of ground water from the Sunol Filter Galleries.

In the event that SFPUC transmission lines are not able to meet Hayward's demands for a limited time, five emergency wells located within the City can provide a total of 13.6 million gallons per day. These wells do not run concurrently with the SFPUC source and have been certified by the California Department of Health Services for short duration emergency use only.

Hayward has also established agreements with two neighboring agencies, East Bay Municipal Utility District (EBMUD) and Alameda County Water District (ACWD), to receive or deliver water in the event of an emergency. A total of three interties are capable of delivering up to about 14.5 million gallons per day. Delivery would depend upon each agency's ability to provide water without negatively impacting supplies or its own customers and emergency services.

SFPUC Turnouts and City Transmission Mains. Water is delivered to the system from the SFPUC at two turnouts, one at the Irvington Portal and one at the Newark valve lot. From these turnouts, the City transmission system consists of two main pipelines with booster pump stations: Mission Boulevard 24" transmission main with the Decoto pump station, and a 42" transmission main in Hesperian Boulevard augmented by the Hesperian pump station. SFPUC water is delivered at the 250 pressure zone. The Decoto and/or Hesperian pump stations boost pressure in the 250 zone when necessary. Multiple pressure reducing stations interface between the transmission and distribution systems.

Domestic and Fire Storage. The City's overall storage system consists of 15 water storage tanks and 7 pump stations delivering water to upper pressure zones. At least one storage tank is located within each pressure zone.

City Distribution System. Within the Specific Plan area, pipelines within Mission Boulevard serve as the distribution backbone system. The Specific Plan's northern area contains a 12-inch main in Mission Boulevard and 6-inch and 8-inch distribution lines in surrounding streets. Within the Specific Plan's southern area, Mission Boulevard contains three parallel water lines, a 24-inch transmission line that delivers water to nearby reservoirs and two main lines (12-inch and 6-inch/8-inch) that distribute water to surrounding propertries on each side of Mission Boulevard. The interior network consists of 6-inch, 8-inch, and 12-inch main lines, and services. Distribution lines within the plan area are a combination of asbestos cement, steel, plastic (PVC), and cast iron pipe.

Recycled Water System. Currently, the City of Hayward does not have a recycled water system, but one is in the facility planning stage.

Water Infrastructure Capacity

Existing Capacity. In 2005, Hayward provided SFPUC with the amounts of water that Hayward expected to purchase for the next 25 years. The City estimated that demands would gradually increase from a projected 21.8 million gallons per day (24.4 thousand acre-feet per year) in 2010 to about 27.9 million gallons per day (31.3 thousand acre-feet per year) by 2030. In 2005, SFPUC validated the City's analyses with written water availability projections, verifying its ability to meet Hayward's projected demand under normal operating conditions.

Specific Plan Domestic Demand. A water demand analysis for the preferred regulating plan was prepared utilizing the projected land use data studied in the EIR (See Table A). This land use assumes 85% of the zoning capacity built out with averaged residential densities. According to city water map records, the specific plan area is located within the 250' Pressure Zone.

Specific Plan Fire Demand. Fire flow requirements for the specific plan area, as documented in the Fire Prevention Code of Hayward, Ordinance No. 07-19, page 12, are to be 4,500 gpm for high-density residential and 5,000 gpm for commercial areas. These requirements can be reduced by up to 50% for 1- and 2-family dwellings, and up to 75% for other buildings when the building is provided with an approved automatic sprinkler system. According to the 2002 Master Plan Update, the 250' Pressure Zone is planned for providing 5,000 gpm of fire flow.

Water System Capacity. The WSA prepared by the City of Hayward for this Specific Plan found that the existing water supply is sufficient to satisfy the demands of the Mission Blvd. Corridor Specific Plan, in addition to existing and planned future uses (see "City of Hayward Water Supply Assessment for Mission Blvd Corridor Specific Plan", October 2012, p. 12.).

Water Infrastructure Impacts

Supply and Storage. A 2002 Water System Master Plan Update prepared by Carollo Engineers, anticipated development in the specific plan area to be high density residential, or a mix of commercial and high density residential, and therefore is assumed to be prepared to provide the projected domestic water demand.

Water Network. Small diameter pipelines within the Specific Plan area will require replacement based on the fire flow requirements. Sections of 6-inch cast iron water main built in the 1920's are found in the north and south areas of the Specific Plan and will require replacing prior to site redevelopment.

5.2.4 Roadway System, Condition, and Impacts

Roadway System. Mission Boulevards serves as the major north-south roadway within the Specific Plan. Major East and West roadways bisect Mission within the plan area at A Street, Jackson Street, Carlos Bee/ Orchard Avenue, and Harder Road.

Roadway Condition. The Specific Plan anticipates that most existing roadways within the Specific Plan will be replaced or upgraded based on the roadway diet and transect designation. A few local streets serving existing residential communities may be preserved as existing. Improvements to these roadways would be based on the City of Hayward's pavement management model, with rehabilitation occurring when triggered by pavement inspections and modeling.

Roadway Impacts. Kittleson & Associates conducted a separate traffic study to determine roadway impacts from the Specific Plan. See Chapter 19 of the *Draft Environmental Impact Report*.

5.2.5 Infrastructure Improvements and Cost

An infrastructure implementation plan, and associated construction costs, has been prepared based on the Form Based Codes indicated in the preferred plan. Table B reflects the necessary roadway and utility infrastructure modifications required to implement the plan. As these improvements are not currently included in the City capital improvement plans, they will be the responsibility of the specific development projects served by this infrastructure. In general, public utility infrastructure within the existing roadways has capacity to serve

the adjacent development proposed. A few select areas will require upsizing to meet future demand over the lifetime of the proposed development or are undersized based on current standards. All new roadways will be required to install public utilities to serve the adjacent proposed development. See Figures 5-1 to 5-4 for proposed infrastructure improvements within the plan area.

Stormwater Infrastructure Improvements

General. There are minimal backbone infrastructure improvements required to meet the projected demand of the specific plan (See Figure 5-1). However, current stormwater regulations will require all future development in the plan area to locally treat stormwater runoff using low impact development (LID) techniques, per the Municipal Regional Permit (MRP) regulations.

Mission Blvd, north of A Street. A streetscape project is currently planned for this portion of the plan area. Stormwater treatment areas should be considered and incorporated into this project prior to construction.

Specific Plan Improvements. Any development which involves either replacement or addition of impervious surface area will be required to treat the stormwater runoff either onsite or at a master planned location offsite. This includes improvments to public roadway and sidewalk where new travel lanes are added or new sidewalk is constructed that drains to the street. These treatment areas will be required to use LID techniques, which involves landscape methods rather than filter vaults or mechanical systems.

Development Improvements. Each new development area should be required to provide sufficient treatment onsite for that specific development, as well as share in any off-site treatment required by public roadway and streetscape improvements. New roadways will be required to install public storm drain infrastructure.

Wastewater Infrastructure Improvements

Downstream System Improvements. The City has identified several existing deficiencies in the sewer collection system downstream of the plan area. These deficiences may be repaired in future CIP projects, or they may be included as improvements to be paid for by developers within the plan area. The 2002 Wastewater System Master Plan Update projected that the Hayward WPCF would have sufficient capacity to meet the wastewater demands of proposed specific plan development. Furthermore, replacement of existing sewer mains, many of which are VCP, will reduce the current I & I flows and help reduce the increased demand of the plan development.

Specific Plan Improvements. There are no capacity issues or deficiencies identified within the plan area, but there are existing sewer mains that will need to be upsized to meet current City standards (See Figure 5-2). The existing 6-inch sewer pipes at Mission Boulevard from Simon to Sunset, Pearce Street, Grace Street, Melvin Court, and Smalley Avenue need to be upsized to 8-inch sewer pipe per City's Standards. Construction of these improvements will be the responsibility of the development projects that these mains serve.

Development Improvements. Each new development project will be required to replace existing onsite sewer laterals and connections to the public main. New roadways will be required to install public sewer infrastructure.

Water Infrastructure Improvements

Route 238 Corridor Improvements Project. This project includes the relocation of approximately 9,000 feet of water main from underneath the sidewalk to beneath the roadway, primarily in Mission Boulevard outside of the plan area.

Specific Plan Improvements. All existing 6-inch water mains within roadways to be improved will be upgraded to 8-inch mains in order to meet the 8-inch water main pipe size minimum. Within the Specific Plan area, approximately 740 feet of 6-inch cast iron pipe along the east side of Mission Boulevard between Carlos Bee Boulevard and Berry Avenue will be replaced with an 8-inch PVC main, and approximately 1040 feet of 6-inch cast iron pipe along the east side of Mission Boulevard between Pinedale Court and Palisade Street will be replaced with an 8-inch PVC main (See Figure 5-3).

Development Improvements. Each new development area should be studied separately to evaluate its effects on water conveyance and supply. Upgrades or upsizing of portions of the distribution system may be required for developments that increase water use from the existing condition. New roadways will be required to install public water infrastructure.

Roadway Infrastructure Improvements

Mission Boulevard. Mission Boulevard from A Street south within the plan area is currently under construction. Mission from A Street north within the plan area is scheduled for improvements in the near future. The design of this portion of Mission Blvd. should include the streetscape elements of the specific plan. In particular, it should include pedestrian enhancements, utilty undergrounding, new joint trench with fiber optic, curb bulbouts, pedestrian lights, street lights, rain gardens, landscape elements and traffic signal modifications to include an adaptive management system.

Upgrades to Existing Streets and Streetscape Improvements. Most specific plan development will require full street replacement or overlay of existing roadways adjacent to the development given that overhead utilities will likely be undergrounded, sewer and water will be rehabilitated or upsized, sidewalks will be widened and curbs realigned to accommodate the plan. The cost of these public improvements would be covered by the development served. It is assumed that even the existing residential areas which may remain will receive these same streetscape improvements, but the City could opt for a minimal level of improvements that could result in a pavement overlay or seal coat rather than full replacement (See Figure 5-4).

New Streets. The Specific Plan identifies potential new streets which will be required to meet the plan's development goals and densities. These new streets are shown on Figure 4. With the construction of these new streets, public utilities will also be added in the roadway to include joint trench, sewer, water, and storm drainage systems.

New Development. The Specific Plan calls for all public roadways and pedestrian areas to be constructed with complete street design concepts. Each development will be conditioned to construct the portion of these public improvements that serve the development.

Table A: Water and Sewer Demand Analysis

Preferred Plan:

Land Use	Quantity [1]	Unit	Average Usage [2]		Water Demand (gpd)		Wastewater Demand (gpd)[4]
					Avg. Daily	Max. Daily [3]	
T3 Residential	65	DU	400	gpd/DU	26,000	41,600	37,440
T4/T5 Residential	1,818	DU	210	gpd/DU	381,780	610,848	549,763
Commercial	330,000	sf	260	gpd/ksf	85,800	137,280	123,552
Civic Space	20.0	acre	1785	gpd/acre	35,736	57,177	51,459
Total					529,316	846,905	762,215

1. Quantity of proposed residential and commercial development based on preffered regulating plan as analyzed for the EIR.
2. Average Usage factors are based on assumptions used in the City of Hayward WSA for the Specific Plan (October 2012) and from estimates used in "City of Hayward Water System Master Plan Update" prepared in Decmber 2002 by Carollo Engineers (pages 3-18 thru 3-20)
3. Assumes a maximum day peaking factor of 1.6 as recommended in the "City of Hayward Water System Master Plan Update" for 250' zones (page 3-9)
4. Wastewater generation rates are based on 90% of the estimated maximum daily domestic water demand.

