



Appendix C – Housing Resources

Hayward Housing Element (2023-2031)

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1 Housing Resources

This chapter documents the methodology and results of the housing sites inventory analysis conducted to demonstrate the City of Hayward's ability to satisfy its share of the region's future housing need. Infrastructure, services, and financial and administrative resources that are available for the development, rehabilitation, and preservation of housing in the City of Hayward are also discussed in this chapter.

1.1 Future Housing Needs

State law requires each community to play a role in meeting the region's housing needs. A jurisdiction must demonstrate in its Housing Element that its land inventory is adequate to accommodate its share of the region's projected growth. This section assesses the adequacy of Hayward's land inventory in meeting future housing needs.

1.1.1 Regional Housing Needs Assessment Requirement

This update of the City's Housing Element covers the planning period of January 2023 through January 2031 (called the 6th Cycle Housing Element update). Hayward's share of the regional housing need is allocated by the Association of Bay Area Governments (ABAG) and based on recent growth trends, income distribution, and capacity for future growth. Hayward must identify adequate land with appropriate zoning and development standards to accommodate its assigned share of the region's housing needs.

Hayward's share of regional future housing needs is 4,624 total units. The number of units is distributed among five income categories, as shown below in Table C-1.

Table C-1 Hayward Housing Needs for 2023-2031

Income Category (% of Alameda County Area Median Income [AMI])	Number of Units	Percent of Total Units
Extremely Low (< 30% of AMI)*	547	12.4%
Very Low (30 to 50% of AMI)	528	12.7%
Low (51 to 80% of AMI)	617	15.6%
Moderate (81% to 120% of AMI)	817	16.1%
Above Moderate (> 120% of AMI)	2,115	43.0%
Total	4,624	100.0%

*The RHNA does not project the need for extremely low-income units, but pursuant to State law (AB 2634), the City must project its extremely low-income housing needs based on Census income distribution or assume 50 percent of the very low-income units required by the RHNA as extremely low-income units. The City's very low-income requirement is 1,075 units. The number of extremely low-income units that the City must plan for shown here was projected using Census data. According to the Comprehensive Housing Affordability Strategy (CHAS), data developed by HUD, 25.8 percent of households in the city earned less than 50 percent of the AMI. Among these households, 50.9 percent earned incomes below 30 percent (extremely low). Therefore, the City's RHNA allocation of 1,075 very low-income units was distributed as 547 extremely low (50.9 percent of the 1,075 very low-income units required by the RHNA) and 528 very low-income units. However, for purposes of identifying adequate sites for the RHNA allocation, State law does not mandate the separate accounting for the extremely low-income category.

Source: Final Regional Housing Needs Allocation, ABAG, 2022

1.1.2 Units Planned or Approved

Residential developments approved and permitted, but not yet built (“pipeline projects”) can be credited towards the City’s RHNA for the 6th cycle Housing Element provided it can be demonstrated that the units can be built by the end of the 6th cycle’s planning period. Similarly, units that have received a certificate of occupancy as of June 30, 2022 can also be credited towards the RHNA. Affordability (the income category in which the units are counted) is based on the actual or projected sale prices, rent levels, or other mechanisms establishing affordability of the units within the project. Single-family homes are usually sold at market-rate prices, with no affordability covenants attached to the land. Multifamily or single-family developments that use density bonuses, public subsidies, or other mechanisms that restrict rents or sales prices would be restricted to specified below-market rate prices affordable to households in the various income categories described above. Local, state, or federal rules would establish rules for which income categories must be served by each development.

Residential development is very active in Hayward. Of projects currently in the pipeline, 12 consist solely of market-rate units affordable to above-moderate households, while 20 projects have an affordability component. These projects are generally clustered along the Mission Boulevard corridor as well as within Hayward’s Downtown. All projects with affordability components have restricted rents or sales price resulting from city intervention including development subsidy, negotiated land disposition agreement, or in the City’s Affordable Housing Ordinance (AHO). In some cases, the project also has been approved for a density bonus as shown by the listed projects that exceed maximum density or exceed the minimum requirements of the City’s Affordable Housing Ordinance. Rents are restricted by a regulatory agreement while resale prices are restricted by a Borrower’s Occupancy and Resale Restriction Agreement. Table C-2 shows the mechanisms utilized to enable the affordable housing project. Projects that are currently in the pipeline collectively achieve an average density of approximately 91 percent of the zoning district’s maximum allowable density. Table C-3 identifies the approved or pending projects that are credited towards meeting the City’s RHNA. Table C-3 is not an exhaustive list of all housing entitlements active in the city. None of the projects listed in Table C-3 involved phasing and all project and units are anticipated to be developed during the planning period. The locations of these projects are symbolized with the corresponding Map ID numbers on Figure C-1.

Table C-2 Affordability Mechanisms for Pipeline Projects

Project Name	Affordability Mechanism
Oak Street	Affordable Housing Ordinance
Parcel Group 8	SB35, Density Bonus, Publicly Owned Land Regulatory Agreement resulting from (Federal, state, local) government development subsidy.
21659 Mission Boulevard	Affordable Housing Ordinance
Maple and Main	Density Bonus and Affordable Housing Ordinance
420 Smalley Avenue	Affordable Housing Ordinance
Pimentel Place	Affordable Housing Developer Regulatory Agreement resulting from (Federal, state, local) government development subsidy.
Pine Vista Condos	Density Bonus and Affordable Housing Ordinance
O'Neil Ave Apartments	Density Bonus and Affordable Housing Ordinance
La Playa Subdivision	Affordable Housing Ordinance, Concessions for requesting approval of Rezoning to Planned Development
Berry Avenue Multifamily	Affordable Housing Ordinance
Parcel Group 5	Affordable Housing Ordinance, Surplus Land Act, Publicly Owned Land
27177-27283 Mission Blvd	Affordable Housing Ordinance, Density Bonus
Mission Paradise	Affordable Housing Developer Regulatory Agreement resulting from (Federal, state, local) government development subsidy.
Parcel Group 3 – La Vista Residential	Density Bonus, Publicly Owned Land, Low Income Housing Tax Credit, Tax-exempt Bonds, CalHFA MIP
Huntwood	Affordable Housing Ordinance
Mission Terraces	SB35, Density Bonus
SoMi (True Life)	Affordable Housing Ordinance
603 A Street	SB35, Density Bonus, Affordable Housing Ordinance
27287 Patrick Ave	SB35, Density Bonus, Affordable Housing Ordinance

The vast majority of entitled projects are developed within three to six years of entitlement. Reasons for delay between entitlement and submittal of subsequent applications (grading permits, improvement plans and building permits) vary and typically revolve around financing, changing market conditions, changing materials and labor costs, stability of the firm, funding gaps for affordable housing developments among others. Drop-out rates where a developer allows an entitlement to expire are relatively low. Specifically, in the 5th Cycle, four development applications were withdrawn and did not develop in accordance with the entitlements for varying reasons.

- Two of the developments fell through due to private financing and the developers were not able to sell the entitled projects prior to their expiration.
- One project did not have private financing lined up and let the project expire. They have since resubmitted a new entitlement application for a revised site plan modified to address changing market conditions (larger units) and to add units on the site.

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- One project was an affordable housing development that had a funding gap. They have since filled the gap with County funds and are submitting a new entitlement application in early 2023 to re-entitle the project.

Table C-3 Planned, Approved, and Pending Projects

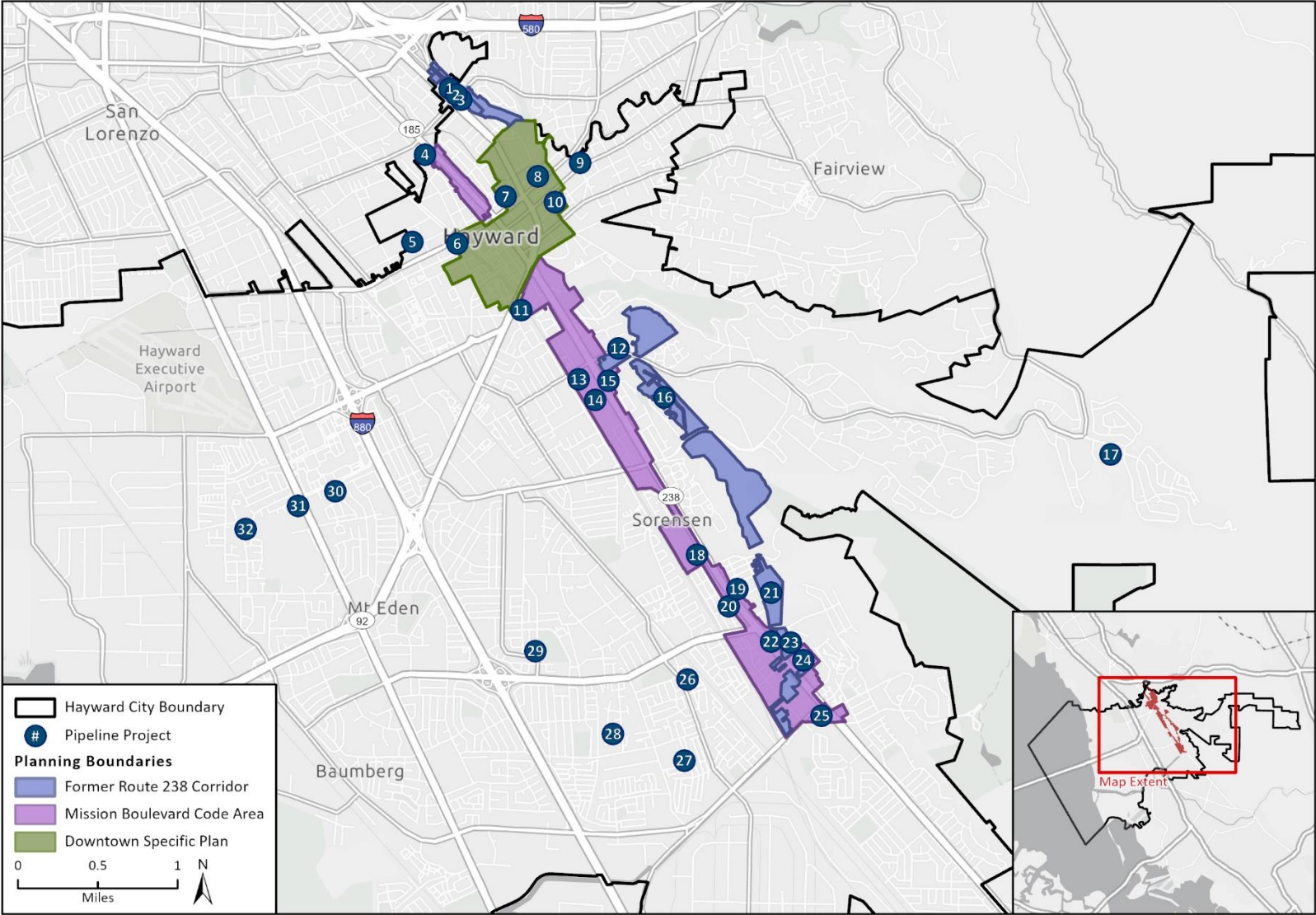
Map ID	Project Name	ELI* Units	VLI* Units	LI* Units	MI* Units	AMI* Units	Total Units	Max Units Allowed	% of Max Units Allowed	Entitlement Status	Estimated Completion Date
1	Oak Street	–	–	–	4	36	40	56	71%	Approved	2025
2	Parcel Group 8	–	24	51	20	1	96	54	178%	Approved	2025
4	21659 Mission Boulevard	–	1	–	3	41	45	63	72%	Approved	2023
5	420 Smalley Avenue	–	–	–	1	7	8	8	100%	Approved	2024
7	Maple and Main	16	3	–	–	295	314	343	92%	Approved	2026
8	1200 A Street	–	–	–	–	155	155	149	104%	Approved	2024
9	4 th and B	–	–	–	–	41	41	78	53%	Approved	2025
10	Pimentel Place	15	20	11	10	1	57	57	100%	Approved	2024
11	Pine Vista Condos	–	–	–	7	33	40	32	125%	Approved	2025
12	Carlos Bee	–	–	–	6	9	15	14	107%	Approved	2025
13	O’Neil Ave Apartments	–	1	–	-	8	9	13	71%	Approved	2023
14	Berry Avenue Multifamily	–	1	–	1	16	18	29	63%	Approved	2024
16	Parcel Group 5	–	18	–	–	74	92	122	75%	Approved	2025
17	Cavallo Highlands	–	–	–	–	20	20	38	52%	Approved	2025
18	27177-27283 Mission Blvd	–	–	–	6	49	55	86	64%	Approved	2023
19	Mission Paradise	15	20	40	–	-	75	104	73%	Approved	2023
20	28049 Mission Boulevard	–	–	-	–	25	25	37	68%	Approved	2023
21	Parcel Group 3 - La Vista Residential	–	36	138	–	2	176	194	91%	Approved	2025

