Appendix C – Housing Resources

City of 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%**

Source: Final Regional Housing Needs Allocation, ABAG, 2022

*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.

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 within completed projects which 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.

Of projects currently in the pipeline, 10 consist solely of market-rate units affordable to above-moderate households, while 18 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 88 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. 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	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
O'Neil Ave Apartments	Density Bonus
La Playa Subdivision	Affordable Housing Ordinance, Concessions for requesting General Plan Amendment
Berry Avenue Multifamily	Affordable Housing Ordinance

Project Name	Affordability Mechanism
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

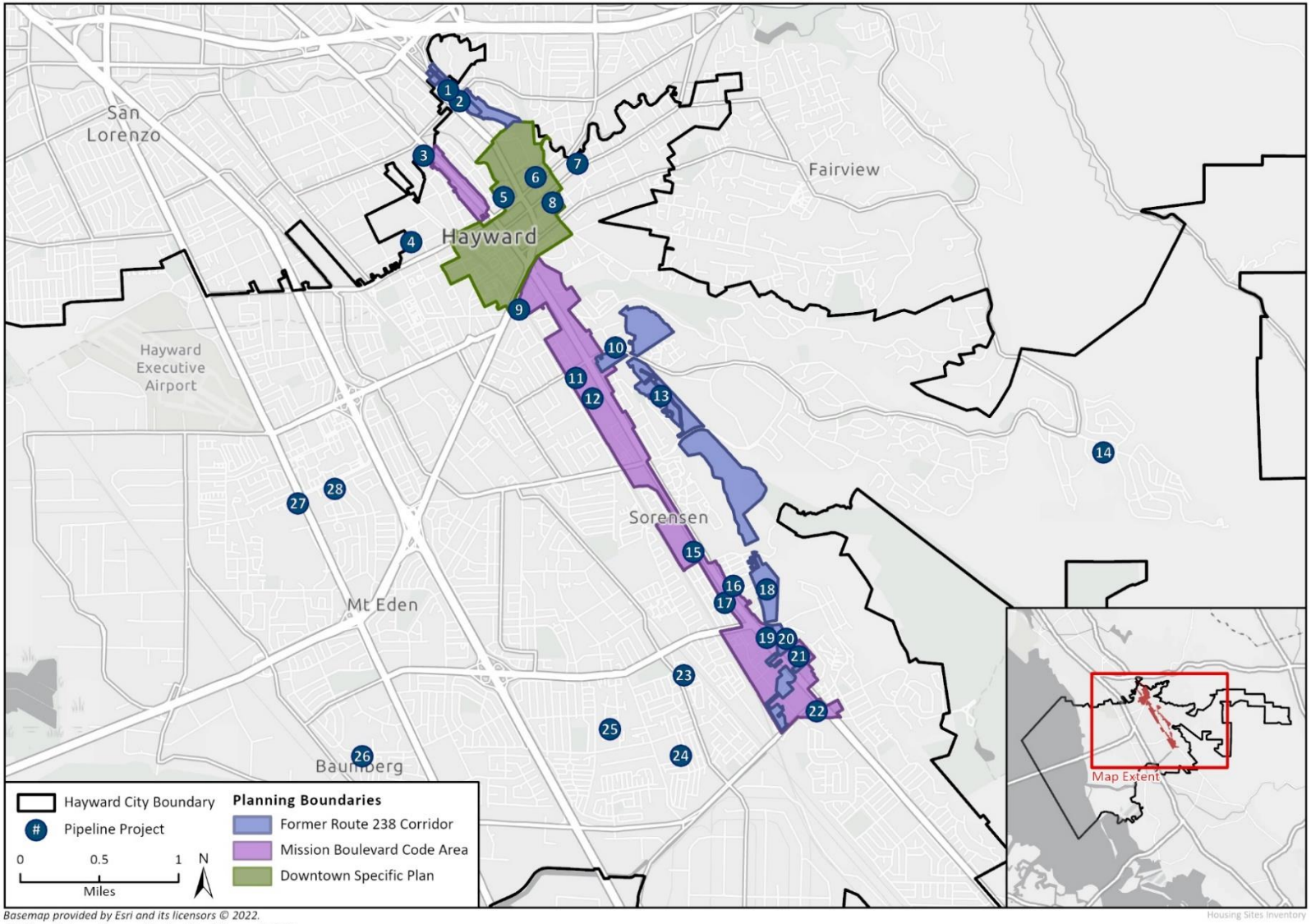
Table C-3 Planned, Approved, and Pending Projects (2021)