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Table B: Infrastructure Implementation Cost Matrix

HAYWARD SPECIFIC PLAN - INFRASTRUCTURE IMPLEMENTATION PLAN

	STREET	CROSS STREETS		PROPOSED FB CODE	ROW		ROAD DIMENSIONS			STREETSCAPE IMPROVEMENTS																UTILITY IMPROVEMENTS									TOTAL COST		
		START	END		EX	AC	LENGTH (FT)	WIDTH (FT)	AREA (SF)	AC PAVMENT S	AC PAVMENT OV	AC PAVMENT N	SW (FT)	SIDES 1 OR 2	PLANT (FT)	STREET TREES	SIDES 1 OR 2	LS MEDIAN WIDTH (FT) 4	8	14	16	STRIPING/SIGN PARK	ANGLE	LANE	SIGN	BIKE	SIDES 1 OR 2	SD	C3	SS	W	JT	UG	SL	PED	SIGNAL MODS	UTILITIES	STREET	TOTAL
NORTH	SIMON STREET	PEARCE STREET	MISSION BLVD	ST-40-28-BR	40		236	28	6608	X			6	2		X	1					X			X		2								X		$ 39,333	$ 43,518	$ 82,852
NORTH	PEARCE STREET	GRACE STREET	SIMON STREET	ST-40-28-BR	40		765	28	21420	X			6	2		X	1					X			X		2			X					X		$ 210,885	$ 141,066	$ 351,951
NORTH	GRACE STREET	PEARCE STREET	MISSION BLVD	ST-40-28-BR	40		320	28	8960	X			6	2		X	1					X			X		2			X					X		$ 88,213	$ 59,008	$ 147,221
NORTH	MELVIN COURT	MISSION BLVD	SMALLEY AVENUE	ST-32-20-BR	32		390	20	7800	X			6	2											X		2			X					X		$ 107,510	$ 55,640	$ 163,150
NORTH	SMALLEY AVENUE	MONTGOMERTY ST	MISSION BLVD	ST-50-34-BR	50		370	34	12580	X			4	2	3.5	X	2								X		2			X					X		$ 101,997	$ 94,917	$ 196,914
NORTH	MISSION BLVD	ROSE ST	A STREET	AV-80-58-BR	80		2980	58	172840		X		10	2		X	2	X				X		X	X		2	X		X	X		X		X	X	$ 3,165,397	$ 1,425,433	$ 4,590,830
SOUTH	WATKINS STREET	JACKSON STREET	FLETCHER LANE	AV-68-36-BR	68		664	36	23904	X			6	2	5.5	X	2		X			X			X		2								X		$ 110,667	$ 298,889	$ 409,555
SOUTH	FLETCHER LANE	MISSION BLVD	CUL DE SAC	AV-68-36-BR	68		730	36	26280	X			6	2	5.5	X	2		X			X			X		2								X		$ 121,667	$ 328,597	$ 450,264
SOUTH	FLETCHER LANE	MISSION BLVD	WALPERT STREET	ST-52-40-BL	72		190	40	7600	X			6	2											X	X	2								X		$ 31,667	$ 31,287	$ 62,953
SOUTH	PINEDALE COURT	MISSION BLVD	CUL DE SAC	ST-40-28-BR	40		735	28	20580	X			6	2		X	1					X			X		2				X				X		$ 247,450	$ 135,534	$ 382,984
SOUTH	GROOM STREET	SYCAMORE AVE	LILLY AVE	ST-50-34-BR	50		624	34	21216	X			4	2	3.5	X	2								X		2				X				X		$ 210,080	$ 160,077	$ 370,157
SOUTH	GROOM STREET	LILLY AVE	CUL DE SAC	ST-24-20-BR	50		149	20	2980	X			4	1											X		1				X				X		$ 50,163	$ 10,331	$ 60,494
SOUTH	LILLY AVENUE	GROOM STREET	EDITH ST	ST-50-34-BR	50		420	34	14280	X			4	2	3.5	X	2								X		2								X		$ 70,000	$ 107,744	$ 177,744
SOUTH	ELLEN STREET	GROOM STREET	EDITH ST	ST-50-34-BR	50		392	34	13328	X			4	2	3.5	X	2								X		2								X		$ 65,333	$ 100,561	$ 165,894
SOUTH	EDITH STREET	LILLY AVE	SYCAMORE AVE	ST-50-34-BR	50		569	34	19346	X			4	2	3.5	X	2								X		2								X		$ 94,833	$ 145,967	$ 240,801
SOUTH	SYCAMORE AVE	MISSION BLVD	GROOM ST	ST-50-34-BR	50		720	34	24480	X			4	2	3.5	X	2								X		2								X		$ 120,000	$ 184,704	$ 304,704
SOUTH	O'NEIL AVENUE	SYCAMORE	MM (PROPOSED)	ST-50-34-BR	50		1312	34	44608	X			4	2	3.5	X	2								X		2								X		$ 218,667	$ 336,572	$ 555,238
SOUTH	ORCHARD AVENUE	MISSION BLVD	RR UNDERPASS	AV-88-58-BR	88		850	58	49300	X			4	2	3.5	X	2			X		X		X	X		2								X		$ 141,667	$ 412,873	$ 554,540
SOUTH	BERRY AVENUE	MISSION BLVD	END	ST-50-34-BR	50		760	34	25840	X			4	2	3.5	X	2								X		2								X		$ 126,667	$ 194,965	$ 321,632
SOUTH	TORRANO AVENUE	DOLLAR STREET	MISSION BLVD	AV-68-36-BR	68		510	36	18360	X			6	2	5.5	X	2		X			X			X		2								X		$ 85,000	$ 229,568	$ 314,568
SOUTH	DOLLAR STREET	TORRANO AVE	HARDER ROAD	AV-68-36-BR	68		1483	36	53388	X			6	2	5.5	X	2		X			X			X		2								X		$ 247,167	$ 667,548	$ 914,714
SOUTH	WALPERT STREET	FLETCHER LANE	BEND	ST-50-40-BL	52		600	40	24000	X			6	2											X	X	2								X		$ 100,000	$ 98,800	$ 198,800
SOUTH	HIGHLAND BLVD	MISSION BLVD	MARGARET DRIVE	ST-50-34-BR	50		334	34	11356	X			4	2	3.5	X	2								X		2								X		$ 55,667	$ 85,682	$ 141,349
SOUTH	SYBIL AVENUE	HIGHLAND BLVD	CUL DE SAC	ST-50-34-BR	50		458	34	15572	X			4	2	3.5	X	2								X		2				X				X		$ 154,193	$ 117,492	$ 271,686
SOUTH	PALISADE STREET	MISSION BLVD	MARGARET DRIVE	ST-56-34-BR	56		594	34	20196	X			5	2	5.5	X	2								X		2								X		$ 99,000	$ 177,329	$ 276,329
SOUTH	CARLOS BEE BLVD	MISSION BLVD	OVERLOOK AVENUE	AV-110-72-TR	110		1260	72	90720																												$ -	$ -	$ -
SOUTH	MISSION BLVD	FOOTHILL / JACKSON ST	HARDER ROAD	AV-100-64/76-TR	100		7400	76	562400																												$ -	$ -	$ -
																																					EXISTING ROADWAYS SUBTOTAL:	$ 6,064,000	$ 5,645,000	$ 11,708,000
NEW ROADWAYS	AA	FLETCHER LANE	GROOM STREET	ST-24-20-BR		24	410	20	8200			X	4	1											X		1	X	X	X	X	X		X	X		$ 349,730	$ 105,088	$ 454,818
NEW ROADWAYS	BB	PINEDALE CT	SYCAMORE AVE	SL-40-20-BR		40	850	20	17000			X	6	1	5.5	X	1		X						X		2	X	X	X					X		$ 428,967	$ 396,082	$ 825,048
NEW ROADWAYS	CC	PINEDALE CT	SYCAMORE AVE	RA-24-24		24	850	24	20400			X																X	X						X		$ 344,477	$ 207,038	$ 551,515
NEW ROADWAYS	DD	SYBIL AVE	PALISADE STREET	ST-50-34-BR		50	240	34	8160			X	4	2	3.5	X	2								X		2	X	X	X	X	X		X	X		$ 212,784	$ 137,855	$ 350,639
NEW ROADWAYS	EE	O'NEIL AVE	MISSION BLVD	ST-56-34-BR		56	500	34	17000			X	5	2	5.5	X	2								X		2	X	X	X	X	X		X	X		$ 443,300	$ 308,198	$ 751,498
NEW ROADWAYS	FF	GROOM STREET	O'NEIL AVE	ST-56-34-BR		56	900	34	30600			X	5	2	5.5	X	2								X		2	X	X	X	X	X		X	X		$ 797,940	$ 554,757	$ 1,352,697
NEW ROADWAYS	GG	PALISADE STREET	CARLOS BEE BLVD	ST-56-34-BR		56	710	34	24140			X	5	2	5.5	X	2								X		2	X	X	X	X	X		X	X		$ 629,486	$ 437,642	$ 1,067,128
NEW ROADWAYS	HH	MISSION BLVD	MISSION BLVD	SL-48-28-BR		48	450	28	12600			X	10	1		X	1						X		X		1	X	X	X	X	X		X	X		$ 392,490	$ 182,176	$ 574,666
NEW ROADWAYS	II	CARLOS BEE BLVD	JJ	ST-56-34-BR		56	520	34	17680			X	5	2	5.5	X	2								X		2	X	X	X	X	X		X	X		$ 461,032	$ 320,526	$ 781,558
NEW ROADWAYS	JJ	II	MISSION BLVD	ST-56-34-BR		56	300	34	10200			X	5	2	5.5	X	2								X		2	X	X	X	X	X		X	X		$ 265,980	$ 184,919	$ 450,899
NEW ROADWAYS	KK	JJ	BELMONT AVENUE	ST-56-34-BR		56	200	34	6800			X	5	2	5.5	X	2								X		2	X	X	X	X	X		X	X		$ 177,320	$ 123,279	$ 300,599
NEW ROADWAYS	LL	O'NEIL AVE	MISSION BLVD	ST-56-34-BR		56	470	34	15980			X	5	2	5.5	X	2								X		2	X	X	X	X	X		X	X		$ 416,702	$ 289,706	$ 706,408
NEW ROADWAYS	MM	O'NEIL AVE	MISSION BLVD	ST-56-34-BR		56	470	34	15980			X	5	2	5.5	X	2								X		2	X	X	X	X	X		X	X		$ 416,702	$ 289,706	$ 706,408
NEW ROADWAYS	NN	O'NEIL AVE	PP	ST-56-34-BR		56	870	34	29580			X	5	2	5.5	X	2								X		2	X	X	X	X	X		X	X		$ 813,102	$ 536,265	$ 1,349,367
NEW ROADWAYS	OO	MISSION BLVD	TORANO AVE	SL-40-20-BR		40	820	20	16400			X	6	1	5.5	X	1		X						X		2	X	X	X	X	X		X	X		$ 699,460	$ 382,102	$ 1,081,562
NEW ROADWAYS	PP	RR	OO	ST-56-34-BR		56	700	34	23800			X	5	2	5.5	X	2								X		2	X	X	X	X	X		X	X		$ 657,020	$ 431,478	$ 1,088,498
NEW ROADWAYS	QQ	PP	TORANO AVE	ST-56-34-BR		56	570	34	19380			X	5	2	5.5	X	2								X		2	X	X	X	X	X		X	X		$ 505,362	$ 351,346	$ 856,708
NEW ROADWAYS	RR	PP	SS	ST-56-34-BR		56	570	34	19380			X	5	2	5.5	X	2								X		2	X	X	X	X	X		X	X		$ 564,642	$ 351,346	$ 915,988
NEW ROADWAYS	SS	RR	DOLLAR ST	AV-68-36-BR		68	280	36	10080			X	6	2	5.5	X	2		X				X		X		2	X	X	X	X	X		X	X		$ 249,592	$ 213,554	$ 463,146
NEW ROADWAYS	TT	TORRANO AVE	MISSION BLVD	SL-40-20-BR		40	1300	20	26000			X	6	1	5.5	X	1		X						X		2	X	X	X	X	X		X	X		$ 1,108,900	$ 605,772	$ 1,714,672
NEW ROADWAYS	UU	TORRANO AVE	DOLLAR ST	ST-56-34-BR		56	500	34	17000			X	5	2	5.5	X	2								X		2	X	X	X	X	X		X	X		$ 443,300	$ 308,198	$ 751,498
NEW ROADWAYS	VV	MISSION BLVD	END	ST-56-34-BR		56	720	34	24480			X	5	2	5.5	X	2								X		2	X	X	X	X	X		X	X		$ 638,352	$ 443,806	$ 1,082,158
																																					NEW ROADWAYS SUBTOTAL:	$ 11,017,000	$ 7,161,000	$ 18,178,000
																																					PLAN AREA TOTAL:	$ 17,100,000	$ 12,900,000	$ 29,900,000