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Map ID	Project Name	ELI* Units	VLI* Units	LI* Units	MI* Units	AMI* Units	Total Units	Max Units Allowed	% of Max Units Allowed	Entitlement Status	Estimated Completion Date
15	Mission Terraces	–	76	33	-	1	110	91	121%	Approved	2023
23	SoMi (True Life)	–	–	–	20	169	189	174	109%	Approved	2023
24	Mission Seniors	–	–	–	–	203	203	228	89%	Approved	2024
25	Mission Villages	–	–	–	–	72	72	188	38%	Approved	2023
26	Huntwood	–	–	-	1	13	14	21	65%	Under Review	2026
27	Vagabond	–	–	–	–	8	8	8	100%	Approved	2024
28	Harvey Avenue	–	–	–	–	17	17	14	121%	Approved	2023
31	Hesperian Subdivision	–	–	–	–	19	19	16	122%	Approved	2023
30	La Playa Commons	–	–	2	3	42	47	47	100%	Approved	2024
6	603 A Street	29	50	–	–	1	80	56	142%	Approved	2025
29	27287 Patrick Ave	10	–	–	–	–	10	6	166%	Under Review	2026
15	25107 Belmont Ave	–	–	–	–	6	6	7	95%	Under Review	2026
3	1434 Grove Way	–	–	–	–	5	5	13	38%	Under Review	2026
32	24656-24764 Mohr Drive	–	–	–	–	12	12	18	66%	Approved	2026
Total Units		85	250	275	82	1,381	2,073	Average % of Max Density	91%		

Notes: ELI = Extremely-Low Income; VLI = Very-Low Income; LI = Low Income; MI = Moderate Income; AMI = Above-Moderate Income

Figure C-1 Planned or Approved Projects



1.1.3 Accessory Dwelling Units

Accessory dwelling units (ADUs) anticipated to be built between 2023 and 2031 are also credited towards the City’s RHNA. An ADU is a secondary dwelling unit located on residentially zoned property that has an existing single-family or multi-family residence. Due to its small square footage, it could provide affordable housing options for family members, friends, students, the elderly, in-home health care providers, the disabled, and others.

Trends in Hayward indicate that the number of ADU permit applications have been increasing in recent years. The City of Hayward Building Division permitted and finalized 21 ADUs in 2018, 20 ADU units in 2019, 79 ADUs in 2020 and 44 in 2021. This overall increase in ADU permits is likely due to recent State legislation that has reduced regulatory barriers to build and permit ADUs.

Conservatively assuming that annual permits will average 40 units per year, the City has assumed a total of 320 ADUs will be permitted between 2023 and 2031.

In 2020, the Center for Community Innovation at the University of California at Berkeley (UC Berkeley) undertook a comprehensive, statewide survey of ADUs, resulting in a document entitled “Implementing the Backyard Revolution: Perspectives of California’s ADU Homeowners”, released on April 22, 2021. This memo uses and extends that research, providing a foundation that Bay Area jurisdictions may build upon as they consider ADU affordability levels while developing their Housing Element sites inventory analyses. The study concluded that the assumptions listed in Table C-4 are generally applicable across Bay Area jurisdictions¹. The City will pursue mechanisms to facilitate the construction of ADUs and, if assumptions are not met, the City will implement additional actions to incentivize ADU production (Program H-17).

Table C-4 Percent of ADUs Affordable to Different Income Categories

Affordability Category	ABAG Recommended Percentage	Estimated ADUs
Very-Low	30%	96
Low	30%	96
Moderate	30%	96
Above Moderate	10%	32
Total	100%	320

1.1.4 Remaining Share of RHNA

After counting anticipated units from pipeline projects and ADUs, the City must demonstrate its ability to meet its remaining housing needs through the identification of sites suitable for housing development. Table C-5 shows the remaining RHNA after accounting for units that are pending or approved as of June 30, 2022, and the number of ADUs assumed to be permitted between 2023 and 2031.

¹ https://abag.ca.gov/sites/default/files/documents/2022-06/ADUs-Projections-Memo_final.pdf

Table C-5 Remaining Share of RHNA

Affordability Category	RHNA Allocation	Units Pending or Approved or Under Construction	Estimated ADUs	Remaining RHNA
Very-Low	1,075	335	96	644
Low	617	275	96	246
Moderate	817	82	96	639
Above Moderate	2,115	1,381	32	702
Total	4,624	2,073	320	2,231

After accounting for planned and approved units and projected ADU development the City has satisfied approximately 48 percent of its total allocation for the 2023-2031 planning period. The City must demonstrate the availability of sites with appropriate zoning and development standards that allow and encourage the development of an additional 2,231 units. This total includes 644 very low-income, 246 low-income, 639 moderate-income, and 702 above moderate-income units.

1.2 Residential Sites Inventory

New residential development in the City of Hayward is expected to occur primarily in the areas covered by the following plans:

- Downtown Specific Plan
- Mission Boulevard Specific Plan (Mixed Use Corridor PDA)
- Former Route 238 Corridor

The Sites Inventory identifies vacant and underutilized sites within these plan areas that have the capacity to accommodate the City's remaining RHNA. A detailed, parcel-specific Sites Inventory is provided in Appendix C. The sites identified in this inventory have a potential development capacity of 3,449 new housing units. There are no known barriers outside of financing that would preclude development of these parcels in the planning period.

1.2.1 Methodology

Suitable Sites for Affordable Housing

State law requires that jurisdictions demonstrate in the Housing Element that the land inventory is adequate to accommodate that jurisdiction's share of the regional growth. State law has established "default" density standards for the purpose of estimating potential units by income range:

- A density standard of 0 to 14 units per acre (primarily for single-family homes) is assumed to facilitate the development of housing in the above moderate-income category.
- A density standard of 15 to 29 units per acre (primarily for medium density multi-family developments) would facilitate the development of housing in the moderate-income category.
- A density standard of 30 or more units per acre (primarily for higher density multi-family developments) would facilitate the development of housing in the low- and very low-income category.

In addition to default density standards, the California Legislature established size requirements for parcels intended to support the development of lower income units. Government Code Section

65583.2 establishes that sites between 0.5 and 10 acres in size which are zoned for residential development at greater than 30 units per acre are suitable for lower-income projects. Very small parcels, even when zoned for high densities, may not facilitate the scale of development required to access competitive funding resources. Conversely, typically lower-resource affordable housing developers may be unable to finance the scale of project necessitated by very large parcels. The Sites Inventory includes two instances of lot consolidation due to common ownership of contiguous parcels. With consolidation, these parcels meet the 0.5-acre size requirement for lower-income. No standalone parcels smaller than 0.5 acres include lower-income units. Additionally, no larger than 10 acres is assumed for residential development on any site.

Suitability of Nonvacant Sites

To identify potential sites for additional development, geospatial data was used to identify vacant and nonvacant but underutilized properties within the city. Nonvacant parcels were chosen as sites likely to be redeveloped during the planning period based on the following factors:

Improvement-To-Land Value Ratio

A parcel's improvement-to-land value (ILV) ratio can help quickly identify properties that are potentially underutilized. A ratio of less than 1.0 indicates that the real estate market values the land itself more highly than what is currently built on that land. These underutilized parcels represent opportunities for property owners and developers to invest in further improvements that increase the overall value of the property. It should be noted that the improvement-to-land value ratio of a property does not necessarily consider development standards or environmental constraints that may impact the feasibility of redevelopment on the site. Approximately 95 percent of the total units are located on sites with an ILV ratio of less than 1.0. Additionally, multiple pending projects including 420 Smalley Avenue (2.33), Pina Vista Condos (2.33) Mission Terraces (3.46), Mission Villages (1.89), 603 A Street (1.33), and 7287 Patrick Avenue (1.07), have ILV ratios over 1.0, indicating that redevelopment is feasible on parcels with high ILV ratios. The Sites Inventory includes ILV ratio for each site.

Existing Use vs. Zoned Use

A comparison of a site's current use to the use for which it is zoned can also help identify underutilized properties. For example, a parcel currently occupied by a parking lot or single-family home which is zoned for high-density housing or high intensity commercial development represents an opportunity for the property owner to convert the property to a higher value use. As part of the Alameda County Housing Collaborative discussion series, developers in Alameda County indicated that nonvacant sites currently occupied by a single-tenant retail or office use are ideal for redevelopment. These sites usually have existing utility connections on site, and single ownership and tenancy reduces the potential complexity of a change in ownership or use. This developer feedback was considered during the site selection process. All nonvacant sites have existing uses that have a likelihood of redevelopment, such as warehouses, auto repair services, single-tenant commercial, and surface parking. The redevelopment of these existing uses is consistent with citywide development trends that occurred during the 5th Cycle Planning Period (see Section 1.3.1). Although the City has experienced development of low-density residential uses, sites currently used for residential are included on the inventory.

Age of Structure

The age of a structure is useful in demonstrating that a site is not likely to redevelop. New construction on the site indicates that a property owner is unlikely to invest in additional improvements or redevelop the site in the near future. All nonvacant sites have existing structures that are at least 40 years old. Citywide development trends indicate that parcels with older structures are suitable to include on the Sites Inventory (see Section 1.3.1). The Sites Inventory includes structure age for each site.

Floor Area Ratio (FAR)

Low floor area ratios further indicate underutilization especially in downtown areas or upzoned² corridors. Conversely, developed sites with higher floor area ratios are less likely to redevelop as the land and demolition costs would be high. Sites were selected with FAR's significantly lower than what is allowed in each zone district. All nonvacant sites have FAR values less than 1.0 and approximately 70 percent of the nonvacant sites (excluding vacant sites), have FAR values below 0.5. Citywide development trends indicate that structures with FAR values as high as 0.8 are likely to redevelop (see Section 1.3.1). The Sites Inventory includes FAR values for each site.

Ownership patterns

In cases where site consolidation (i.e., merging parcels) is required for redevelopment, properties owned by a single entity are simpler to consolidate and/or redevelop. Publicly owned land can be more easily developed as affordable housing because land acquisition costs for developers are lower or nonexistent. The Sites Inventory assumes two instances of consolidation of commonly owned parcels. Through consolidation, these parcels meet the minimum 0.5-acre size threshold for lower-income units:

- Downtown BART: 428-0046-053-00, 428-0046-054-00, and 428-0046-052-02 (51 units)
- Mission Boulevard Used Car dealership: 078C-0626-003-12 and 078C-0626-003-23 (170 units)

Potential sites were then reviewed based on these criteria to eliminate those unlikely to be redeveloped in the near term.