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
1	Oak Street	-	-	-	4	36	40	56	71%	Approved
2	Parcel Group 8	-	24	51	20	1	96	54	178%	Approved
3	21659 Mission Boulevard	-	1	-	3	41	45	63	72%	Approved
4	420 Smalley Avenue	-	-	-	1	7	8	8	100%	Approved
5	Maple and Main	-	48	-	-	192	235	343	68%	Under Review
6	1200 A Street	-	-	-	-	155	155	149	104%	Approved
7	4th and B	-	-	-	-	41	41	78	53%	Approved
8	Pimentel Place	15	20	11	10	1	57	57	100%	Approved
9	Pine Vista Condos	-	-	-	7	33	40	32	125%	Approved
10	Carlos Bee	-	-	-	6	9	15	14	107%	Approved
11	O'Neil Ave Apartments	-	1	-	-	8	9	13	71%	Approved
12	Berry Avenue Multifamily	-	1	-	1	16	18	29	63%	Approved
13	Parcel Group 5	-	18	-	-	74	92	122	75%	Approved
14	Cavallo Highlands	-	-	-	-	20	20	38	52%	Approved
15	27177-27283 Mission Blvd	-	-	-	6	49	55	86	64%	Approved
16	Mission Paradise	15	20	40	-	-	76	104	73%	Approved
17	28049 Mission Boulevard	-	-	-	-	25	25	37	68%	Approved
18	Parcel Group 3 - La Vista Residential	-	36	138	-	2	176	194	91%	Approved
19	Mission Terraces	-	76	33	-	1	110	91	121%	Approved
20	SoMi (True Life)	-	-	-	20	169	189	174	109%	Approved
21	Mission Seniors	-	-	-	-	203	203	228	89%	Approved
22	Mission Villages	-	-	-	-	72	72	188	38%	Approved
23	Huntwood	-	-	-	1	13	14	21	65%	Approved
24	Vagabond	-	-	-	-	8	8	8	100%	Approved

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
25	Harvey Avenue	-	-	-	-	17	17	14	121%	Approved
26	Arf Avenue Subdivision	-	-	-	-	9	9	12	81%	Approved
27	Hesperian Subdivision	-	-	-	-	19	19	16	122%	Approved
28	La Playa Commons	-	-	2	3	42	47	47	100%	Approved
	Total Units	**30**	**245**	**275**	**82**	**1,263**	**1,895**	**Average % of Max Density**	**88%**	

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



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Additional information provided by City of Hayward, 2022.

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 finaled 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.

Based on rental trends in Hayward and other Bay Area cities, it is assumed that 90 percent would be affordable for moderate-income households and below, and 10 percent would be affordable for above moderate-income households.

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-4 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.

Table C-4 Remaining Share of RHNA

Affordability Category	RHNA Allocation	Units Pending or Approved or under Construction	Estimated ADUs	Remaining RHNA
Very-Low	1,075	275	96	704
Low	617	275	96	246
Moderate	817	82	96	639
Above Moderate	2,115	1,263	32	820
Total	**4,624**	**1,895**	**320**	**2,409**

After accounting for planned and approved units and projected ADU development the City has satisfied approximately 47 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 2,409 units. This total includes 704 very low-income, 246 low-income, 639 moderate-income, and 820 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 B. The sites identified in this inventory have a potential development capacity of 3,504 new housing units.

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.

Suitability of Nonvacant Sites

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[1]. 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.

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 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

[1] The Alameda County Collaborative held a panel with active, local developers on November 29, 2021.

development standards or environmental constraints that may impact the feasibility of redevelopment on the 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.
- Age of structure: The age of a structure is most 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.
- Floor area ratio: Low floor area ratios further indicate underutilization especially in downtown areas or upzoned[2] corridors. Conversely, developed sites with higher floor area ratios are less likely to redevelop as the land and demolition costs would be high.
- 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.

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 conservative 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. The pending and approved projects shown in Table C-3 on average achieved a density equal to approximately 87 percent of the maximum density allowed on the site. Based on that finding, the City assumes the realistic capacity of the Sites Inventory to be 75 percent of the maximum density under the applicable zoning or general plan designation.

[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.

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-5 summarizes the capacity of vacant and underutilized sites within the DSP area.