NOTES:
1. COST INFORMATION IS BASED ON THE DRAFT MISSION BOULEVARD CORRIDOR SPECIFIC PLAN, JANUARY 28, 2011.
2. COSTS DO NOT INCLUDE: DEMOLITION OF EXISTING IMPROVEMENTS, SOFT COSTS (DESIGN, PLANNING, PERMITTING), COSTS FOR UTILITY RELOCATION OR COSTS ASSOCIATED WITH RIGHT-OF-WAY ACQUISITION.
3. MISSION BLVD SOUTH OF JACKSON WAS ASSUMED TO HAVE BEEN IMPROVED ALREADY TO THE SPECIFIC PLAN PROPOSED DESIGN.
3. MISSION BLVD NORTH OF "A" STREET WAS ASSUMED TO REQUIRE SS ONLY FROM SUNSET TO SIMON (750').
4. COSTS FOR UNDERGROUNDING EXISTING UTILITIES ASSUMED TO BE COVERED BY RULE 20A OR OTHER FUNDING SOURCES.

ABBREVIATIONS:

AC	Right-Of-Way to be acquired	PLANT	Planter strip width
ANGLE	Angled Parking stalls	ROW	Right-Of-Way
C3	C3 Storm Water treatment areas for new roadways (4% of impervious area)	SD	Storm Drain
EX	Existing	S	Asphalt Seal Coat
FB CODE	Form Based Code	SIGN	Street / traffic signage (1 per 60' per side)
JT	Joint Trench for new streets	SIGNAL MODS	Traffic Signal modifications (Adaptive Management System)
LANE	Traffic striping for lane lines (assume 2 continuous per side)	SL	Street Lights (Cobra head, every 150', both sides)
LS	Landscape	SS	Sanitary Sewer
N	New Asphalt Roadway (6.5" AC / 20" AB)	SW	Sidewalk width
OV	Asphalt Overlay (2") and wedge grind	UG	Utility Undergrounding for existing streets
PARK	Parallel parking stalls	W	Water
PED	Pedestrian Lights (Every 60', both sides)		