Realistic Development Capacity

The City assumed that the realistic development capacity of the chosen sites may be significantly less than the full development capacity allowed by the parcel's zoning or land use designation. This assumption is based on site specific conditions and development standards that may reduce the development potential of a given site. Steep slopes, protected wetlands or watercourses, open space or parking requirements, and irregularly shaped parcels all impact the ability to achieve the maximum density allowed by the zoning code. Additionally, all General Plan designations have a minimum and maximum density ranges. While Density Bonus allows a development project to exceed the maximum density, there no mechanism to approve a development project that proposes a density under the minimum density prescribed by the General Plan because the proposed development would not be found consistent with City objective standards.

On average, the pending and approved projects shown in Table C-3 achieved a density equal to approximately 91 percent of the maximum density allowed on the site. Based on that finding, the

² Upzone is the reclassification of a site or area to a higher zone, typically allowing for more intensive use, e.g. from residential to commercial or from single- to multiple-family use.

City conservatively assumes the realistic capacity of each site listed in the Sites Inventory to be the total acreage of the site multiplied by 75 percent of the maximum density allowed under the applicable zoning or general plan designation. In the event that a site in the Sites Inventory develops under the density assumptions or the affordable housing assumptions set forth in this document, the City will identify other development projects or other sites available to accommodate the City’s RHNA and quantified objectives. The City will maintain an updated inventory of housing sites and implement Program H-9 to maintain an administrative list of additional sites with appropriate zoning that can be added to the City’s Sites Inventory if and when an analysis provided the Annual Progress Report indicates that sufficient sites may not exist to accommodate the City’s remaining RHNA, by income level, for the planning period.

Suitability of BART Owned Sites

The Sites Inventory includes five parcels owned by Bay Area Rapid Transit (BART) that surround Hayward’s two BART stations. Parcels near the Downtown Hayward BART station include three vacant parcels along A Street (428-0046-053-00, 428-0046-054-00, 428-0046-052-02) and a surface parking along C Street (431-0044-035-04, 078C-0441-001-29). It is anticipated that the parcels along A Street would consolidate into one larger site. One parcel currently used for parking was included near the South Hayward BART station along Dixon Street. The Sites Inventory assumes a mix of lower-, moderate-, and above moderate-income units on each site. Table C-6 shows the BART-owned sites. Existing zoning currently supports densities up to 110 units per acre.

Table C-6 BART-Owned Sites

APN	General Plan	Zoning	Maximum Allowable Density	Realistic Capacity	Existing Use
431-0044-035-04	CC-ROC	UC	110	145	Surface Parking
078C-0441-001-29	SMU	PD	100	439	Surface Parking
428-0046-053-00	CC-ROC	UC	110	6	Vacant
428-0046-054-00	CC-ROC	UC	110	6	Vacant
428-0046-052-02	CC-ROC	UC	110	158	Vacant

According to BART’s Transit-Oriented Development Program Work Plan, redevelopment of the Downtown Hayward Station is prioritized for the near-term (2020-2025) and redevelopment of the South Hayward Station is prioritized in the mid-term (2025-2030).³ The City has experienced significant growth in these areas, including two recent residential projects on parcels formerly used as BART parking lots (Alta Mira and Cadance, see Section 1.3.1). Based on these recent trends, the City believes that there is a strong potential for development of these sites.

The City of Hayward has a strong track record of working with regional agencies in seeing development of publicly owned land. As detailed in Appendix E, Review of past Accomplishments, in 2016, the City entered into a Memorandum of Understanding with Caltrans to manage the disposition and development of former right of way for the former 238 bypass. During the 5th Cycle, the City entitled five of the parcels for a total of 933 new units, 358 of which are deed restricted for moderate and low income households. The City is committed to fostering partnerships with BART to facilitate the redevelopment of these sites.

³ BART’s Transit-Oriented Development Program Work Plan. 2020.
https://www.bart.gov/sites/default/files/docs/BART%20TOD_Workplan_FINAL_Spreads_200814%20Reduced.pdf

To facilitate development on these sites, the City will develop and maintain a partnership with BART to support residential development around BART stations and support BART in acquiring sufficient funding and commitment to infrastructure for parking replacement and station access (Program H-8). The City will prioritize the development of the Downtown BART site in the first half of the 6th Cycle and the South Hayward BART site in the second half of the 6th Cycle in accordance with BART's plans to redevelop these sites in the near-term and mid-term, respectively.

Suitability of Publicly Owned Sites

In addition to the BART sites, nine sites owned by the City of Hayward and two sites are owned by Caltrans have been identified as sites with high redevelopment potential. These sites are currently vacant or used for parking and are considered highly developable and are currently zoned to support high density, mixed-use, and transit-oriented development. To facilitate development of these sites, the City will adhere to the following schedule of actions:

- Prioritize releasing Surplus Lands Act-related documents for the City Center (APNs 415-0250-111-02, 415-0250-112-00 and 415-0250-113-00) by January 2026.
- Prioritize releasing Surplus Lands Act-related documents for the remaining City-owned sites by January 2028.
- For Parcel Groups 6 (445-0180-001-00) and Parcel Group 7 (445-0200-012-04), prioritize getting RFPs, ENAs and/or DDAs and entitlements for these projects prior to 2027 consistent with the City's agreement with Caltrans or later as amended by agreement with Caltrans.

In the event that these sites do not develop in this time frame, the City will identify alternative sites to accommodate the RHNA (Action 8.9). Through Program H-9, the City will maintain an administrative list of additional sites with appropriate zoning that can be added to the City's Sites Inventory if and when an analysis provided through the Annual Progress Report indicates that sufficient sites may not exist to accommodate the City's remaining RHNA, by income level, for the planning period.

The City will follow all requirements of the Surplus Land Act, Article 8 (commencing with Section 54220) of Chapter 5 of Part 1 of Division 2 of Title 5, including holding a public hearing designating the properties as "surplus properties" under California Law. It is the City's intent to facilitate the development of 100 percent affordable housing projects on vacant or underutilized City-owned sites. The City will also coordinate with other public entities that own a site (or sites) to ensure that the legally mandated surplus property process is followed.

To facilitate development, the City will subsidize the development of affordable housing through disposition of City-owned land where feasible and provision of development subsidy when available (Program H-4). Additionally, the City will maintain an inventory of City-owned properties and periodically assess these properties for their potential redevelopment or development for residential use. The City will reach out to developers annually and pursue projects that include housing for extremely low income households and those with special needs such as seniors and persons with disabilities. Table C-7 lists the City-owned sites identified for redevelopment. All sites support high density mixed-use development and are currently either vacant or used for parking.

Table C-7 Publicly-Owned Sites

APN	General Plan	Zoning	Maximum Allowable Density	Realistic Capacity	Existing Use	Owner
445-0180-001-00	SMU	SMU	25	412	Vacant	Caltrans
428-0066-038-01	CC-ROC	DT-MS	40	16	Public Owned Parking	City of Hayward
428-0066-037-00	CC-ROC	DT-MS	40	37	Public Owned Parking	City of Hayward
428-0066-038-02	CC-ROC	DT-MS	40	11	Public Owned Parking	City of Hayward
415-0250-112-00	CC-ROC	UC	40	115	Vacant	City of Hayward
428-0056-066-00	CC-ROC	DT-MS	40	80	Public Owned Parking	City of Hayward
415-0250-111-02	CC-ROC	UC	40	176	Vacant	City of Hayward
427-0011-020-00	CC-ROC	DT-MS	40	73	Public Owned Parking	City of Hayward
415-0240-038-00	CC-ROC	UN	40	78	Public Owned Parking	City of Hayward
415-0250-113-00	CC-ROC	UC	40	118	Parking Garage	City of Hayward
445-0200-012-04	SMU	MB-CN	17.4	98	Vacant	Caltrans



1.2.2 Hayward Downtown Specific Plan

Adopted by the City in 2019, the Hayward Downtown Specific Plan (DSP) and Development Code develops a vision for a resilient, safe, attractive, and vibrant historic downtown which integrates a multi-modal circulation system and new pedestrian oriented public spaces. The specific plan includes a form-based code that is intended to both provide increased predictability to property owners and developers throughout the development permitting process and achieve a well-defined and active streetscape.

The DSP anticipates significant infill development over the next 20 years within five distinct “placetypes” including mixed-use gateway, downtown core, downtown neighborhood, station plaza,

and downtown southern gateway. Each of these placetypes is further defined by the DSP Development Code which intends to facilitate the creation of a walkable neighborhood environment within a short distance of neighborhood serving retail and services. The Development Code classifies each site into the following zones and provides clear standards for building types allowed:

- Neighborhood Edge (NE): Small-to medium footprint, lower-intensity housing choices, from detached single-family houses to small multiplex apartment buildings containing up to six units.
- Neighborhood General (NG): Small-to-medium footprint, moderate-intensity, medium house-scale housing choices, from single-family houses and attached townhomes to small-scale apartment buildings and courtyard buildings on medium-sized lots.
- Urban Neighborhood (UN): Small-to-large footprint, moderate-intensity, large house-scale and block-scale housing choices, from rows of townhomes and large multiplex buildings containing between 6 and 18 units, to medium-scale apartment buildings.
- Downtown Main Street (DT-MS): A vibrant urban main street serving as the citywide focal point for Hayward with commercial, retail, entertainment, and civic uses, public transportation, and small-to-large footprint, moderate-to-high-intensity housing choices including large multiplex buildings to large-scale apartment buildings.
- Urban Center (UC): Medium-to-large footprint, moderate-intensity housing choices, from rows of townhomes and large multiplex buildings to large-scale apartment buildings surrounding an enclosed parking structure.

Vacant and Underutilized Properties in the Downtown Specific Plan Area

The DSP Development Code closely regulates building form and character, and it does not directly regulate the density of residential development. Because the DSP Development Code is intended to implement Hayward’s General Plan land use designations, this analysis assumes that for sites within the DSP, the maximum allowable residential density is determined by the densities listed in the Land Use Element of the General Plan. The General Plan designates the vast majority of the DSP Area as Central City-Retail and Office Commercial (CC-ROC) and Central City-High Density Residential (CC-HDR). Each of these designations allow mixed-use residential development at a density of 40 to 110 dwelling units per acre.

All potential sites identified in the DSP area meet the criteria to count toward the City’s share of the RHNA for lower-income housing based on density and lot size. For the purposes of meeting the City’s RHNA for moderate and above-moderate income units, multiple sites that meet HCD’s requirements for the development of lower income housing have been allocated to moderate and above-moderate income units. Table C-8 summarizes the capacity of vacant and underutilized sites within the DSP area.