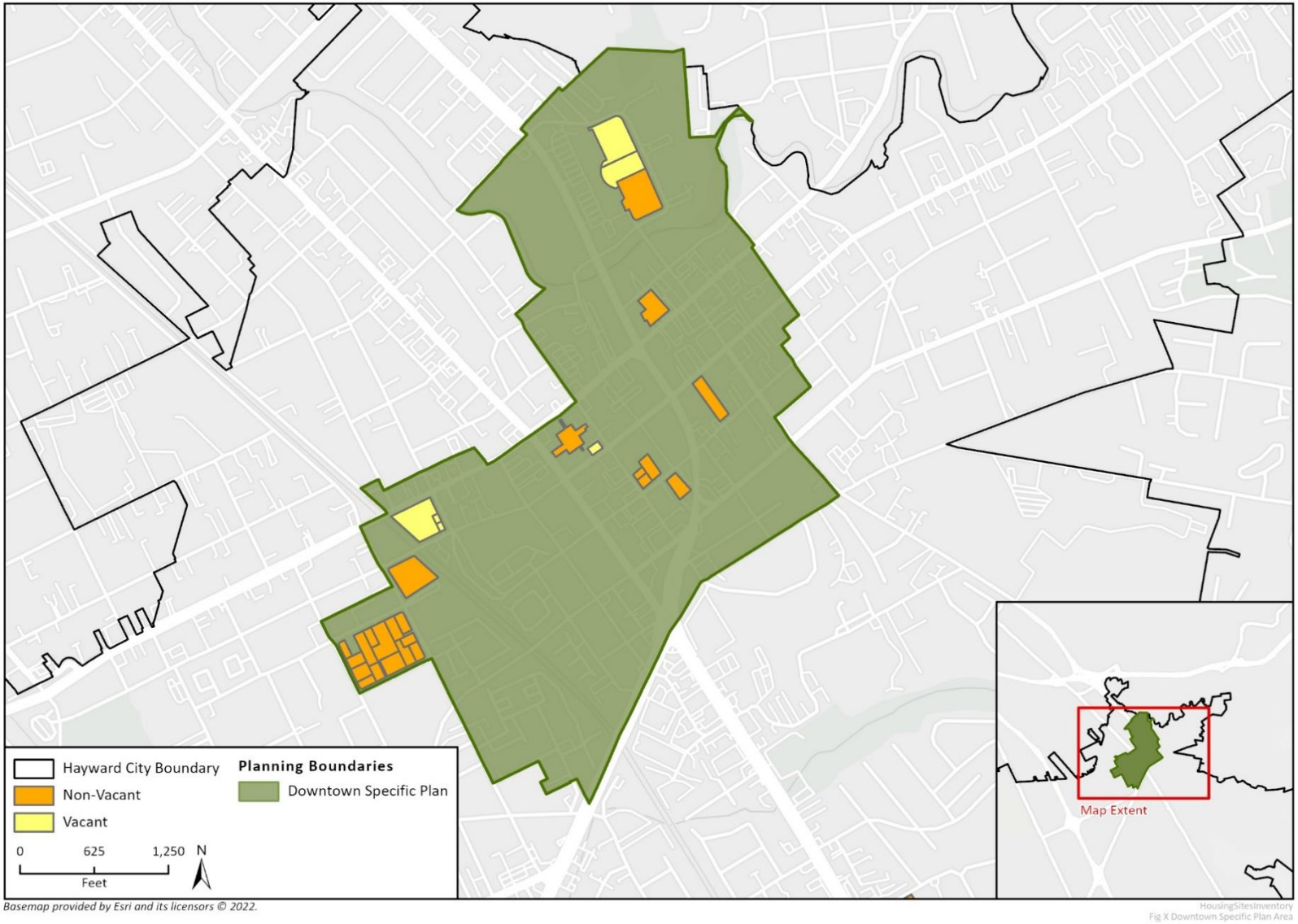
Table C-5 Residential Development Potential in the Downtown Specific Plan Area

General Plan Land Use Designation	Acres	Number of Parcels	Maximum Allowed Density	Potential New Units
Central City – High-Density Residential (CC-HDR)	0.44	2	110 dwelling units per acre	35
Central City – Retail and Office Commercial (CC-ROC)	19.19	27	110 dwelling units per acre	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 Hayward Bay Area Rapid Transit (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



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 2923[3].

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-6. 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-7 summarizes the capacity of vacant and underutilized sites within the Mission Boulevard Corridor Code Area.

[3]A 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-6 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 TOD Overlay 1: 75 du/ac TOD Overlay 2: 40 du/ac	55 du/ac TOD Overlay 1: 100 du/ac TOD Overlay 2: 65 du/ac	75 du/ac TOD Overlay 2: 100 du/ac

Notes: du/ac = dwelling units per acre

Table C-7 Residential Development Potential in the Mission Boulevard Corridor Code Area