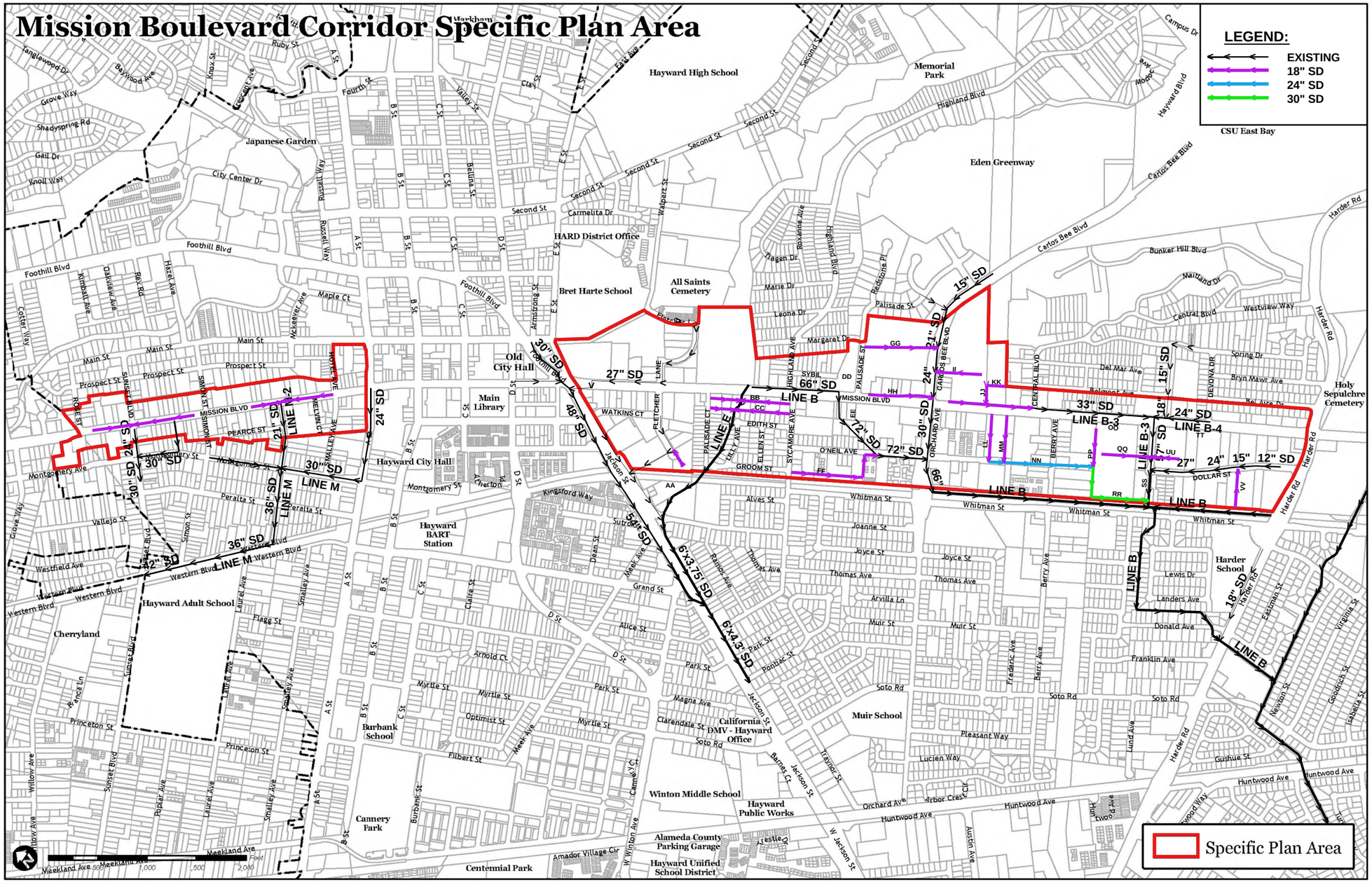


Figure 5-1: Proposed Storm Drain System

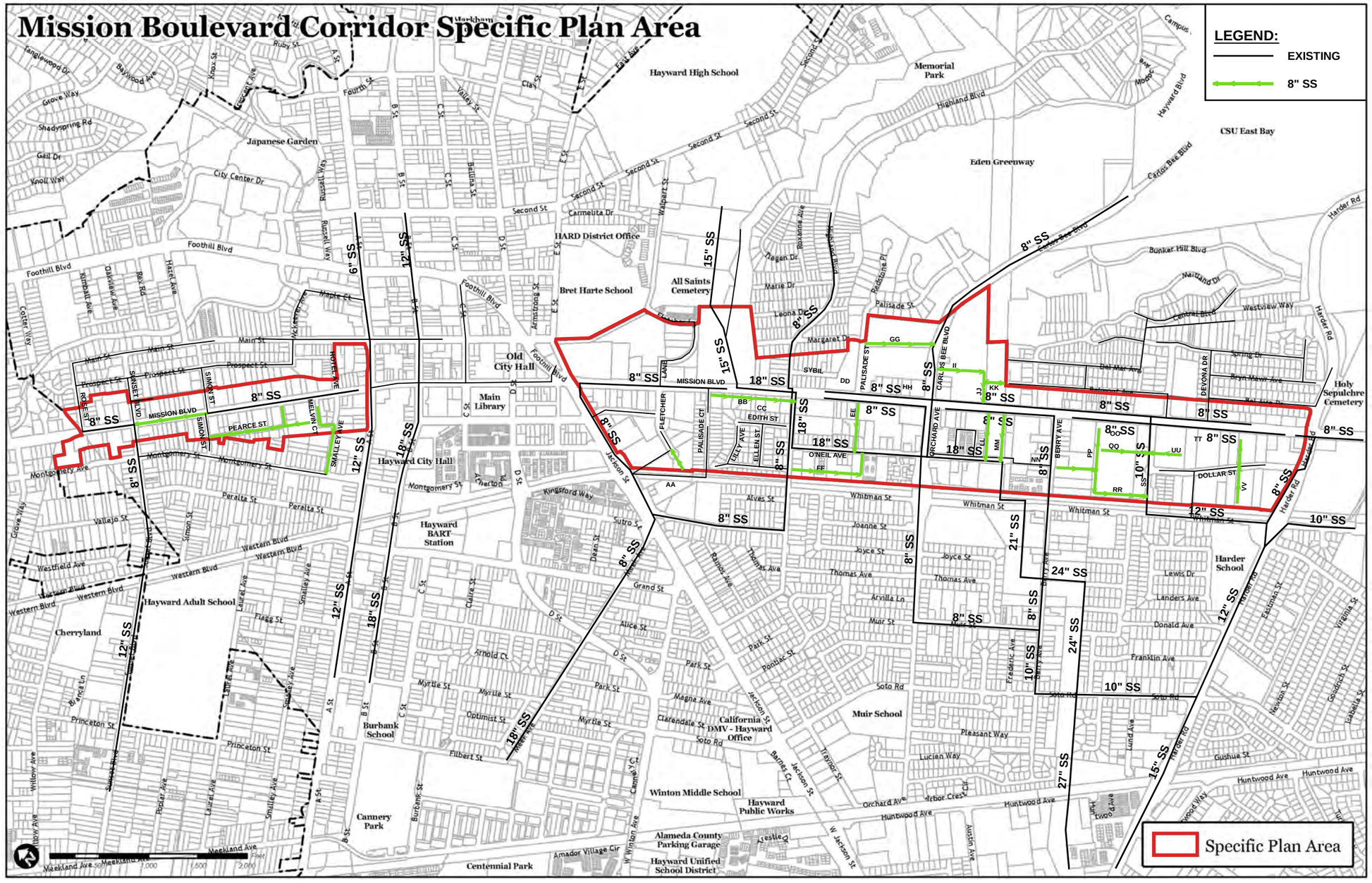
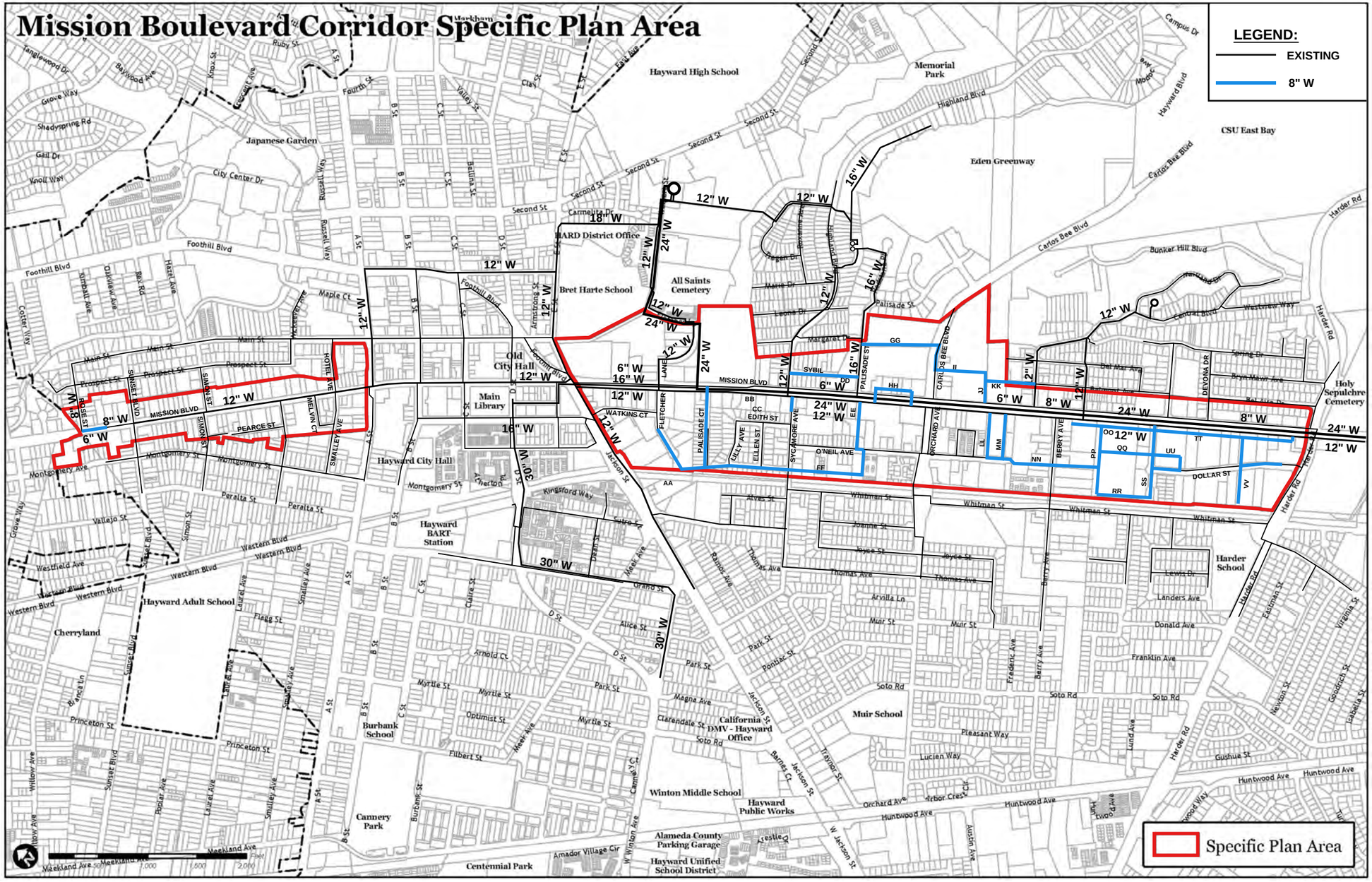


Figure 5-2: Proposed Sanitary Sewer System


Mission Boulevard Corridor Specific Plan Area
LEGEND:
EXISTING
8" W
Specific Plan Area
Hayward High School
Memorial Park
CSU East Bay
Japanese Garden
Eden Greenway
HARD District Office
Bret Harte School
All Saints Cemetery
Old City Hall
Main Library
Hayward City Hall
Hayward BART Station
Hayward Adult School
Cherryland
Burbank School
Cannery Park
Centennial Park
Winton Middle School
Hayward Public Works
Alameda County Parking Garage
Hayward Unified School District
California St DMV - Hayward Office
Muir School
Harder School
Holy Sepulchre Cemetery
MISSION BLVD
Foothill Blvd
Second St
Jackson St
Whitman St
Harder Rd
Carlos Bee Blvd
Hesperian Blvd
Meekland Ave
Western Blvd
Montgomery St
Peralta St
Main St
Prospect St
Huntwood Ave
Soto Rd
Muir St
Thomas Ave
Joyce St
Orchard Ave
Grand St
Alice St
Park St
Myrtle St
Filbert St
Princeton St
Meek Ave
Dollar St
Whitman St
Tennyson Rd
Mission Blvd
Fremont Blvd
Decoto Rd
Alvarado Blvd
Paseo Padre Pkwy
Stevenson Blvd
Cedar St
Nimitz Freeway
Dixon Landing Rd
Milmont Dr
Warm Springs Blvd
Washington Blvd
Fremont Blvd
Mowry Ave
Alder Ave
Peach St
Grimmer Blvd
Fremont Blvd
Blacow R

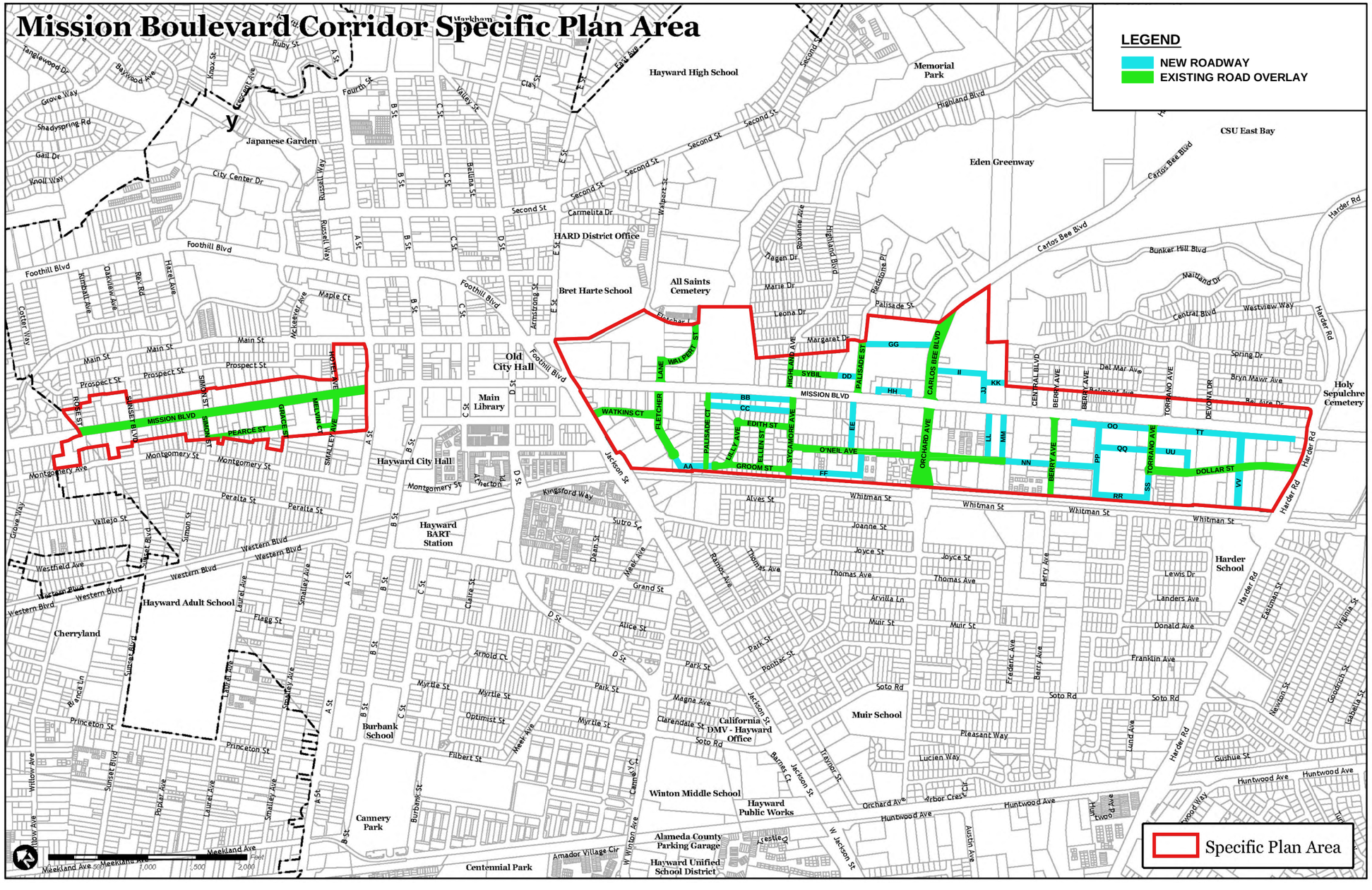


Figure 5-4: Proposed Roadway Plan

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5.3 Mobility Plan

The Mobility and Circulation Policies and Strategies of the General Plan include:

- Goal 4.1. The Specific Plan will help improve mobility to foster economic vitality.
- Goal 8.4. The Specific Plan will help create improved and safer circulation facilities for pedestrians.
- Goal 9.1. The Specific Plan will help provide the opportunity for safe, convenient and pleasant bicycle travel in its area.
- Goal 10. The Specific Plan will help encourage land use patterns that promote transit usage.
- Goal 13.1. The Specific Plan will help provide for future parking demand in ways that optimize mode choice.
- Goal 14.2. The Specific Plan will help seek to address traffic safety concerns.