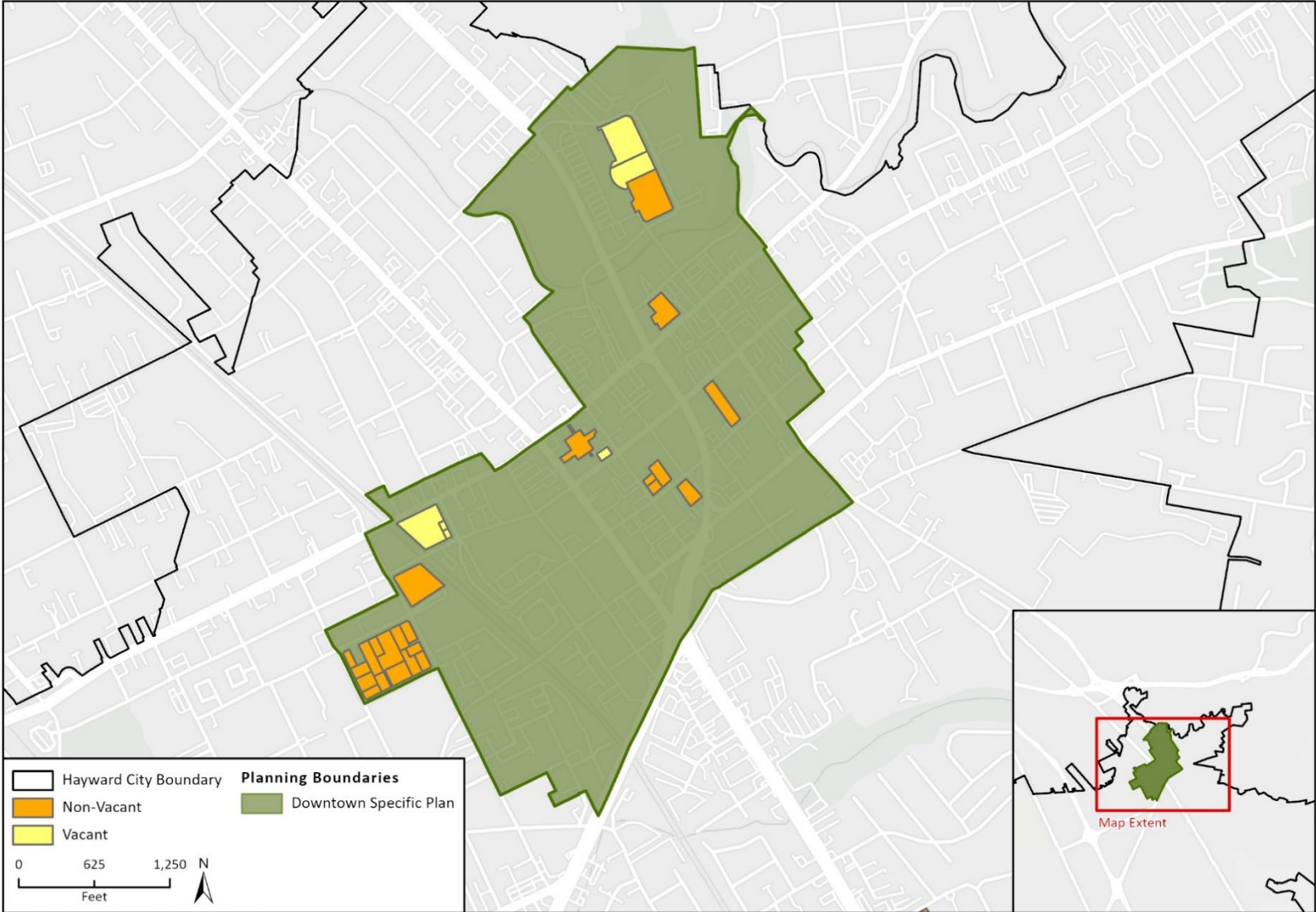
Table C-8 Residential Development Potential in the Downtown Specific Plan Area

General Plan Land Use Designation	Acres	Number of Parcels	Maximum Allowed Density (dwelling units per acre)	Potential New Units
Central City – High-Density Residential (CC-HDR)	0.44	2	110	35
Central City – Retail and Office Commercial (CC-ROC)	19.19	27	110	1,571
Total	19.63	29	–	1,606

Sites identified within the DSP are well served by transit and other community amenities including grocery stores, medical offices, and entertainment. The vacant former Civic Center site at the northern gateway to downtown is directly adjacent to a shopping and office commercial center and across Foothill Boulevard from the Lincoln Landing mixed-use development. In addition, the Maple and Main mixed-use project has been approved at the intersection of Maple Court and McKeever Avenue in the heart of the DSP area. All sites identified within the DSP are within a one-mile walk of the BART Station and approximately 60 percent of the potential new units are within 0.5-mile walk of the station. Several of the sites identified within the DSP are owned by the City and are currently used for public parking or unoccupied. The City has had success since 2010 in facilitating deed-restricted affordable and market-rate housing projects on City-owned parcels. The City considers the publicly owned parcels in the DSP area as opportunities for high-quality residential infill development.

The Sites Inventory identified 19.63 acres of vacant and underutilized land within the DSP Area (as shown in Figure C-2) which can accommodate 1,606 housing units. This estimate is based on a density factor of 82.5 units per acre (i.e., 75 percent of the maximum density of 110 units per acre allowed by the General Plan).

Figure C-2 Vacant and Underutilized Sites within the Downtown Specific Plan Area



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1.2.3 Mission Boulevard Corridor

In 2020, the City of Hayward adopted Ordinance 20-12 which formally consolidated the South Hayward BART/Mission Boulevard Form Based Code and Mission Boulevard Form Based Code and reclassified the ordinance as the Mission Boulevard Corridor Code. This new code implements smart-growth principles and policies outlined in the General Plan. The intent of the Mission Boulevard Corridor Code is to encourage compact, mixed-use, walkable neighborhoods with a variety of housing types in proximity to high-frequency transit stations. Development of this character will help the City advance its goals of decreasing automobile dependency and reducing both traffic congestion and its subsequent greenhouse gas emissions.

The Mission Boulevard Corridor Code looks to encourage and guide infill development through the application of the following zoning districts:

- Corridor Neighborhood (MB-CN): A mixed-use neighborhood environment with moderate intensity, medium-scale residential and non-residential uses compatible with surrounding neighborhoods, along a multi-modal corridor within short walking, biking, or bus distance of neighborhood serving retail and service uses.
- Neighborhood Node (MB-NN): A vibrant, urban neighborhood serving node. This district supports mixed-use infill development to provide a range of commercial, retail, entertainment, civic, and moderate intensity residential uses in a more compact urban setting.
- Corridor Center (MB-CC): A transit-oriented mixed-use, urban center with high-intensity, residential and non-residential uses located within proximity to BART, to facilitate access to BART by biking or walking.
- Civic Space (MB-CS): This zone is intended to provide public open space and civic buildings. When applied to privately owned parcels, existing use may continue until the site is redeveloped or comes under public ownership.

- **Planned Development (PD):** This zoning district is applied to the South Hayward BART Station property. This district is intended to facilitate close collaboration between the property owner (Bay Area Rapid Transit) and the City to foster well designed residential and mixed-use development. PD districts help encourage redevelopment projects which incorporate a variety of housing types or combinations of residential and nonresidential uses which may not be achievable under other zoning districts. This site is also subject to California AB 2923 which establishes baseline zoning standards for BART owned properties within 0.5 miles of BART stations. Current zoning of the South Hayward BART Station property meets or exceeds the requirements of AB 2923⁴.

The Mission Boulevard Code defines and applies the following overlay zones to better regulate portions of the corridor:

- **Transit Oriented Development (TOD) Overlay:** Properties near public transit centers, as identified on the Mission Boulevard Code, including BART, are allowed an increase in residential density and adjusted building height limits.
- **Commercial Overlay Zone 1:** Properties designated with a Commercial Overlay Zone 1 designation may be developed with a mix of uses, but commercial uses must occupy the first or ground floors. Uses associated with the residential use, such as leasing office, community space, amenities, etc., are allowed on the ground floor. This requirement may be adjusted through the Major Site Plan Review Process.
- **Commercial Overlay Zone 2:** Properties designated with a Commercial Overlay Zone 2 designation may be developed with a mix of uses, but commercial uses must occupy the primary street frontage.

Anchored by Downtown to the north and the South Hayward BART Station to the south, development along the corridor is characterized by large-scale commercial and light industrial uses including auto dealerships, auto repair and accessory businesses, single-tenant commercial buildings, and pockets of single-family homes. Since 2010, multiple large-scale residential projects have contributed to a mix of housing types along the corridor including affordable and market-rate townhomes and midrise apartment buildings. These projects have advanced the City’s vision of a series of walkable and compact urban neighborhoods along Mission Boulevard. A high-frequency bus line runs along Mission Boulevard and the South Hayward BART Station provides access to regional transit. Several residential projects along the corridor are approved or under review, and the City expects additional development in the upcoming housing cycle.

Vacant and Underutilized Properties in the Mission Boulevard Corridor Code Area

Like the DSP, the Mission Boulevard Corridor Code regulates a potential development’s form and character. The Corridor Code also specifies minimum and maximum density for a site, as shown in Table C-9. All potential sites identified within the Mission Boulevard Corridor Code area are assumed to be adequate for the development of lower-income housing. Table C-10 summarizes the capacity of vacant and underutilized sites within the Mission Boulevard Corridor Code Area.

⁴A Technical Guide to Zoning for AB 2923 Conformance
https://www.bart.gov/sites/default/files/docs/00_AB2923_TechGuide_Draft_2020Jun_0.pdf

Table C-9 Mission Boulevard Corridor Code Allowed Densities

Zoning District	Minimum Density	Maximum Density	Maximum with Site Plan Review
Corridor Neighborhood (MB-CN)	17.5 du/ac	35 du/ac	55 du/ac south of A Street
Neighborhood Node (MB-NN)	17.5 du/ac	35 du/ac	65 du/ac
Corridor Center (MB-CC)	35 du/ac	55 du/ac	75 du/ac
	TOD Overlay 1: 75 du/ac TOD Overlay 2: 40 du/ac	TOD Overlay 1: 100 du/ac TOD Overlay 2: 65 du/ac	TOD Overlay 2: 100 du/ac

Notes: du/ac = dwelling units per acre

Table C-10 Residential Development Potential in the Mission Boulevard Corridor Code Area

Zoning District	Acres	Number of Parcels	Maximum Allowed Density	Potential New Units
Corridor Neighborhood (MB-CN)	11.7	5	35 – 55 du/ac	428
Corridor Center (MB-CC)	6.3	7	55 – 100 du/ac	466
South Hayward BART Site - Planned Development (PD)	5.9	1	100*	439
Total	23.9	13	–	1,333

