

Appendix C

General Plan Land Use Map

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THE GENERAL PLAN LAND USE MAP

The Land Use Map is based on the policies, assumptions and forecasts contained in this plan. It contains general land use and circulation proposals and is not intended to show precisely the limits of land use proposed nor each individual use as other types of uses may be compatible with the designated use. For example, a convenience market, a school, several duplexes and single-family residences, along with appropriate zoning for each of those uses, could all be in conformance with the plan designation of low density residential (see Appendix D).

Because land use designations may not reflect specific local conditions, they should not be interpreted to propose nor preclude developments without consideration of the policies, principles, standards, or intent of the general plan. Site considerations relating to topography, geology, soils or hydrology may be more important in establishing the specific use and intensity of a particular parcel than designation on the plan map. Similarly, the presence of adequate streets as well as schools, parks and other community facilities should be assured before a development is approved that would otherwise be in conformance with the plan map.

Determination of the conformance of a proposed use or zone with the general plan should include consideration of the following questions:

1. Is the use being considered specifically designated on the land use plan map in the area where its location is proposed?
2. If the use is not specifically designated on the land use plan map in the area where its location is proposed, is it needed to service such a planned use or, if a residential proposal, could it be established without adversely altering the proposed character of the area or setting a precedent for increasing the general density of that area above that proposed on the land use plan map?
3. Are conditions in the area safe from potential flooding and geologic hazards not common to the entire Hayward Planning Area?
4. Will community facilities and streets be available at City standards to serve the use proposed for the property?
5. Is the proposal consistent with the policies, principles and standards contained in the General Plan?
6. Do social and economic conditions indicate that the proposed zoning or development is needed at this time?
7. Does an evaluation of required environmental impact reports and any potential public benefit analyses indicate that the use or zone justifies any adverse impact the proposal may have on the area involved?

Public Works Projects

The Land Use Map contains only general circulation proposals, primarily limited to the existing and proposed major street network. Improvements to the roadway facilities are not indicated on the map, but are described in the chapter on Circulation and are listed in the Capital Improvements Program. Where required, the Capital Improvements Program, which also includes other types of public works projects, and any other proposed public works projects are reviewed for consistency with the General Plan.

Area and Neighborhood Plans

As noted in the Preface, the specific area plans serve to refine and implement the General Plan for particular geographical areas. Consistency of plan recommendations with the General Plan is reviewed at the time of adoption of the area or neighborhood plan. Due to the detailed nature of these plans, land use maps may have different or more specialized land use categories than the General Plan Map. For example, neighborhood plans may indicate elementary schools, neighborhood parks, convenience commercial centers, and collector streets.

Detailed Map Legend

Residential

Residential densities are expressed in terms of net land area, which excludes land required for public and private streets. Densities of residential projects may be lower than the stated range (see Appendix D).

Rural Estate Density. Typical density is between 0.2-1.0 dwelling unit per net acre. Typical lot sizes are one acre or more. Typical development is single-family detached housing, although second units may be permitted. Planned Developments may include a variety of housing types within the overall density range.

Suburban Density. Typical density is between 1.0-4.3 dwelling units per net acre. Typical lot sizes are 10,000 square feet or more. Typical development is single-family detached housing, although second units may be permitted. Planned Developments may include a variety of housing types within the overall density range.

Low Density. Typical density is between 4.3-8.7 dwelling units per net acre. Typical lot sizes range from 5,000 to 10,000 square feet. Typical development is single-family detached housing, although second units may be permitted. Planned Developments may include a variety of housing types within the overall density range.

Medium Density. Typical density is between 8.7-17.4 dwelling units per net acre. Minimum lot area per dwelling unit is 2,500 square feet. Typical development may be single-family detached, mixed with duplexes, triplexes, and fourplexes; or townhouses and 2-3 story garden apartments. Planned Developments may include a variety of housing types within the overall density range. Selected areas have been designated as **Limited Medium Density** with a density range of 8.7-12.0 dwelling units per net acre.

Mobile Home Park. Typical density is between 8.7-12.0 dwelling units per acre. This designation covers all mobile home parks and development is limited to mobile home parks.

High Density. Typical density is between 17.4-34.8 dwelling units per net acre. Typical development includes apartments or condominiums within multi-story buildings near major activity centers or along major arterials. Planned Developments may include a variety of housing types within the overall density range.

Downtown-City Center Area. Residential densities range from 40-110 dwelling units per net acre, although the highest densities are reserved for specific areas (see Downtown Hayward Design Plan). Typical development throughout the remaining area will be 3-5 story apartments or condominiums.

Mission Boulevard Residential. Residential densities range from 34.8-55.0 dwelling units per net acre. Typical developments include condominiums or apartments within multi-story buildings along Mission Boulevard in the vicinity of the South Hayward BART Station. To facilitate transit-oriented development along a major transit corridor, developments are required to meet minimum densities.