The Mobility and Circulation chapter describes the existing transportation context and planned improvements in the Mission Boulevard Corridor Specific Plan area. The element also sets forth the circulation concept and detailed policies and standards for the street system within the specific plan area. The intent of the policies is to foster a “complete” street network that accommodates the needs of motorists, pedestrians, bicyclists and transit riders within the planning area, and facilitates safe and efficient local and regional access. The primary goal of the Mobility Plan is to encourage mode shift from auto dependency to alternative modes using regulatory, design, and pricing policies for managing parking demand and car travel.

5.3.1 Automobile

The existing planning area is very disconnected, largely due to the patchwork and dispersed nature of the development areas. Furthermore, the planning areas are clustered around State Route 238/ Mission Boulevard, which bisects the study area but does not provide adequate continuity or consistent access. The areas also tend to be locked in by geographical constraints and a railway right of way. Furthermore, the southern planning area caters primarily to large auto dealer parcels that have primary frontage on Mission Boulevard and very little access to each other. Access and circulation between the parcels currently has to rely on Mission Boulevard creating a disconnect between the parcels and any future uses associated with these parcels. This is well described in Figure 1-3 of the Synoptic Survey. Therefore the intent of the Form Based Code plan is to develop compatible mixed uses that would enhance the community and benefit from better connectivity and improved access for all transportation modes. Auto access would be improved by providing a new street system of thoroughfares to complement Mission Boulevard and also to provide alternative routing and access, as shown in Figure 1-3. The characteristics of the new street system are further described in Table 2 of the Mission Boulevard Corridor Form-Based Code showing the Thoroughfare Assemblies for each street type.

Additional collectors west of Mission Boulevard will help to connect the new smaller sized parcels together and minimize the need to access Mission Boulevard for circulation among the parcels. The planning area south of Jackson Street and west of Mission Boulevard will include a new parallel local internal street network from Harder Road to Jackson Street that will provide almost continuous access and circulation for autos, bikes and pedestrians. This is accomplished by connecting the existing streets with an extension from Dollar Street to O’Neill Avenue in the south sector and Fletcher Lane to Groom Street in the north sector, thus

providing almost continuous access for the entire planning area. This new access combined with compatible mixed land uses would help to reduce traffic and reliance on Mission Boulevard and potentially minimize impacts to signalized and unsignalized cross street intersections. The plan includes new slip lanes parallel to Mission Boulevard in three locations that will provide additional access and improved circulation to land uses fronting Mission Boulevard with the benefit of reduced auto travel speeds, improved safety, and additional commercial parking situated off the main street. The eastern planning area will include new connections to Carlos Bee Boulevard that will join two disconnected areas to the east of Mission Boulevard. The new thoroughfares connecting to Carlos Bee Boulevard will require more detailed traffic analysis in the future with related development applications to determine whether these new intersections will need signal or stop control and whether traffic should exit with full access, or limited by right-in and right-out control.

The City of Hayward is currently upgrading the entire Route 238 Corridor. This project involves a widening of Foothill Boulevard north of Downtown and a one-way road system around downtown with one-way northbound flow on Foothill Boulevard and one-way southbound flow on Mission Boulevard. South of downtown, Mission Boulevard is being upgraded with selective widening replacing on-street parking and other improvements to upgrade the roadway. The Route 238 corridor north and south of Downtown has an Avenue designation with 100 feet right of way and the roadway characteristics are further described in Table 2 of the Mission Boulevard Corridor Form-Based Code.

Access into the planning areas will primarily be from the cross streets on Mission Boulevard. In the north planning area, access will be via Rose Street, Sunset Boulevard, Simon Street, Grace Street and Smalley Avenue. In the South, access will be via Watkins Street, Fletcher Lane, Pinedale Court, Highland Boulevard, Sycamore Avenue, Carlos Bee, Orchard Avenue, Central Boulevard, Berry Avenue, Torrano Avenue, Devon Drive, Dollar Street and Harder Road. While most of these cross streets are unsignalized, there are signals located at Sunset Boulevard, A Street, Walpert Street, Highland/Sycamore, Carlos Bee/Orchard and Harder Road.

5.3.2 Bicycle

In addition to pedestrian access, bicycle access is also an important component of the Specific Plan. The City of Hayward General Plan includes a comprehensive bikeways map describing the bicycle system. The Bicycle network is further detailed in the City's 2007 Bicycle Master Plan.

The Caltrans Highway Design Manual (Chapter 1000) generally identifies three categories of bicycle facilities. These are similar to the system identified in the City General Plan:

- Class I – Provides a completely separated facility designed for the exclusive use of bicyclists and pedestrians with crossing points minimized (typically called a "bike path").
- Class II – Provides a restricted right-of-way designated lane for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and cross-flows by pedestrians and motorists permitted (typically called a "bike lane").
- Class III – Provides a right-of-way designated by signs or permanent markings (e.g., sharrows) and shared with pedestrians and motorists (typically referred to as a "bike route").

Currently, a number of bicycle facilities exist in the planning area that connect to the existing and proposed bikeway network as shown in the map of existing Bike Network (Synoptic Survey Figure 4-2, Page 4-2 of the Synoptic Survey). Throughout the Planning Area, the bicycle network provides direct routes to major destinations as well as connections to bus stops, BART stations and surrounding neighborhoods.

Hayward does not have any Class I facilities, so most existing bikeways in the study vicinity are Class II (portion of A Street, D Street, Harder Road, Soto Road) and Class III (part of Mission Boulevard, 2nd Street, C Street, Carlos Bee Street, Orchard Avenue, Whitman Street, portion of Sycamore Avenue, Silvia Avenue, Meek Avenue, Grand Street). Proposed bicycle routes would be extended to include Class II facilities on a portion of Main Street, portion of Foothill Boulevard, portion of B Street, portion of C Street, Watkins Avenue, Fletcher Lane, and Class III facilities on portion of Mission Boulevard, portion of Main Street, C Street, Montgomery Avenue. In addition, the Hayward Fault Trail does provide for a bikeway as planned by others.

The streets directly inside the planning areas do not currently have any existing bikeways or planned bikeways. However, all new planned thoroughfares would allow for at least Class III facilities. In addition, the section of Mission Boulevard north of A Street will be designated as a Bicycle route, while the section south of Jackson Street would be designated as a transit route, but not as a bike route. Carlos Bee would be designated as a new bike route.

5.3.3 Pedestrian

Pedestrian accessibility relates to the level of ease and comfort for pedestrians as they travel in an area. A high level of accessibility and ease of travel to key destinations and public services provides a framework for long-term sustainability. This is very important for communities that are transit-dependent, like those with seniors, low-income families, and school students, where walk access to services like transit, neighborhood retail, schools and social services is essential.

Existing pedestrian facilities currently include sidewalk access on all thoroughfares within the study vicinity together with crosswalks at key crossing locations on SR 238 Mission Boulevard. These facilities are shown in the map of existing Pedestrian & Public Transit Amenities (Synoptic Survey Figure 4-1, Page 4-1 of the Synoptic Survey), One of the key goals of the Specific Plan is to maximize connectivity in the Planning Area through creation of denser street grid pattern in the new development areas. This goal would provide improved access and circulation for pedestrians accessing the housing and commercial areas in the study vicinity and providing better access to transit stops in the corridor. Planned pedestrian facilities include sidewalks on all new thoroughfares as shown in Figure 1-3, Site Location Map, together with crosswalks on Mission Boulevard at all key signalized intersections in the study vicinity. Crosswalks would include push button equipment for signal crossings.

In the south corridor, pedestrian access across the railway right of way west of Mission Boulevard has limited crossing locations. Sycamore Avenue has a pedestrian overpass over the BART tracks and Jackson Street, Orchard Avenue and Harder Road have pedestrian access via roadway underpasses.

The Route 238 Corridor Improvement project eliminated pedestrian crossing at some locations on Mission Boulevard. Therefore to improve pedestrian safety and accessibility, some additional pedestrian crossings are proposed:

1. The Route 238 Corridor Improvement Project eliminated the unprotected pedestrian crossing at Pinedale Court and included a landscaped median to discourage pedestrians from crossing the street between the Jack in the Box and the Hayward Plunge just west of Pinedale Court. At the present time, there is no demand for a pedestrian crossing. At such time that development occurs and when sufficient demand has been established, then the developers will be required to evaluate potential options for pedestrian crossings, including a signalized pedestrian crossing. In the interim, there is a safe and viable pedestrian crossing at Fletcher Road. The City worked with AC Transit to appropriately locate bus stops as part of the Route 238 Corridor Improvement Project. Where possible, bus stops were relocated on the far sides of intersections. In addition, the existing bus stop on Southbound Mission Boulevard at Pinedale Court was moved further north towards Fletcher, so that bus riders can take advantage of the signalized crossing at Fletcher Road to access the Plunge, restaurants and other destinations on the east side of Mission Boulevard. This should reduce the near-term demand for a crossing at Pinedale Court.

2. The unprotected crossing at Devon Drive was eliminated. However, the City is providing an illuminated crosswalk at Torrano as part of the Route 238 Corridor Improvement Project. This should address any pedestrian-crossing concerns. At the time a new thoroughfare is constructed between Harder Road and Devon Drive as shown in the Form-Based Code, City staff will analyze the feasibility of providing a pedestrian crossing at that location, as there is a significant distance between these two streets.

5.3.4 Transit

Mission Boulevard is a major transit corridor. As shown in the map of existing Pedestrian & Public Transit Amenities (Synoptic Survey Figure 4-1, Page 4-1 of the Synoptic Survey), every property within the Specific Plan area is within a five minute walk of one of the Mission Boulevard bus stops, and in addition, those portions of the Specific Plan area that are closest to downtown are within a 10 minute walk of the downtown Hayward Bay Area Rapid Transit (BART) station.

As described in Chapter 1, a key objective of this Specific Plan is to establish a vision for transit-oriented development along the corridor, and to then back up that vision with detailed design and development standards that both allow and encourage compact, pedestrian-friendly and mixed-use new development. The City's General Plan sets forth the following goals that specifically address transit and transit-oriented development:

- Land Use Goal 2. The Specific Plan will help support higher-density and well-designed quality development in areas within 1/2 mile of transit stations and 1/4 mile of major bus routes in order to encourage non-automotive modes of travel.
- Land Use Goal 5. The Specific Plan will help promote transit-oriented development in the Mission/ Foothill Corridor in order to help create a distinctively attractive commercial boulevard.
- Circulation Goal 10. The Specific Plan will help encourage land use patterns that promote transit usage.

This Specific Plan's all-encompassing Form-based Code component provides the comprehensive design and development standards required to implement these goals, allowing buildings to be built that will allow many people to live, work and play in new neighborhoods along Mission Boulevard, with easy access to the extensive existing transit along Mission Boulevard and at the nearby BART station. These new buildings will aid in generating new ridership to support the existing transit lines. In turn, the transit lines make this corridor an appropriate place for new development, minimizing its traffic impacts and parking demands.