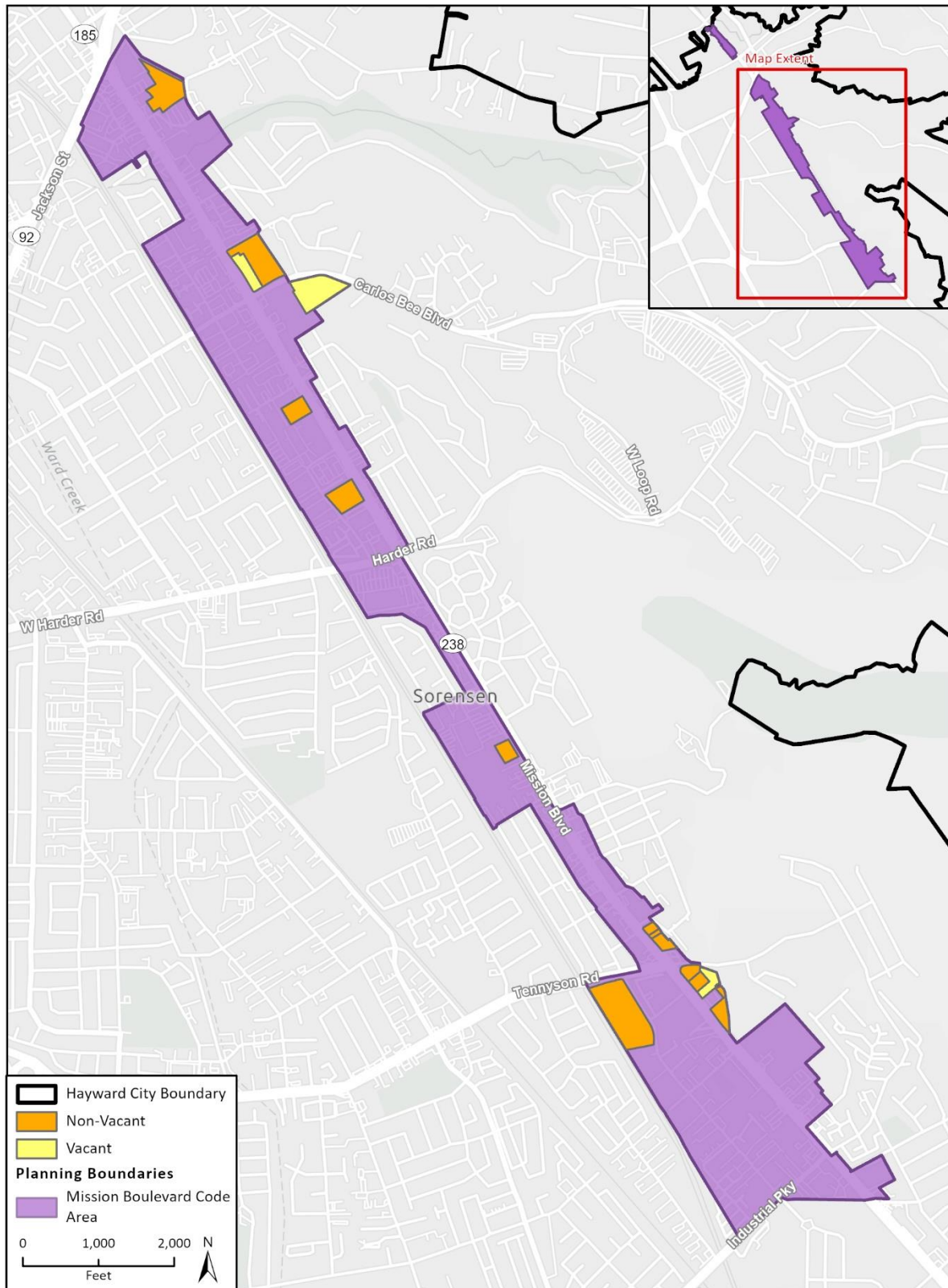
Notes: du/ac = dwelling units per acre

The maximum density allowed on each site is determined by the location of the parcel and any applicable overlay zones as detailed in Table C-9. The estimate of new unit potential is based on a conservative 75 percent factor of the maximum number of units allowed on the site.

*Maximum density on South Hayward BART property is based on the Mission Boulevard Code Transit Oriented Development Overlay 1 which allows development up to 100 dwelling units per acre.

The Sites Inventory identified a series of independent auto dealerships, auto repair shops, surface parking lots, and single-tenant commercial buildings as suitable for further housing development. A total of approximately 24 acres of vacant and underutilized land within the Mission Boulevard Corridor Code Area (as shown in Figure C-3) can accommodate an additional 1,333 housing units. This estimate is based on the realistic density factor of 75 percent of the maximum densities allowed.

Figure C-3 Vacant and Underutilized Sites within the Mission Boulevard Corridor Code Area





1.2.4 Former Route 238 Corridor

In the mid-1960s, the State of California purchased 354 acres of vacant, commercial, and residential land in the City of Hayward and unincorporated Alameda County, in preparation for the construction of a Route 238 Bypass. The bypass was never built, and the parcels remain mostly vacant. The area surrounding these parcels has been developed primarily with residential subdivisions, multifamily housing, and institutional uses. In 2007 the City of Hayward received a grant from the State Department of Transportation (Caltrans) to complete a conceptual land use study of the Route 238 Bypass parcels. This study was conducted in preparation for the transfer of State-owned parcels to new ownership.

On January 12, 2016, the City Council adopted Resolution No. 16-004, authorizing the City Manager to negotiate and execute an agreement with Caltrans to acquire 17 properties along the 238 Bypass Corridor to remediate blight; support transit-oriented, mixed-use development; and ensure redevelopment of the properties under a coherent plan that meets the City's land use goals and other public purposes. Since the City of Hayward acquired these parcels in 2016, numerous developers have responded to the City's request for proposals to develop medium and large-scale, affordable mixed-use projects across the nine parcel groups:

- **Parcel Groups 1 and 10.** The SOHAY project developed 400 attached townhomes and 72 apartments on Parcel Groups 1 & 10. The site aggregated 21 parcels to create a 21.6 acres development site surrounded by existing development. The development included 472 housing units, approximately 20,000 square feet of commercial space, 2.4 acres of designated park land and a network of pedestrian and bicycle trails. Of the 472 residential units developed on this site, 72 were multifamily rental and 400 were condominium ownership units. A total of 20 of the multi-family rental units are restricted to low-income households and 28 condominium units are restricted to moderate income households.

- **Parcel Group 2.** The City approved the True Life Company’s application to develop a mixed-use project including 189 townhomes and stacked flats and 10,500 square feet of retail space. Of these units, 20 will be deed restricted to moderate income households.
- **Parcel Groups 3 and 4:** The City approved Eden Housing’s application to develop the La Vista Residential project which includes 176 affordable apartment homes and a 384-student school on the site.
- **Parcel Group 5.** In 2019, the City adopted the Parcel Group 5 Master Development Plan and released a request for proposals seeking a developer to build up to 74 single family homes and eighteen affordable accessory dwelling units. The project was entitled and the Disposition and Development Agreement was approved by the City Council in April 2022.
- **Parcel Group 6.** In 2019, the City adopted the Parcel Group 6 Master Development Plan released a request for proposals to solicit a conceptual plan for the property. The Parcel Group 6 Master Plan allowed for maximum 55 units per acre while the underlying SMU General Plan designation allows for up to 100 units/acre. While there has been significant interest from the residential development community, the City has yet to reach final approval of any application to develop the site.
- **Parcel Group 7.** The City has approved the development of an automobile dealership on the lower portion of Parcel Group 7 adjacent to Mission Boulevard. The remaining portion of Group 7 remains an opportunity site for housing development and is included in the housing Sites Inventory.
- **Parcel Group 8.** The Parcel Group 8 site is approximately 19.8 acres split between the City of Hayward and unincorporated Alameda County. Approximately half of the site (9.17 acres) will be retained as open space and used as a park. A 96-unit affordable residential project subject to a Senate Bill 35/Density Bonus Application on a 1.5-acre portion of the site at the corner of Grove Way and Foothill Boulevard was approved by the City of Hayward on May 24, 2022 . An existing multi-family cottage development is located at Grove Way and Bridge Court within Alameda County. The remainder of Parcel Group 8 (8.26 acres split between City and County) is intended to be developed with market rate housing.
- **Parcel Group 9.** This is a 4.53-acre vacant site located at the northern City limits and is split between the City of Hayward and unincorporated Alameda County. The City has not identified a development plan or a developer for this site.

Vacant and Underutilized Properties in the Former Route 238 Corridor

Sites identified in this inventory along the former Route 238 Corridor are designated Sustainable Mixed Use (SMU) in the General Plan which in this context allows development at densities up to 55 dwelling units per acre. These specific sites are assumed to be adequate to support development of a mix of lower, moderate, and above-moderate income housing.

A significant housing opportunity site exists on the upper portion of Parcel Group 7 adjacent to Carlos Bee Road. While the zoning of this site allows residential development at densities up to 55 dwelling units per acre, the topography of the site may limit its realistic development potential. The inventory estimates the 4.9-acre site to be suitable for 98 moderate-income units at a net density of 20 dwelling units per acre.

Parcel Group 6 (the former site of the Carlos Bee Quarry) represents the largest opportunity to encourage the development of a mixed-income neighborhood within the Route 238 Corridor. Based on previous applications and concept plan studies, the parcel’s current zoning, and a realistic

density 75 percent of the general plan maximum, the Sites Inventory conservatively estimates that 10 acres of the 29-acre site of the site will yield 412 units. Table C-11 summarizes the capacity of vacant and underutilized sites within the former Route 238 Corridor.

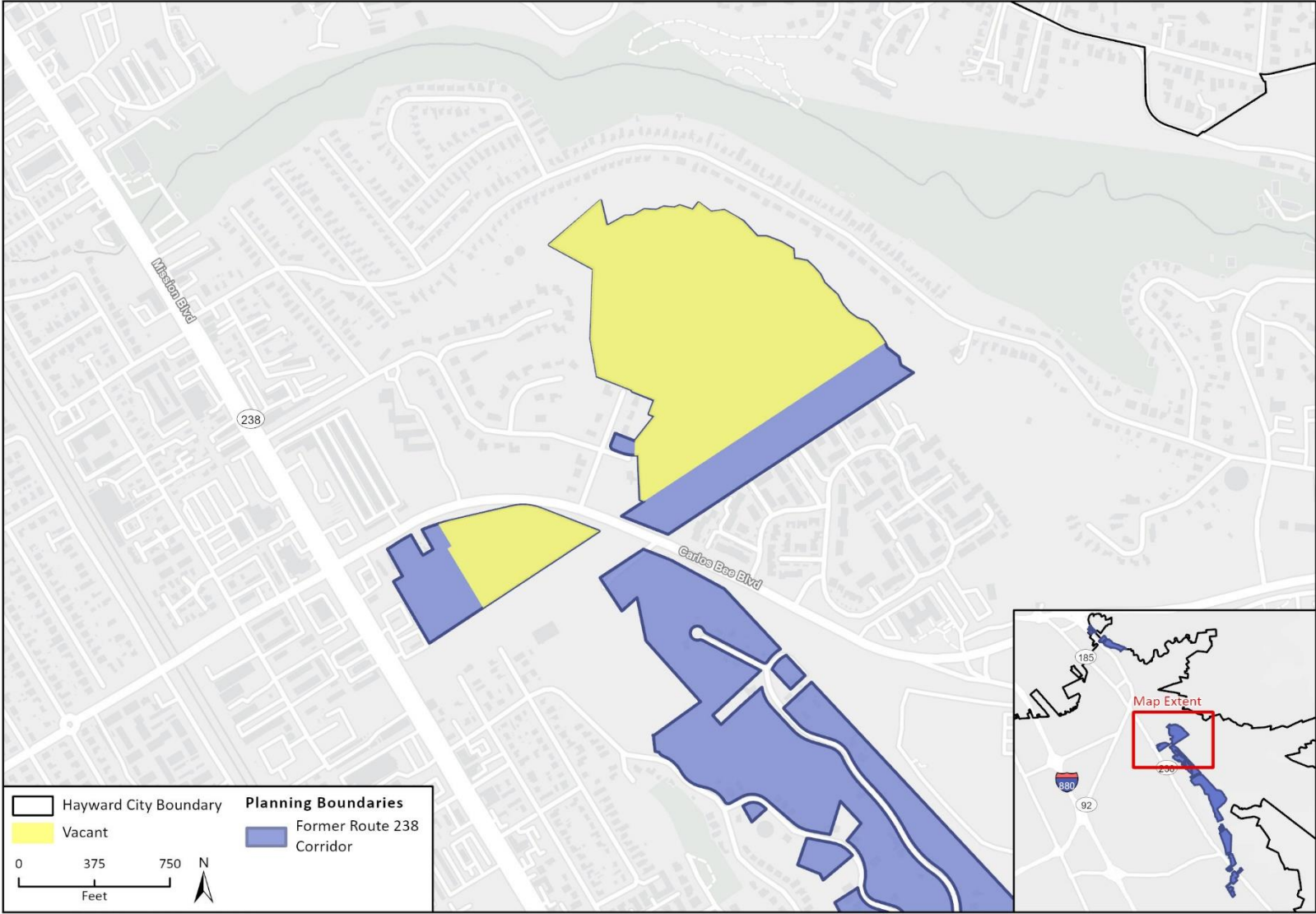
Table C-11 Residential Development Potential along the Former Route 238 Corridor

General Plan Land Use Designation	Acres	Number of Parcels	Maximum Allowed Density (du/ac)	Realistic Potential New Units
Corridor Neighborhood (MB-CN)	4.9	1	35	98
Sustainable Mixed Use (SMU)	10.0	1	55	412
Total	14.9	2	–	510

Notes: Du/ac = dwelling units per acre

The Sites Inventory identified 14.9 acres of vacant and underutilized land within the former Route 238 Corridor (as shown in Figure C-4) that can accommodate an additional 510 housing units. This estimate is based on a realistic density factor which is 75 percent of the maximum densities allowed by the General Plan Designation for each site as well as the assessed realistic development capacity of the parcel Group 6 and 7 sites given their unique topography and site constraints.