Station Area Residential. Residential densities range from 75.0-100.0 dwelling units per net acre. Typical developments include condominiums or apartments over ground-floor neighborhood serving retail uses within multi-story buildings in proximity to the South Hayward BART Station. To facilitate transit-oriented development near the South Hayward BART Station, developments are required to meet minimum densities.

Commercial

Retail and Office Commercial. These areas include the regional shopping center (Southland), community shopping centers, concentrations of offices and professional services, and portions of the downtown area and South Hayward BART Station area where mixed retail and office uses are encouraged. Not shown are neighborhood convenience centers that support and are compatible with residential areas.

General Commercial. These areas include concentrations of special uses which are automobile-oriented in terms of product or access, such as automobile sales and service, building supplies, home furnishings etc. Clustering of these uses along major arterials is appropriate where direct access and adequate parking are provided.

Commercial/High-Density Residential. These areas may include Retail and Office or General Commercial uses. Certain areas along major arterials or at key intersections may be appropriate for high-density residential use or mixed commercial/residential use. Development proposals within these areas should be evaluated within the context of applicable policies and standards and compatibility with adjoining areas.

Industrial

Industrial Corridor. This area consists primarily of planned business and industrial parks along with supporting office and commercial uses. Comprehensive design standards and use restrictions permit their location adjacent to residential areas. Other industrial development may be appropriate if compatible with adjacent industrial parks or residential areas.

Mixed Industrial. These areas "contain older industrial uses within the central part of the city which are typically located along railroad tracks and often surrounded by residential areas. Some areas contain substantial buildings but are presently vacant or underutilized. Future uses must be compatible with adjacent residential and commercial areas. These areas should be considered for conversion to commercial uses, residential uses, or a planned development with mixed uses, as appropriate.

Open Space

Parks and Recreation. These areas include regional parks, community and neighborhood parks, and special use facilities such as golf courses, historic estates, linear parks and trails. Not shown are school athletic fields and playgrounds.

Baylands. These areas are to remain in open space uses such as salt and fresh water marshes, salt ponds, aquaculture, or agriculture; limited educational and recreational uses that provide public contact with the wetlands are also desirable. Existing marshes are to be preserved and opportunities to expand marsh areas pursued.

Limited Open Space. These areas include cemeteries, agricultural and grazing lands, land that is undevelopable due to slope or other hazards, and lands proposed for park or other permanent open space. Minimum lot sizes shall range from 5 acres to 160 acres or more.

Public and Quasi-Public

These areas contain major governmental, educational and cultural facilities such as the Hayward Air Terminal, California State University-Hayward, Chabot Community College, City Center, Hayward Public Library, Alameda County Governmental Complex, high schools, intermediate schools, and elementary schools.

Downtown-City Center Area

This area is the major activity center in the planning area. It contains major public facilities such as City Center and the Main Library, retail and office areas, and high-density residential areas. Mixed-use development is encouraged to promote the pedestrian orientation and to maintain the downtown area as an integrated living, working, shopping and recreational area. The boundary of this area is delineated in the Downtown Hayward Design Plan.

Streets and Highways

Freeways. These routes are intended to carry regional and through traffic at high speeds. Access is limited by divided roadways, grade separations, and interchanges with expressways or major arterials.

Major Arterials. These routes are intended to carry inter-city traffic as well as intra-city traffic between important local generators. Facilities are generally four lanes or more with at grade intersections. Provision may be made for controlled turning movements. Expressways are included as major arterials but may feature selected characteristics of freeways.

Minor Arterials. These routes are intended to carry intra-city traffic as well as local traffic between major arterials and collector streets and/or serve local generators. The type of facility varies with the specific function, traffic volume and nature of adjacent development.

Not shown on the Land Use Map are collector streets and local streets. The function of collectors is to carry local traffic to and from arterials as well as provide access to abutting properties. Local streets are intended primarily to provide direct access to abutting properties.

Rail Transportation

Rapid Transit. The Bay Area Rapid Transit (BART) system includes the Fremont-Daly City/Colma and Fremont-Richmond lines, which serve the planning area with two stations (Hayward and South Hayward). Also shown is the Dublin/Pleasanton-Daly City/Colma line, which parallels Route I-580 and serves the planning area with a station in Castro Valley.

Railroads. Three main lines traverse the planning area in a north-south direction with one paralleling the BART tracks. The middle line is the route of the Amtrak Capital Corridor, which provides service between Sacramento and San Jose.

Urban Limit Line

The Urban Limit Line represents the boundary between urban development (e.g., Residential, Commercial, and Industrial designations) and open space (e.g., Baylands, Limited Open Space, and Regional Parks designations).

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