Bus service along the Mission Boulevard is provided seven days a week, 24 hours a day, by the Alameda-Contra Costa Transit District (AC Transit). AC Transit routes traveling along Mission Boulevard through the Specific Plan area include routes 93, 99 and 801 in the portion north of A Street, and routes 22, 99 and 801 in the portion south of A Street.

As described below, the Parking & Transportation Demand Management provisions of this plan's Form-based Code component are specifically designed to minimize automobile traffic generated by new development and to maximize transit ridership, so that over time, as new buildings emerge, new ridership is generated, making it cost-effective and feasible to increase transit frequencies along the corridor.

5.3.5 Parking & Transportation Demand Management

Every parking system has two key parts:

1. Quantity (number of parking spaces)
2. Management (policies, regulations and prices)

The parking and transportation demand management policies and regulations set forth in this Specific Plan are designed to address both quantity and management. They ensure that the Specific Plan area will develop over time with *quantities* of parking that are appropriate for a transit-oriented area, and equally importantly, with the *management* strategies in place that will be required to ensure that (a) automobile traffic from new development is minimized, and (b) nearby residential neighborhoods are protected from unwanted "spillover parking" (i.e., vehicles associated with new development filling up the curb parking on nearby neighborhood streets).

This approach implements the City's General Plan Policies and Strategies regarding parking and transportation demand management. As described in Section 1.5, the City's General Plan sets forth the following Policies and Strategies that specifically address parking and transportation demand management:

- Circulation Goal 13.1. The specific plan will help provide for future parking demand in ways that optimize mode choice.
- Conservation & Environmental Protection Goals 12.5. and 12.7. The Specific Plan will help support implementation of Transportation Control Measures adopted by the Bay Area Air Quality Management District.

Parking to serve existing and new development will be provided in two ways. Most streets, both existing and new, throughout the Specific Plan area provide on-street parking on both sides, as detailed in Table 2, Thoroughfare Assemblies. This helps to buffer pedestrians from passing traffic, supports street-facing shops and dining, and minimizes the amount of parking that must be provided off-street parking lots and garages. In addition, the design and development standards set forth in the Form-based Code component of this Specific Plan allow new private developments to provide the amount of parking appropriate to serve the development, while ensuring that all privately-owned parking is provided in ways that preserve a high-quality and pedestrian-friendly public realm.

In addition, the parking and transportation demand management provisions of this plan's Form-based Code component are specifically designed to minimize automobile traffic and to maximize transit ridership, in order to minimize the traffic congestion, pollution and other impacts that result from new automobile traffic. *[Note: Nelson\Nygaard will be providing transportation demand management ordinance provisions to supplement the parking standards contained within the plan's Form-based Code component.]*

Finally, Appendix D, Parking & Transportation Demand Management Strategy, sets forth a comprehensive management strategy for both public and private parking. This strategy is designed to ensure that curb parking within the plan area is appropriately managed, so that it is well-used but readily available, and to ensure that nearby residential neighborhoods are protected from unwanted "spillover parking".

5.3.6 Mission Boulevard, A Street to Rose Street

Mission Boulevard will be improved from just north of A Street to the City Limits, at approximately Rose Street. The overall intent of these changes is to improve the physical appearance of Mission Boulevard, provide an incentive for more pedestrian activity, and incentivize economic development in abutting private parcels. As shown in Figure 5-5 below, the proposed typical street section includes maintaining the four (4) existing travel lanes (two northbound and two southbound), providing two (2) seven (7) foot parallel parking lanes, ten (10) foot sidewalks, as well as installation of a new four (4) foot landscape median. Also included are new pavement for parking and travel lanes, installation of new curb, gutter and sidewalks. In addition, overhead utilities would be placed underground, new LED (light-emitting diode) street-lighting would be installed, and requisite signage and striping would be installed.

All of the work would be done within the existing eighty (80) foot right of way. No additional right of way is necessary. At Mission Boulevard and A Street, the project would tie into improvements to be constructed as part of the separate Route 238 Corridor Improvement Project. Figures 5-6, 5-7 and 5-8 provide an overhead plan view of proposed changes to this thoroughfare.

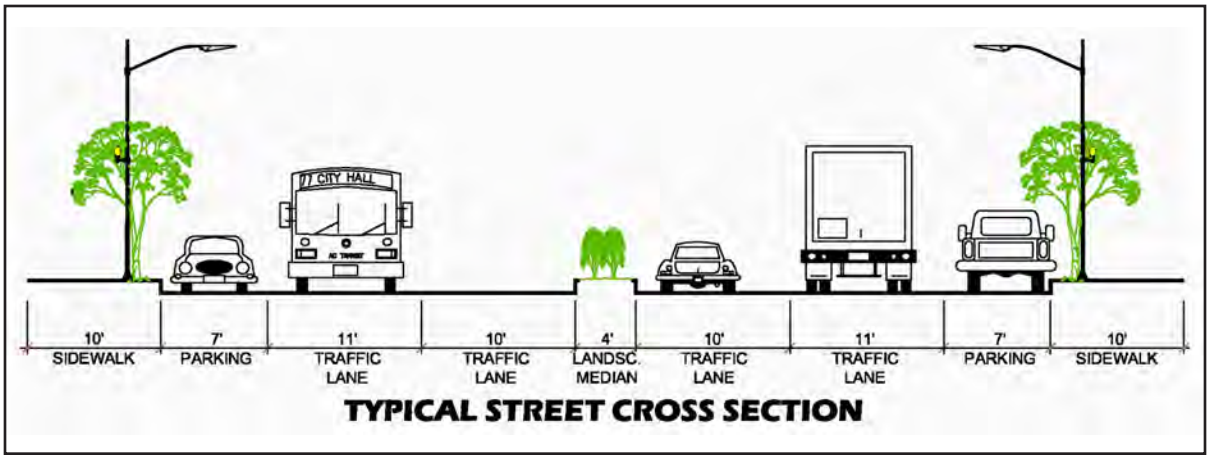

Figure 5-5: Typical Street Cross Section for Mission Blvd, A Street to Rose Street

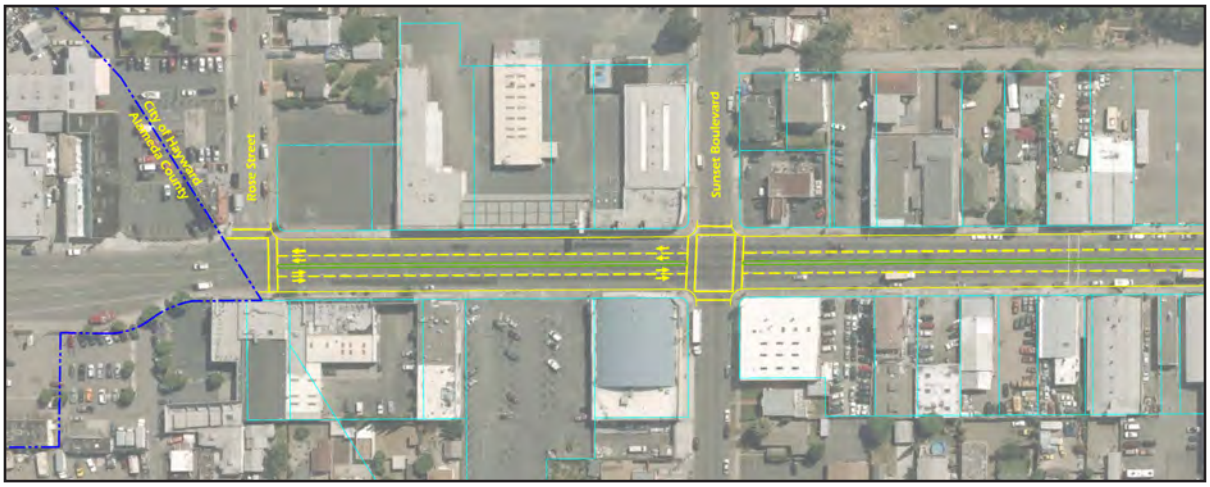

Figure 5-6: Mission Boulevard, Rose Street to Sunset Boulevard

Figure 5-7: Mission Boulevard, Simon Street to Grace Street

Figure 5-8: Mission Boulevard, Grace Street to A Street

6.1 Introduction

This chapter outlines the steps necessary for the successful implementation of the Mission Boulevard Corridor Specific Plan. The proposed General Plan Amendments and Municipal Code/Zoning Ordinance changes are listed below, as well as the following key components:

- Documentation of infrastructure that is required and its expected cost.
- Proposed financial policies and a financing strategy for this Specific Plan to guide City implementation efforts.

6.2 Implementation Steps

6.2.1 Regulatory Actions

In order to implement the vision and concept that are outlined and described in this Specific Plan, the City will amend the Zoning Code and map to identify the Mission Boulevard Corridor Form-Based Code as the regulations controlling development in the Plan area. This action will happen at the same time the Specific Plan is adopted.

6.2.2 Infrastructure Improvements

Development will require a variety of improvements, including those typically associated with infrastructure improvements needed to create sufficient capacity for the new development or redevelopment anticipated in the area, and civic amenities that benefit the entire city.

Thoroughfares

The Mission Boulevard Corridor Specific Plan includes new thoroughfares as well as improvements to existing streets. The new thoroughfares are shown in Figure 3-3 and described in detail in Table 2. New thoroughfares and related infrastructure will be implemented when needed to provide access to newly developed parcels as well as improve walkability in the specific plan area.

Water

Based on information provided in the 2002 Water System Master Plan update, and as described in Chapter 5 of this Specific Plan, the water system within the Mission Boulevard Corridor Specific Plan Area is projected to meet the system capacity requirements for both domestic water and fire flow demands.

Wastewater

As identified in Chapter 5 of this Specific Plan, existing deficiencies in the sanitary sewer system downstream of the Plan Area will require improvements in order to handle the additional capacity due to the planned densification. As well, each future development project should anticipate replacing existing sewer laterals serving the parcel and, in some cases, the public mains fronting the property, in order to alleviate the inflow and infiltration issues which are negatively impacting the capacity of the current system.

Stormwater

As described in Chapter 5 of this Specific Plan, the backbone infrastructure for the storm drainage system serving the Specific Plan area has been designed to handle runoff from the existing development. Given that future improvements within the Specific Plan area are not likely to intensify runoff beyond current levels, storm drainage improvements to add additional system capacity should not be required. However, recent Regional Water Quality Control Board requirements will make onsite stormwater treatment a requirement for all future development where 10,000 square feet of impervious surface is replaced or created per project. As well, onsite flow control requirements may also be required for all future development.

6.3 Conceptual Financing Plan for Future Development & Infrastructure

The revitalization strategy of Mission Boulevard should not count on the long term resurgence of the automobile sales and service sector. The dealerships that have recently closed on Mission Boulevard are not expected to return; however, Toyota, Honda, Nissan and Volkswagen are expected to remain and perform well during the economic rebound expected in 2013 to 2014 period. As the role of Mission Boulevard changes from a regional arterial to more of a local serving boulevard, some of the auto-related uses may gradually relocate to be closer to I-880. Those that provide services to dealerships will likely move to where the new car dealerships are located; however, those that serve car owners directly and have established local clientele will remain in Hayward.