Figure C-4 Underutilized Sites within the former Route 238 Corridor



1.3 Adequacy of Residential Sites Inventory in Meeting RHNA

The residential Sites Inventory identified vacant and under-utilized sites in Hayward which can accommodate a total of 3,504 residential units based on residential densities per existing land use designations, zoning districts, and specific plans. The sites are in the following General Plan land use designations: Central City - Retail and Office Commercial (CC-ROC), Central City - High Density Residential (CC-HDR), and Sustainable Mixed Use (SMU) and the following zoning districts: DT-MS, MB-CC, MB-CN, MB-NN, PD, SMU, UC, and UN.

The City intends to include three nonvacant sites which were listed in a previous Housing Element to accommodate a total of 194 lower income units during the planning period. Housing element law requires the City to include a program in the Housing Element that requires rezoning of these sites to allow residential use by right at specified densities for housing developments in which at least 20 percent of the units are affordable to lower income households. Program H-11 of the Housing Plan allows by-right approval for projects with 20 percent affordable units proposed at 548 Claire Street (431-0040-029-00), Fletcher Lane (445-0001-004-13), and 28824 Mission Boulevard (078C-0461-006-04).

Hayward anticipates meeting its RHNA requirements for the January 2023 through January 2031 planning period without the need to rezone areas of the city. The Sites Inventory shows a surplus of 294 lower-income units, giving the city a 31 percent buffer for this income category. The results of the residential Sites Inventory are presented in Table C-12.

Table C-12 Adequacy of Residential Sites Inventory

	Lower Income	Moderate Income	Above Moderate Income	Total
RHNA Allocation	1,692	817	2,117	4,624
Planned and Approved Units	610	82	1,381	2,073
ADUs Anticipated	192	96	32	320
Remaining RHNA	890	639	702	2,231
Downtown Specific Plan Area	643	486	477	1,606
Mission Boulevard Corridor	541	252	540	1,333
Former Route 238 Corridor	0	200	310	510
Total Units on Vacant Sites	433	249	477	1,159
Total Units on Underutilized Sites	751	689	850	2,290
Total Units on Vacant and Underutilized Sites	1,184	938	1,327	3,449
Total Unit Surplus	294	299	625	1,218

1.3.1 Recycling Trends

Assumptions made on the Sites Inventory were based on local development patterns and trends. Factors such as previous uses, ILV, FAR, and structure age are important indicators for the suitability of nonvacant sites. Table C-13 shows these factors for each pipeline project referenced in Section 1.1.2 above. As shown on the table, the majority of current development is occurring on vacant sites. However, 14 projects include nonvacant uses including existing residential, commercial buildings, and an auto rental service. Of these projects, 5 have ILV values over 1.0, four have FAR values over 0.5, and one project has an existing use less than 40 years old. The existing conditions of the nonvacant sites identified in the Sites Inventory align with the previous conditions of these projects.

Table C-13 Previous Conditions of Pipeline Projects

Project	APN	Previous Use	Previous ILV	Previous FAR	Year Built
Oak Street	415 017001900, -2000, -2100, -2200, -2300, -2400, -2500, -2902	Vacant	N/A	N/A	N/A
Parcel Group 8	415 018007400, -7500, -7600	Vacant	N/A	N/A	N/A
21659 Mission Boulevard	428 000605801	Vacant	N/A	N/A	N/A
420 Smalley Avenue	431 000802000	Single Family Residence	2.33	N/A	1939
Maple and Main	428 006106104	Vacant	N/A	N/A	N/A
1200 A Street	415 024002803	Commercial building	0.94	0.5	1971
4 th and B	427 003603305, -3306, -8501, -5520, -5521, -5522, -5523, -5524, -5525	Vacant	N/A	N/A	N/A
Pimentel Place	427 001605004	Vacant	N/A	N/A	N/A
Pine Vista Condos	444 002700502, -403, -100, -200, -602	Vacant structure	2.33	0.1	1961
Carlos Bee	445 017003913	Vacant	N/A	N/A	N/A
O'Neil Ave Apartments	444 005700600	Vacant	N/A	N/A	N/A
Berry Avenue Multifamily	444 005703300	Single Family Residence	0.5	N/A	1960
Parcel Group 5	445 025004101, 445 027005402, 445 026008403, 445 025006001, 445 026010903	Vacant	N/A	N/A	N/A
Cavallo Highlands	085A642800200	Vacant	N/A	N/A	N/A
27177-27283 Mission Boulevard	452 005600700, -800	Auto rental	0.88	0.25	1960
Mission Paradise	078C062600902	Vacant	N/A	N/A	N/A
28049 Mission Boulevard	452 008004200	Vacant	N/A	N/A	N/A
Parcel Group 3 - La Vista Residential	078C062600309, -107	Vacant	N/A	N/A	N/A
Mission Terraces	078C046100700	Commercial building	3.46	0.8	1983
SoMi (True Life)	078C080600400, 078C046101100, -200	Vacant	N/A	N/A	N/A
Mission Seniors	078C045500108	Vacant	N/A	N/A	N/A
Mission Villages	078G265101208	Commercial buildings	1.89	N/A	N/A

Project	APN	Previous Use	Previous ILV	Previous FAR	Year Built
Huntwood	465 002500503	Vacant	N/A	N/A	N/A
Vagabond	465 006000200	Vacant	N/A	N/A	N/A
Harvey Avenue	464 006000502, -600	Single Family Residence	0.4	N/A	1953
Hesperian Subdivision	441 001206202	Single Family Residence	0.12	N/A	1922
La Playa Commons	442 003800100	Commercial building	0.04	0.8	1968
603 A Street	431 000409000	Commercial building	1.33	0.7	N/A
27287 Patrick Avenue	454 006513800	Religious building	1.07	0.8	1958

In addition to projects currently in the development pipeline, Hayward had success developing residential projects during the 5th Cycle. Much of this recent development relies on the redevelopment of underutilized properties or underperforming sites such as auto dealers and other low FAR commercial structures, into high density, mixed-use, and affordable residential projects. The City anticipates that these development trends will continue into the 6th Cycle, including broad use of SB 35 and AB 1763 streamlining. Examples of recent recycling trends include the following:

Lincoln Landing

This project located at 22335 Foothill Boulevard consists of a consolidation of four parcels to develop market rate apartments and 80,500 square feet of commercial space. This mixed-use development replaces a vacant large-footprint office building and approximately 8.75 acres of surface parking. The 11.3-acre site accommodates 476 units for a gross density of 42 dwelling units per acre. The project site is zoned Central City Commercial (CC-C) and designated CC-ROC in the General Plan. Lincoln Landing is located in the city’s Downtown Opportunity Zone which allows investors and local jurisdictions to leverage privately sourced funds for eligible economic development and community reinvestment projects. The project, which broke ground in September 2019, represents one of the largest Opportunity Zone projects in the country. The project received \$300 million in opportunity zone fund investment from Bridge Investment Group. This additional funding complemented traditional financing secured from Bank of America and other capital partners.



Mission Crossings

This project located at 25501 Mission Boulevard developed 140 market-rate townhome units on 7.3 acres of a 9.6-acre parcel, with 14 of the townhomes deed restricted for Moderate Income households in compliance with the Affordable Housing Ordinance. The remaining 2.3 acres is entitled to accommodate a 93-room hotel and 7,225 square feet of retail space. The mixed-use development replaces two independent auto-dealerships and their associated service facilities. The net density of the townhome portion of the development is approximately 19 dwelling units per acre. The project site is zoned MB-CN and designated SMU in the General Plan.



Legacy at Hayward

This project located at 28168 Mission Boulevard was completed in October 2022. The project includes 97 market rate units near the South Hayward BART Station. The 1.8-acre development replaces a low-FAR auto-accessories store with a 4-story building integrating structured parking and a variety of residential amenities. Gross density of the development is approximately 54 dwelling units per acre. The project site is zoned MB-CC and designated SMU in the General Plan.



SOHAY

The SOHAY project located at 29504 Dixon Street, developed 400 attached townhomes and 72 apartments on a collection of 21 long-vacant parcels totaling approximately 21.6 acres. The development includes 20 rental units restricted to low-income and 28 ownership units restricted to moderate income residents. Approximately 2.8 acres of the site is devoted to a new public park and flood control infrastructure and the entire project is within short walking distance of the South Hayward BART Station. The residential portion of the development achieved a density of approximately 25 units per acre. The project site is zoned Planned Development (PD) and designated SMU in the General Plan. The SOHAY project is the result of a negotiated Deposition and Development Agreement with the City.



Alta Mira

Completed in 2017, the Alta Mira project represents an example of high-quality, affordable Transit Oriented Development (TOD). The project located at 28925 Mission Boulevard includes 152 units affordable to residents with an income which is 30 to 50 percent of Alameda County's median income. The project is within ¼ mile of the South Hayward BART station and provides a variety of amenities and supportive services to both seniors and families. The 1.9-acre site includes a new public park and achieved a gross density of approximately 80 dwelling units per acre. The project site is zoned Planned Unit Development (PUD) and designated SMU in the General Plan. The City provided permanent financing in the amount of \$6.95 Million to facilitate the development of this project. The site was formerly used as a BART parking lot.



Cadence

The Cadence project was developed in conjunction with Alta Mira (Alta Mira was built to satisfy the developer's affordable housing requirements) and is located 28850 Dixon St. This mixed-use development replaces 2.9 acres of vacant land and surface parking with 206 market-rate units, extensive amenities, and ground floor retail space. The achieved density of the development is 71 dwelling units per acre. The site was formerly used as a BART parking lot.



Abode

The approved Abode project at 2595 Depot Road consists of a four-story building accommodating 125 studio units of permanent supportive housing. The development plan includes 72 parking spaces for residents. The Project takes advantage of California's SB 35 and AB 1763 which allowed for streamlined permitting and unlimited density bonuses for 100 percent affordable projects within ½ mile of a major transit stop, and received waivers and concessions related to building height and waiver of personal storage space requirements. An existing residential drug and alcohol rehabilitation facility will continue operating on the 3.1-acre site. The City provided permanent financing of approximately \$6.1 million and awarded the City's \$18.2 million of Alameda County Measure A1 funds toward the project. The gross density of the development is 40 dwelling units per acre. The project site is zoned Agricultural District and is designated Limited Medium Density Residential (LMDR) in the General Plan.



These recycling activities have taken place since the certification of the 5th Cycle Housing Element and are representative of the conditions within each of the neighborhoods included in the Sites Inventory. The conditions and characteristics of the underutilized commercial sites identified in Appendix C are similar to those that have been redeveloped in recent years.

For example, the Legacy at Hayward project redeveloped a 1.8-acre parcel formerly occupied by an auto-accessories retailer with a large parking lot and service area. The condition of opportunity sites identified along Mission Boulevard mirror the pre-construction conditions of the Legacy at Hayward site.

Similarly, parcel 452-0056-005-00 is a 1.2-acre site which is partially paved and occupied by a single tenant retail store. The two existing structures on the site are in need of repair or refurbishment and the parcel is zoned for a density up to 55 units per acre. Like the Legacy site, this parcel is owned by a single entity and would not require consolidation.

Given current development trends, the City anticipates further interest in the redevelopment of underperforming commercial sites at densities similar to those achieved by the projects listed above. Therefore, it can be reasonably assumed that further redevelopment would occur on nonvacant sites throughout the areas discussed in the Sites Inventory.

Recycling activities are also likely to occur on sites zoned for mixed-use. Development trends in the City show that a vast majority of mixed-use zoned projects have a large residential component with a relatively small square footage devoted to commercial use. None of the proposed projects in mixed-use zones are 100 percent devoted to non-residential purposes. Therefore, it can also be reasonably assumed that further residential development would continue to occur in areas zoned mixed-use to accommodate both residential and non-residential uses.

Sites included in the inventory of this Housing Element for the 6th cycle RHNA are very similar to the select projects described above in terms of size, existing conditions and uses. Recycling sites is desirable to help achieve the State Legislature’s goal of alleviating California’s housing crisis. According to California’s Department of Housing and Community Development, during the last ten years, housing production averaged fewer than 80,000 new homes each year, and ongoing production continues to fall far below the projected need of 180,000 additional homes annually.⁵ The lack of supply and high rent costs suggests that unit recycling activities is a method to consider when addressing housing needs.

1.4 Availability of Infrastructure and Services

The City’s budget for all operations in Hayward ensures the continued maintenance and improvement of the city’s infrastructure. This includes the design, construction, maintenance of roadways, sidewalks, sewers, and storm drains; construction and maintenance of public buildings; water production, storage, and delivery facilities; the repair of City vehicles and equipment; and the continued operation of transportation services. As such, the City will ensure adequate capacity of all infrastructure and utilities to accommodate the housing growth discussed in this housing element. All sites listed in the inventory that are appropriate for lower income residential development have available infrastructure. The water and sewer planning documents are aligned with the City’s General Plan land use assumptions and can accommodate the City’s Regional Housing Needs Allocation.

As part of this Housing Element, the City will Adopt written policies and procedures for the City of Hayward Public Works - Utilities Division (Water and Wastewater) that grants priority to proposed developments that include housing affordable to lower-income households (Program H-4).

1.4.1 Wastewater System

Hayward is served by two major wastewater systems which provide sewage service and wastewater treatment for all residential, commercial, and industrial users in city limits. A small portion of the city’s wastewater at the northern City limits flows to the Oro Loma Sanitary District. The majority of Hayward’s wastewater is handled by the City-owned wastewater collection system and is treated at the award-winning City of Hayward Water Pollution Control Facility. Treated wastewater then flows to the East Bay Dischargers Authority which discharges the water deep into the San Francisco Bay. The Hayward Water Pollution Control Facility receives approximately 12 million gallons of untreated sewage per day and has a design capacity of 18.5 million gallons per day which will be enough capacity to serve the city through 2040.

The 2020 Urban Water Management Plan (updated in 2021) quantifies the wastewater collection and treatment systems in Hayward. In 2018, the City of Hayward began constructing recycled water

⁵ California Department of Housing and Community Development. 2020. Addressing a Variety of Housing Challenges. <https://www.hcd.ca.gov/policy-research/housing-challenges.shtml>.

facilities and started delivering recycled water to certain users in summer-fall 2021 while simultaneously increasing water conservation standards for households (e.g. requiring installation of rainwater catchment devices and supporting installation of dual plumbing systems to recycle greywater) thereby reducing the amount of water that enters the wastewater system. The wastewater planning documents are aligned with the City's General Plan land use assumptions and can accommodate the City's RHNA.

1.4.2 Potable Water System

The City of Hayward owns and operates its own water distribution system which serves approximately 95 percent of the city's residents. The remaining small portion of users are served by the East Bay Municipal Utilities District. The city's potable water is supplied by the San Francisco Public Utilities Commission which sources its water from the Hetch-Hetchy reservoir in the Sierra Nevada.

In January 2021, the City of Hayward, the water supplier for over 97 percent of the city, adopted the 2020 City of Hayward Urban Water Management Plan (UWMP). The UWMP is updated every five years by City of Hayward Public Works Utilities staff in conjunction with Planning staff and is based on the City's General Plan and regional planning documents. The UWMP assumes that the majority of new development in Hayward will occur within identified Priority Development Areas such as downtown Hayward, along Mission Boulevard and former Caltrans 238 corridor which are the primary sites identified for development in this Housing Element.

The 2020 UWMP estimates that the city's current water system has enough supply to meet projected demand through 2040 during a normal precipitation year, but not enough supply to meet projected demand during dry years. During a dry year, Hayward's supply is likely to meet 63 percent of projected demand in 2040.

To address this issue, the City adopted the 2020 Water Shortage Contingency Plan (WSCP). This strategic planning document is intended to prepare for and respond to water shortages and ultimately prevent supply interruptions. The plan identifies clear steps to manage a water supply shortage integrating public messaging, recycling water programs as detailed in Section 1.4.1 above, and enforceable water conservation measures. The potable water planning documents are aligned with the City's General Plan land use assumptions and can accommodate the City's RHNA.

1.4.3 Storm Water and Drainage

The major storm drainage facilities within Hayward are owned and maintained by the Alameda County Flood Control and Water Conservation District (ACFCWCD). The ACFCWCD manages stormwater flows into several underground storm drain lines and manmade open channels. Stormwater pipes smaller than 30 inches are generally owned by the City of Hayward, which also operates five pump stations that divert stormwater from Mt. Eden and Old Alameda Creeks to be discharged into the San Francisco Bay. Most major flood control infrastructure in western Alameda County is 50 or 60 years old.

The City is committed to supporting ACFCWCD in the implementation of best management practices and encouraging Low Impact Development to accommodate new housing and protect water quality.

1.4.4 Circulation System

The Mobility Element of the Hayward General Plan outlines the long-term plan for roadways, including numbers of lanes, right-of-way, and general operating conditions. It also provides guidance relating to the transit system, goods movement system, and nonmotorized travel, including bicycle and pedestrian travel and serves as a comprehensive transportation management strategy to ensure adequate transportation infrastructure is in place to meet population growth. In September 2020, the City adopted an updated Bicycle and Pedestrian Master Plan which details the City's plan to establish a network of accessible, safe, and integrated bicycle and pedestrian facilities. According to the Plan, the City will add 153 miles of new bicycle facilities, including 32 miles of multi-use paths for pedestrians and bicyclists. New developments are required to install improvements consistent with this plan or to pay into a fund to construct the improvements and connections.

The city is a major crossroad for key interstate highways (I-238, I-580 and I-880), and State highways (SR 92 and SR 185). In addition, two BART lines (Fremont-Richmond and Fremont-Daly City/Millbrae) serve the city, with a third line (East Dublin/Pleasanton-SFO Airport) operating just north of the city, and Amtrak service connects the city via a station nearby downtown to Sacramento and San Jose.

1.4.5 Dry Utilities

East Bay Community Energy (EBCE) and PG&E supply electricity in the city. EBCE is the default provider for both residential and commercial customers, but PG&E service is available to residents who choose to opt out of EBCE. Natural gas service is provided by PG&E. In March 2020, the Hayward City Council adopted a reach code ordinance to electrify buildings and vehicles in new construction. As a result, no newly constructed housing units will have natural gas connections. Telephone, internet services, and cable television are serviced by contracted providers including AT&T and Xfinity.

1.5 Environmental Constraints

Pursuant to State law, the City developed and adopted the Hayward Local Hazard Mitigation Plan (LHMP) in 2016. This plan addresses hazard vulnerabilities from natural and human-caused hazards, including flooding, drought, wildfire, landslides, severe weather, terrorism, cyber threats, pandemic, and the impact of climate change on hazards, as well as other hazards.

Approximately 50 percent of Hayward is included in Seismic Hazard Zones for liquefaction as designated by the State Department of Conservation Earthquake Zones of Required Investigation--Hayward Quadrangle map.⁶ The City of Hayward implements regulations and programs to minimize the risk of geologic and seismic hazards. These regulations and programs include, among others, the Uniform Building Code and building permit process, the City Grading and Clearing Permit process, the LHMP currently being updated and renamed the Resiliency Plan, the City of Hayward Comprehensive Emergency Management Plan, and the Community Emergency Response Team program.⁷

This Appendix contains figures showing approved and pending pipeline projects (Figure C-1), and the locations of sites included in the City's Sites Inventory (Table A) in the Downtown area

⁶ https://www.hayward-ca.gov/sites/default/files/documents/Hayward%20GPU%20Public%20Release%20Draft%20EIR_1-30-14.pdf

⁷ https://www.hayward-ca.gov/sites/default/files/documents/Hayward%20GPU%20Public%20Release%20Draft%20EIR_1-30-14.pdf

(Figure C-2), along the Mission Blvd Corridor (Figure C-3) and former Caltrans Route 238 parcels (Figure C-4). According to the City's Geographic Information Systems Maps (hayward-ca.gov):

- Portions of three sites identified in the Inventory that could be impacted by landslide (APNs 445-0180-001-00; 445-0200-012-04; and 445-0001-004-13).
- Eight sites are partially or wholly located within a Seismic Liquefaction Zone (APNs 428-0066-055-01; 428-0066-037-00 & -01, and - 02; 428-0053-066-00; 428-0056-057-00; 427-0011-020-00; and 415-0240-038-00).
- Six sites are located partially or wholly within the Alquist Priolo Zone (445-0001-004-13; 445-0200-012-04; 428-0056-066-00; 428-0066-037-00, -01 and -02).
- One site (APN 445-0001-004-13) falls within a Dam Failure Inundation Zone; and
- No sites are located within the Airport Safety Zones for the Hayward Executive Airport as defined in Hayward Municipal Code Section 10-6.30, Figure 1.
- The approved and pending pipeline projects have been reviewed by City staff, undergone review pursuant to the California Environmental Quality Act and either designed or conditioned to ensure that all identified environmental contains are mitigated to a level of less than significant.

None of the sites listed above require rezoning or land use changes to achieve the densities assumed in the Housing Element and the various hazards were disclosed, analyzed and adequately mitigated through the City's General Plan Environmental Impact Report (EIR) which contains specific policies and programs related to avoiding and reducing seismic and other geologic risks. Such policies include but are not limited to requiring geologic investigations for new development projects, requiring a licensed geotechnical engineer investigate sites for active fault traces and provide setback and other recommendations, and compliance with the Uniform Building Code through the building permit application process.

There are no known environmental constraints or any other known conditions on the sites identified in the Sites Inventory that would preclude development. Each project will undergo a site-specific environmental clearance process to ensure that it is built safely and in conformance with the appropriate and applicable building codes.