Over the past two decades, the *Asian and Hispanic populations have been growing much faster in Hayward and its neighboring cities than the overall population*. The national retail chains that do not understand the preferences of these populations will not compete as effectively as the retailers that serve these populations well. *A successful economic development strategy for Mission Boulevard needs to recognize and take advantage of the changing demographics of Hayward and its neighboring communities.*

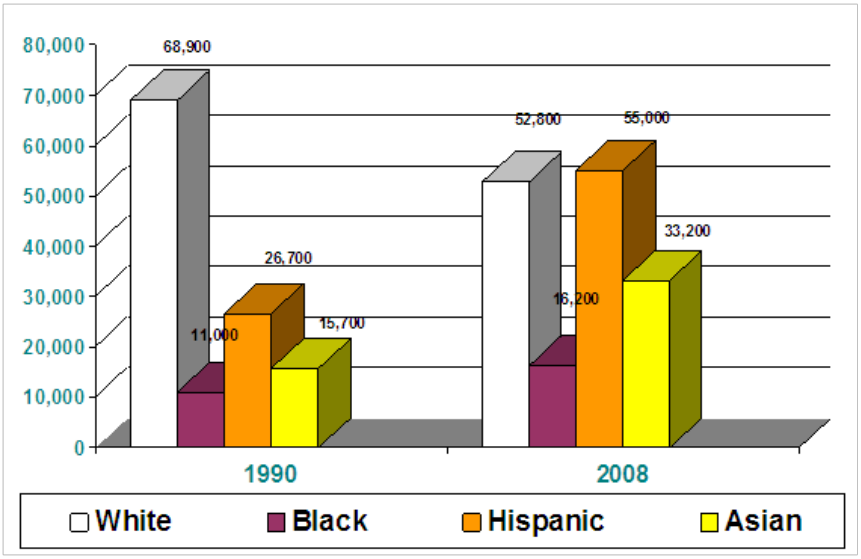

Figure 6-1: Changing Ethnic Composition of Hayward and Retail Opportunities Created

A detailed analysis of Hayward's proportionate share of the countywide retail sales by sector indicates that *the City is substantially under retailed in the following sectors: furniture and appliances, specialty stores, restaurants and grocery stores*. (For detailed analysis, refer to Appendix B – Market Analysis and Economic Development Strategy.) The retail leakage along Mission Boulevard in part reflects the misalignment between the new ethnic composition of the trade area population and the types and quality of retail establishments that exist.

A review of the Hayward housing market indicates demand for 9,000 new units over the next 20 years. This averages out to 450 units per year; and given the highly cyclical nature of real estate cycles, the actual construction in any one year could deviate considerably from this long-term average. As land in the inner Bay Area becomes scarcer, the proportion of multi-family development will increase. The multi-family share of overall Hayward demand is estimated at 59 percent. The Mission Corridor Specific Plan Area is estimated to be able to capture 12 to 15 percent of the citywide demand provided that good residential sites can be created. This translates into 650 to 800 units over the next 20 years for the two sections of this corridor. Because of limited commercial demand, housing development is particularly important to the northern section of Mission Boulevard. Housing development in this northern section not only satisfies the City's economic development objectives but would also be consistent with the regional goal of concentrating growth in Planned Priority Development Areas that are focused along transit corridors to reduce vehicle miles traveled and greenhouse gas emissions. This northern section of Mission Boulevard is largely within walking distance of the Hayward BART station and the services available in Downtown Hayward.

PROJECTED DEVELOPMENT PROGRAM - BASED ON MARKET AND STRATEGY STUDY[1]

	2010-20	2020-30	Total
Residential Units			
Townhomes	36	44	80
Condominiums	80	120	200
Market Rate Apartments	160	220	380
Affordable Apartments	60	80	140
Total Residential Units	**336**	**464**	**800**
Commercial/Industrial SF			
Retail Commercial	100,000	100,000	200,000
Industrial/Service Commercial	40,000	60,000	100,000
Total Commercial/Industrial	**140,000**	**160,000**	**300,000**

[1] Appendix B - Mission Boulevard Market Analysis and Economic Development Strategy, May 2010

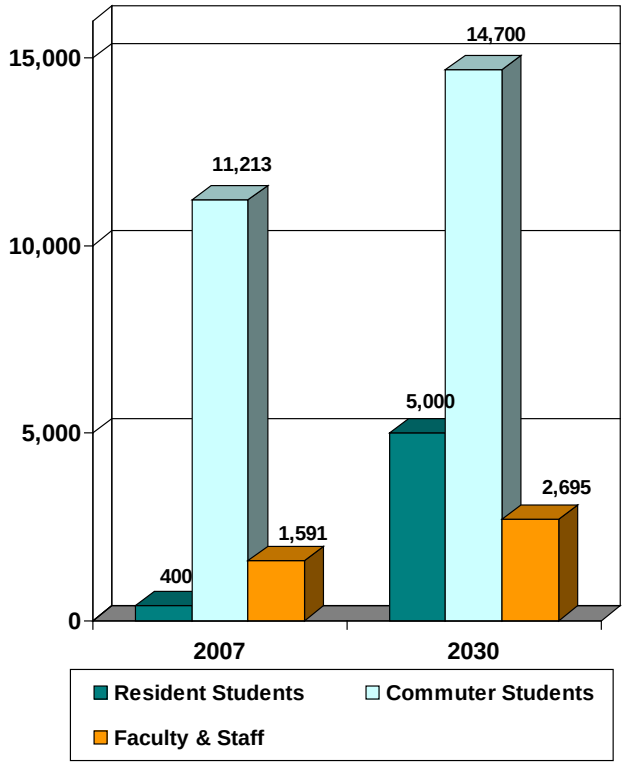

Figure 6-2: Projected Student, Faculty and Staff Growth at CSU East Bay

One of the key economic drivers for the Hayward economy is the presence of California State University East Bay located on the hill overlooking Mission Boulevard. The student head count at CSU East Bay is projected to increase from 12,200 in 2007 to 17,600 by 2020 and 21,000 by 2030. Of greater importance, the students residing on campus are projected to increase from about 400 in 2007 to 3,500 by 2020 and 5,000 by 2030. Other than the campus bookstore and dormitory food service, these on-campus students will have few dining, shopping or entertainment options. There are also few dining options locally for faculty or staff wishing to entertain visitors or recruitment candidates. Clearly, this campus is underserved by local commercial facilities, and the southern section of Mission Boulevard has the location to provide more commercial services to this campus community.

6.3.1 Commercial Development Strategy for the Southern Section

AECOM Economics recommends an initial development of approximately 100,000 square feet in a new neighborhood/specialty center or district, assuming an economic recovery by 2012 to 2015. This development will likely require eight to nine acres of property. Departing from the standard shopping center formula, this district should have four key anchors including two grocery stores:

- An ethnic grocery store of 15,000 to 20,000 square feet (possibly Indian, South Asian or Pan Asian).
- A specialty grocery store of another 15,000 to 20,000 square feet (like Trader Joe's).

- A pub or sports bar of 8,000 square feet offering karaoke, ping pong, pool tables, dart board, Wii type sports and dancing.
- A full service dinner restaurant of 8,000 square feet (like Le Cheval in Walnut Creek).
- Smaller in-line shops and food service outlets with ethnic specialty foods and other items (e.g. ice cream or yogurt shop, sandwich shop, pizza parlor, coffee shop, tea shop, sushi, dumplings, tacos, bakery, laundry, cleaners, beauty salon, etc.).
- A cluster of other smaller restaurants (a selection from Indian, Chinese, Filipino, Korean, Japanese, Vietnamese, Thai, Middle Eastern, Mexican, South American and/or Southern).
- Apparel, specialty stores and sundry outlets.

A second phase of 50,000 to 60,000 square feet could be added approximately five to six years following the initial phase. The timing of the second phase would depend upon the success of the initial phase and will be influenced by the actual increase in the enrollment and on-campus population at CSU East Bay. Its tenant mix would be similar to the initial phase and should be planned to complement that phase. Once the first phase has demonstrated success, the second phase should not require any significant government incentives.

6.3.1.1 West Side of Mission Boulevard between Harder Road and Torrano Avenue

Three areas are identified as having good potential for near term redevelopment. The first is the west side of Mission Boulevard between Harder Road on the south and Torrano Avenue on the north. This site is largely vacant and is of sufficient size to attract a significant new development project. It is at a key intersection that has visibility to much north-south traffic along Mission Boulevard and east-west traffic along Harder Road. It is well located relative to the campus population at CSU, and is not on the Hayward Fault. A new Holiday Inn Express is being built across Mission Boulevard at the NE corner of Mission Ave. and Torrano Ave. A church has been approved for the mid section of this parcel, a clothing store has been approved toward the southern end of the site, and a few residences are on this land that will need to be addressed for redevelopment. The commercial strategy described above should focus initially on this site.

The illustration below shows a frontage road on the west side of Mission Boulevard extending from one parcel south of Berry Avenue to one parcel north of Harder Road. This frontage road is one of the most important urban design elements of this Specific Plan. While this frontage road will require the dedication of private property and expenditures for construction, AECOM is of the opinion that it will accelerate the development of this portion of Mission Boulevard and cause this new development to take on a more urban character. The more urban characteristics of this new development along the frontage road, likely retail commercial and mixed-use, will signal a departure from the suburban style commercial centers of the last couple of decades and mark a new beginning for Mission Boulevard. The lots appear to have sufficient depth to allow development flexibility and the properties to reap the full benefit of the frontage road. Because the Route 238 improvements will remove peak commute period parking from this stretch of Mission Boulevard, an urban format commercial project fronting on Mission Boulevard is unlikely to succeed without this frontage road.

Figure 6-3: West Side of Mission Blvd. between Harder Rd. and Torrano Ave. Study Area

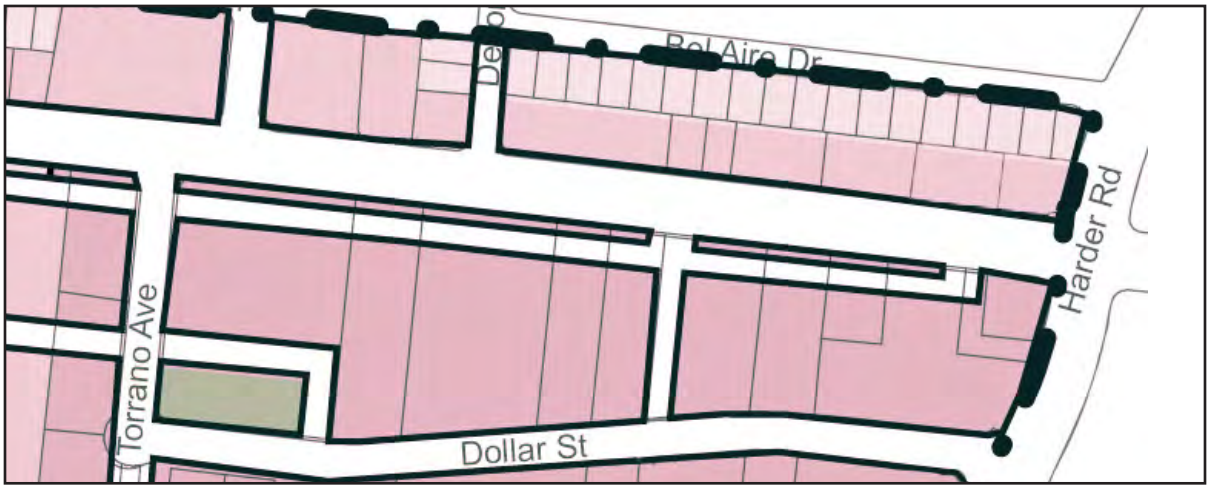

Figure 6-4: Illustration of New Frontage Road on the West Side of Mission Blvd.