1.6 Financial Resources for Affordable Housing

Affordable housing development programs in Hayward include inclusionary units developed pursuant to the City's Affordable Housing Ordinance, development subsidy through the City's periodic Notice of Funding Availability, public-private partnerships such as those negotiated on the Caltrans 238 properties, critical residential maintenance, and rental rehabilitation programs. The City administers federally funded Community Development Block Grant program and the City's allocation of the Home Investment Partnership Program under the Alameda County HOME Consortium. These funds are administered consistent with federal guidelines and can be used to leverage other development funds in partnership with affordable housing developers⁸. The City also makes use of the State administered SB 2 and LEAP planning grants which fund and provide technical assistance to jurisdictions in the process of preparing programs which facilitate housing production.

⁸ City of Hayward. 2021. Preliminary Budget.

1.6.1 Community Development Block Grant (CDBG)

The CDBG Program is administered by HUD. Through this program, the federal government provides funding to jurisdictions to undertake community development and housing projects.

Projects proposed by the jurisdictions must meet the objectives and eligibility criteria of CDBG legislation. The primary CDBG objective is the development of viable urban communities, including decent housing, a suitable living environment, and expanded economic opportunity, principally for persons of low-and moderate income. Each activity must meet one of the three following national objectives:

- Benefit to low-and moderate income families;
- Aid in the prevention of elimination of slums or blight; or
- Meet other community development needs having a particular urgency because existing conditions pose a serious and immediate threat to the health or welfare of the community.

Hayward uses CDBG funds to stabilize neighborhoods and preserve and upgrade the existing housing stock. In 2021, the City was awarded \$2.1 million in CARES Act Community Development Block Grant (CDBG) supplemental funding which was used to support programmatic work in response to the COVID-19 crisis. Much of this programmatic work supported the city's most vulnerable communities, which included Rent Relief Grants and shelter services for residents who are unhoused.

1.6.2 Home Investment Partnership Program (HOME)

The HOME program provides federal funds for the development and rehabilitation of affordable rental and ownership housing for households with incomes not exceeding 80 percent of area median income. The program gives local governments the flexibility to fund a wide range of affordable housing activities through housing partnerships with private industry and non-profit organizations. HOME funds can be used for activities that promote affordable rental housing and homeownership by low-income households, including:

- Building acquisition
- New construction and reconstruction
- Moderate or substantial rehabilitation
- Homebuyer assistance
- Rental assistance
- Security deposit assistance

The City participates in the Alameda County HOME Consortium. Alameda County receives an annual formula allocation of HOME funds that can be used to promote affordable housing in the County through activities such as homeowner rehabilitation, homebuyer activities, rental housing development, and tenant-based rental assistance.⁹ Hayward allocated approximately \$482,000 in HOME funds in 2021.¹⁰

⁹ Alameda County Department of Housing and Community Development. 2021. HOME Program. <https://www.acgov.org/cda/hcd/rhd/homefunding.htm>.

¹⁰ City of Hayward. 2022. Adopted Budget. <https://hayward-ca.gov/sites/default/files/documents/FY-2022-Adopted-Operating-Budget.pdf>

1.6.3 Senate Bill 2 Planning Grant

The Senate Bill 2 Planning Grants provide funding and technical assistance to all local governments in California to help cities and counties prepare, adopt, and implement plans and process improvements that streamline housing approvals and accelerate housing production. Funding supports cities and counties in accelerating housing production, streamlining the approval of housing development, facilitate housing affordability, promote development consistent with the State Planning Priorities (Government Code Section 65041.1), and ensure geographic equity in the distribution and expenditure of the funds. The City will be using the funds to complete three projects:

- Creating an overlay zoning district with CEQA review to up zone properties currently zoned for single family and create objective design and development standards to maximize unit potential and allow for a variety of housing types.
- Develop Objective Design Standards to allow for streamlining for compliant projects.
- Update the City's density bonus with CEQA clearance to allow for tiering. The City will explore ways to provide additional density bonus beyond state law requirements

1.6.4 Local Early Action Planning Grant

The Local Action Planning Grants (LEAP) provides over-the-counter grants complemented with technical assistance to local governments for the preparation and adoption of planning documents, and process improvements that accelerate housing production facilitate compliance to implement the sixth-cycle Regional Housing Needs Assessment. The City of Hayward is utilizing the LEAP funding for the following actions:

- Prepare and adopt General Plan Updates (including the sixth cycle Housing Element update, Environmental Justice Element and Safety Element);
- Develop innovative programs and policies that will be embedded within the updated Housing Element to fund housing development, ownership, and rental opportunities for all income levels and to provide housing-related services and programs for all segments of the population.
- Development an Accessory Dwelling Unit program that analyzes impediments to development of ADUs in Hayward and provide services and strategies to address those impediments.

1.6.5 Local Funding Sources

The City of Hayward implements programs related to housing using a variety of local funding sources. The following funds were included in the Adopted Budget Fiscal Year 2022¹¹:

- Housing Authority Fund
- Affordable Housing Monitoring Funds
- Inclusionary Housing Fund
- Rental Housing Program Fund
- General Fund

¹¹ Adopted Budget Fiscal Year 2022, <https://www.hayward-ca.gov/sites/default/files/documents/FY-2022-Adopted-Operating-Budget.pdf>

1.7 Administrative Resources

This section describes administrative resources available to Hayward. These include building, code enforcement, housing programs, and partnerships with nonprofit organizations that help Hayward achieve the goals and objectives laid out in this Housing Element.

1.7.1 City of Hayward Planning Division

The Planning Division of the Development Services Department provides and coordinates development information and services to the public. Specifically, the Planning Division provides staff support to the City Council and Planning Commission in formulating and administering plans, programs, design guidelines and legislation for guiding the city's development in a manner consistent with the community's social, economic, and environmental goals.

The Planning Division is tasked with ensuring that land uses and new development in Hayward comply with City codes, the General Plan, City Council and Planning Commission policies, and California law. Approval of projects through the planning process is required before the City issues grading or building permits. Advanced planning programs provided by the division include a comprehensive General Plan update (including periodic update of the Housing Element), preparing and amending specific plans and design guidelines, and conducting special land use studies as directed by the City Council.

1.7.2 County of Alameda

The Housing Authority of the County of Alameda (HACA) operates several programs funded by the U.S. Department of Housing and Urban Development (HUD) that provide rental housing or rental assistance for low-income families, the elderly, people with disabilities, and others, in much of Alameda County. The programs include¹²:

- Section 8 Housing Voucher Program
- The Project-Based Moderate Rehabilitation Programs
- Section 8 Helping Veterans Achieve Housing Stability – The Veterans Affairs Supportive Housing (VASH) Voucher Program
- Mainstream Voucher Program
- Family Obligations

1.7.3 Affordable Housing Providers

Affordable housing providers are a critical resource for accomplishing the goals and objectives of this Housing Element. This can be accomplished through private/public partnerships. Since 1997, the City of Hayward, the Former Hayward Redevelopment Agency and the Hayward Housing Authority has been successful in supporting the development 18 affordable housing project through private/public partnerships which provide 1278 units of affordable housing to low and very low-income households.¹³ In 2018, the City Issued a Notice of Funding Availability and awarded development subsidy loans to three non-profit affordable housing development projects that will

¹² Housing Authority of Alameda County, <https://www.haca.net/housing-programs/>

¹³ Affordable Rental Housing in Alameda County, HCD. 2021. <https://www.hcd.ca.gov/about/contact/affordable-housing-rental-directory/docs/alameda.pdf>

add an additional 258 units of affordable housing. Table C-14 details active affordable housing providers active and the associated affordable housing developments in Hayward.

Table C-14 Affordable Housing Providers in Hayward

Organization	Development Name	Address	Type
Eden Housing Management Inc	Altamira	28901 & 28937 Mission Boulevard Hayward, California 94544	Multifamily
	Cypress Glen	25100 Cypress Avenue Hayward, California 94544	
	EC Magnolia Court	22880 Watkins Street Hayward, California 94541	
	Glen Berry	625 Berry Avenue Hayward, California 94544	
	Glen Eden	561 A Street Hayward, California 94541	
	Harris Court Apts	742 and 734 - 751 Harris Court, Hayward, California 94544	
	Hayward Senior	568 C Street Hayward California 94541	Senior
	Huntwood Commons	27901 Huntwood Avenue, Hayward, California 94545	Multifamily
	Josephine Lum Lodge	2747 Oliver Drive Hayward, California 94545	
	Leidig Court	27751 Leidig Court Hayward, California 94541	Multifamily
	Sparks Way Commons	2750 Sparks Way Hayward, California 94541	Multifamily
	Villa Springs Apartments	22328-22330 South Garden Avenue Hayward, California 94541	Multifamily
	Walker Landing	1433 North Lane Hayward, California 94545	Multifamily
	Tennyson Gardens/Faith Manor	973 West Tennyson Road Hayward, California 94545	Multifamily
Sara Conner Court	32540 Pulaski Drive Hayward, California 94545	Multifamily	
Volunteers of America National Services	Lord Tennyson	2181 W. Tennyson Road Hayward California 94545	
	Park Manor Apartments	24200 Silva Avenue Hayward, California 94544	
Hayward Pacifica Associates, LP	The Majestic	959 Torrano Avenue Hayward, California 94542	
FESCO	Banyan House	21568 Banyan Street Hayward, California 94541	Transitional Housing
	Les Marquis Emergency Shelter	22671 3rd Street Hayward, California 94541	Emergency Shelter

1.7.4 Opportunities for Energy Conservation

In 2020, the City of Hayward adopted a Reach Code to electrify buildings in new construction. In November 2022, the City amended the Reach Code in conjunction with the new Building Code cycle. The Reach Code requires that all new residential buildings including mixed use building be all electric and that all new buildings and remodels include provision of electric vehicle charging infrastructure above and beyond those required by the California Green Building Standards Code.¹⁴

Hayward provides energy conservation information and resources on the City's official website. Topics include installing solar panels, replacing appliances, and home insulation. The Home Plus program is available specifically for Bay Area homeowners and offers free technical support with a Home Energy Advisor on energy saving opportunities, and rebates for energy-efficient projects.

In addition to resources available on the City's website, Hayward's General Plan Natural Resources Element includes the following residential energy efficiency programs:

- **NR-4.1 Energy Efficiency Measures.** The City shall promote the efficient use of energy in the design, construction, maintenance, and operation of public and private facilities, infrastructure, and equipment.
- **NR-4.2 Energy Efficiency Collaboration.** The City shall collaborate with partner agencies, utility providers, and the business community to support a range of energy efficiency, conservation, and waste reduction measures, including the development of green buildings and infrastructure, weatherization programs, installation of energy-efficient appliances and equipment in homes and offices, promotion of energy efficiency retrofit programs, use of green power options, and heightened awareness of the benefits of energy efficiency and conservation issues.
- **NR-4.14 Energy Efficiency Retrofits.** The City shall collaborate with regional entities and others to promote incentive programs for energy efficiency retrofits such as the Energy Upgrade California program for residential properties.
- **NR-4.15 Energy Efficiency Programs.** The City shall promote the use of the Energy Star Portfolio Manager program and energy benchmarking training programs for nonresidential building owners.

In this Housing Element, Policy H-3.3 states that the City shall promote sustainable housing practices that incorporate a "whole system" approach that considers sustainable siting, design, and construction of housing that is integrated into the building site, consuming less water, improving water quality, reducing energy use and the use of other resources, and minimizing development impacts on the surrounding environment. Additionally, Program H-1 directs the City to provide resources on energy conservation measures to eligible homeowners. Finally, Hayward is currently updating their Climate Action Plan that would also include greenhouse gas emission reduction measures related to energy conservation.

¹⁴ <https://www.hayward-ca.gov/reach-code>

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