6.3.1.2 East Side of Mission Boulevard at Carlos Bee Boulevard

This is a high priority redevelopment area because the existing properties on site are either vacant or in poor condition, and the City and other public agencies own much of this property. Carlos Bee is the key entrance to CSU East Bay, and the Hayward Fault does not traverse these key public agency properties. Figures 6-5 to 6-7 on the opposing page illustrate a potential development concept for this study area.

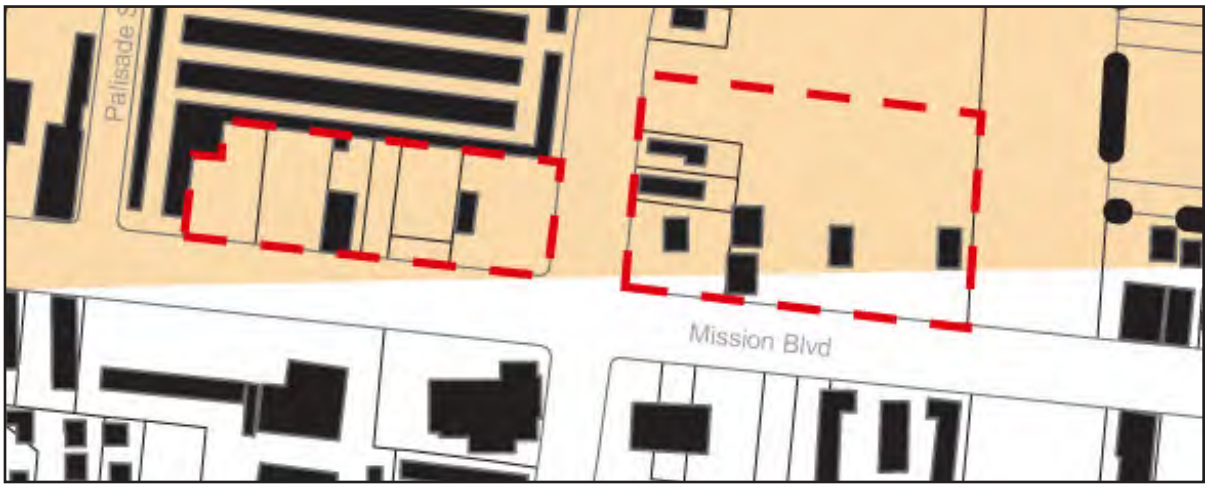

Figure 6-5: East Side of Mission Blvd. at Carlos Bee Blvd. Study Area

Figure 6-6: Potential Development Concept for East Side of Mission at Carlos Bee Blvd. Study Area

Figure 6-7: Potential Development Concept for East Side of Mission at Carlos Bee Blvd. Study Area

6.3.1.3 West Side of Mission Boulevard between Sycamore Avenue and Pinedale Court

Because the existing properties are either vacant or in poor condition, the redevelopment of this area would remove blight and upgrade Mission Boulevard. The City also owns a number of the parcels in this stretch of Mission Boulevard, and the properties are well located on the route between CSUEB and Downtown Hayward. However, shallow lot depth makes pedestrian-oriented design challenging for retail.

The concept illustrated in Figures 6-8 to 6-10 below shows how this property could be redeveloped with a frontage road buffering the Mission Boulevard through-traffic from the mixed use buildings (residential over retail) at the corners of Pinedale and Sycamore with residential buildings in between.

Figure 6-8: West Side of Mission Blvd. between Sycamore Ave. and Pinedale Court Study Area

Figure 6-9: West Side of Mission Blvd. between Sycamore Ave. and Pinedale Court Study Area

Figure 6-10: West Side of Mission Blvd. between Sycamore Ave. and Pinedale Court Study Area

Considering the blighted conditions of much of this target area and the fact that several parcels are already in City ownership, strategic public-private partnerships may be required to assemble the property, construct the frontage road and to provide other incentives to attract a private development consistent with the vision above. An illustrative concept of this development is shown above, as viewed from Mission Boulevard.

6.3.2 Development Strategy for the Northern Section

Due to the lack of retail sites of any significant size, the mixture of auto related uses and older buildings in deteriorated condition, and close proximity to the earthquake fault, the demand for pure retail space in this section is projected to be fairly limited. The revitalization strategy for this northern section is going to require a more comprehensive multi-faceted approach that incorporates residential development. The key steps include the following:

- The reconstruction of the Mission Boulevard public right-of-way, which is being designed as part of this project.
- A long term commitment to protecting and upgrading the housing stock in the immediately surrounding neighborhoods through an expanded housing rehabilitation loan and grant program.
- Adopting an infill live-work mixed use strategy with housing above work space that could be retail, services, artist studios, or artisan manufacturing.
- Strategic public-private partnerships to create one or two anchor projects at strategic locations and then encourage infill development with row houses that have ground floor commercial or workspaces at the street front.
- Encourage a study to determine the feasibility of implementing a parklet program along this portion of Mission Blvd, north of A Street.

The value of the City's housing stock is the key determinant of future community income and household purchasing power. Since local retail potential will be determined by community purchasing power, reinvestment in the City's housing stock needs to be an important policy priority. AECOM recommends that the City aggressively expand its residential rehabilitation loan program and target the older neighborhoods around the northern section of Mission Boulevard. After an initial start-up period, the program should be self funding as the repayment of earlier loans fund subsequent loans. A better housing stock around Mission Boulevard will attract higher income households over the long run and they will in turn spend more money in local retail establishments. The increased local retail spending will lead to new retail businesses and the upkeep of commercial properties. Most of the new retail establishments are expected to be local serving and would likely include smaller restaurants, specialty food stores, a hardware store, and local services.

6.3.3 Fiscal Impact of Plan Implementation

The combined impact of the State Route 238 Corridor Improvement Project, the City's economic development efforts, and the guidance and zoning protection provided by this Specific Plan and Form-Based Code adoption will help transform the Mission Boulevard Corridor over the next 20 years. The transformation will be from a corridor of vacant automobile dealerships, underutilized commercial property, and deteriorated buildings to one which the entire city can take pride in. The new Mission Boulevard will change the perception of Hayward for people of the Bay Area.

In addition to changing perceptions, the transformation of Mission Boulevard will improve the City's fiscal position resulting in new sales and property tax for the City's General Fund. The resulting fiscal impacts on the City of Hayward's General Fund are shown below for the years 2020 and 2030. For more details, refer to Appendix C – Fiscal Impact Analysis.

Summary of Annual Fiscal Impact of Specific Plan Implementation

Annual Impact in Year	2020	2030
Estimated General Fund Revenue Impact	$814,420	$1,963,707
Estimated General Fund Expenditure Impact	(481,096)	(1,127,970)
Net City of Hayward General Fund Impact	$333,324	$835,737
Net General Fund with CSD of $500/unit/year	$501,324	$1,235,737

[1] Community Facilities District (CFD) municipal service fee applied to each new residential unit on yearly basis.

6.3.4 Financing Concepts

For the construction of public realm improvements that are in addition to the Route 238 Project, the City of Hayward has relatively few funding options. These are the City's capital improvement program funds, or grants from other government agencies or foundations. In addition, as one-time funds in the City's General Fund become available for infrastructure, such funds may be allocated as appropriate. Financing for development on private properties will require participation by private developers and financiers.

6.3.5 Networking to Identify Appropriate Developers

The recent recession has devastated the real estate development industry. Many of the high flying development firms of the 2004 to 2006 period have shrank to one-third to one-tenth of its former size, with many former developers turning into development consultants. The market capitalizations of major merchant home builders have contracted by a similar amount or greater. Without a substantial effort in networking with the development community, it will be extremely difficult for City staff to determine which development firms will be able to emerge aggressively from this recession. The near term success of Mission Boulevard revitalization will depend upon the City's ability to identify the right real estate developers and then to interest such developers in the available local opportunities.

The development of this network of contacts and knowledge will require City investment in staff time and associated expenses to attend events such as Urban Land Institute (ULI) gatherings and International Council of Shopping Center (ICSC) conferences. From knowledge gained at those meetings and conferences, the City will be able to compile a shortlist of developers that may have the financial ability, risk apatite and interest in Hayward to invest in Mission Boulevard.

6.3.6 Marketing to Targeted Developers

Once City staff has identified the appropriate real estate developers, the effort shifts to marketing or "courtship." The marketing effort entails several key steps:

- The forwarding of marketing materials such as materials from development of a marketing and branding program per the City's Economic Development Strategic Plan, the adopted Form Based Code and Specific Plan, maps identifying City controlled development parcels, development concept plans for those parcels, pro formas demonstrating potential success and environmental approvals.
- Invitations to visit the City to inspect and discuss potential development sites.
- Discussion of what the City is prepared to do to facilitate the desired private real estate development – deliver assembled and cleared property with the necessary entitlements at attractive prices, assist in attracting tenants and subsidizing front-end tenant rents, waiving certain development fees, being somewhat flexible in terms of zoning requirements, and/or funding or partially funding the construction of public infrastructure (i.e. frontage road or parking structure).

Depending upon the briskness of the economic rebound, the City may be able to interest one or more development entities. If there is substantial development interest, the City will be able to formally solicit through a competitive process. If there is only a single developer interested, then the City may need to enter into an exclusive negotiating period without much leverage. The key to gaining developer interest is the City being able to convey a development parcel of ample size with the necessary entitlements and environmental clearances. This does not necessarily imply the advance acquisition of all potential development parcels but rather a willingness and ability to assist in the assembling of such parcels in the event of serious development interest.

6.3.7 A Community Facilities District for Long-Term Fiscal Sustainability

In the near term, the City of Hayward will need to invest resources to attract development entities and to stimulate their investment of private risk capital. In the longer term, the success of Mission Boulevard will depend on the creation of good quality residential neighborhoods along this corridor, including both new neighborhoods and the maintenance and rehabilitation of existing neighborhoods. Because residential development, especially multi-family residential development, often does not generate sufficient General Fund revenue to cover long-term service cost, the sustainability of these neighborhoods will necessitate that the City augment its General Fund revenue base. In order to address this long-term problem, some cities have implemented Community Facilities Districts (CFD) that assess an annual fee on all new housing built after a certain date to help fund municipal services. The institution of such CFDs may slow housing development slightly in the near term; however, in the longer-term such districts will help maintain the quality of residential neighborhood by insuring adequate municipal services. Having high quality residential neighborhoods in the corridor will insure high quality commercial establishments along Mission Boulevard.