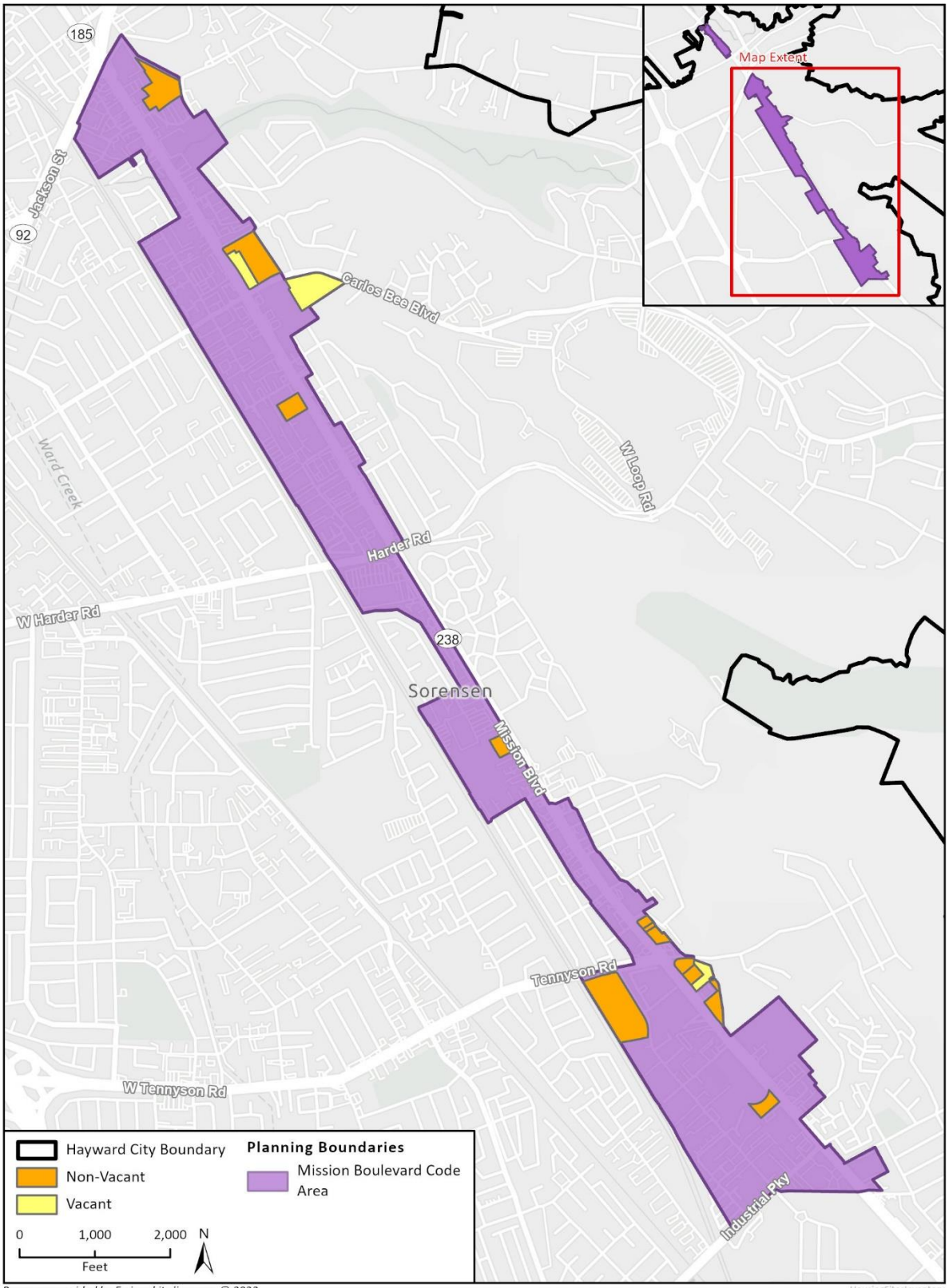
Zoning District	Acres	Number of Parcels	Maximum Allowed Density	Potential New Units
Corridor Neighborhood (MB-CN)	11.7	5	35 – 55 du/ac	428
Corridor Center (MB-CC)	7.6	8	55 – 100 du/ac	521
South Hayward BART Site - Planned Development (PD)	5.9	1	100*	439
Total	**25.2**	**14**	**-**	**1,388**

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-6. 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 28 acres of vacant and underutilized land within the Mission Boulevard Corridor Code Area (as shown in Figure C-3) can accommodate an additional 1,388 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



Basemap provided by Esri and its licensors © 2022.

HousingSitesInventory
Fig X Mission Boulevard Code Area Portrait

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 & 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 City expects to take the entitlement and Disposition and Development Agreement to the City Council in the second quarter of 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 is pending City of Hayward approval on a 1.5-acre portion of the site at the corner of Grove Way and Foothill Boulevard. 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-8 summarizes the capacity of vacant and underutilized sites within the former Route 238 Corridor.

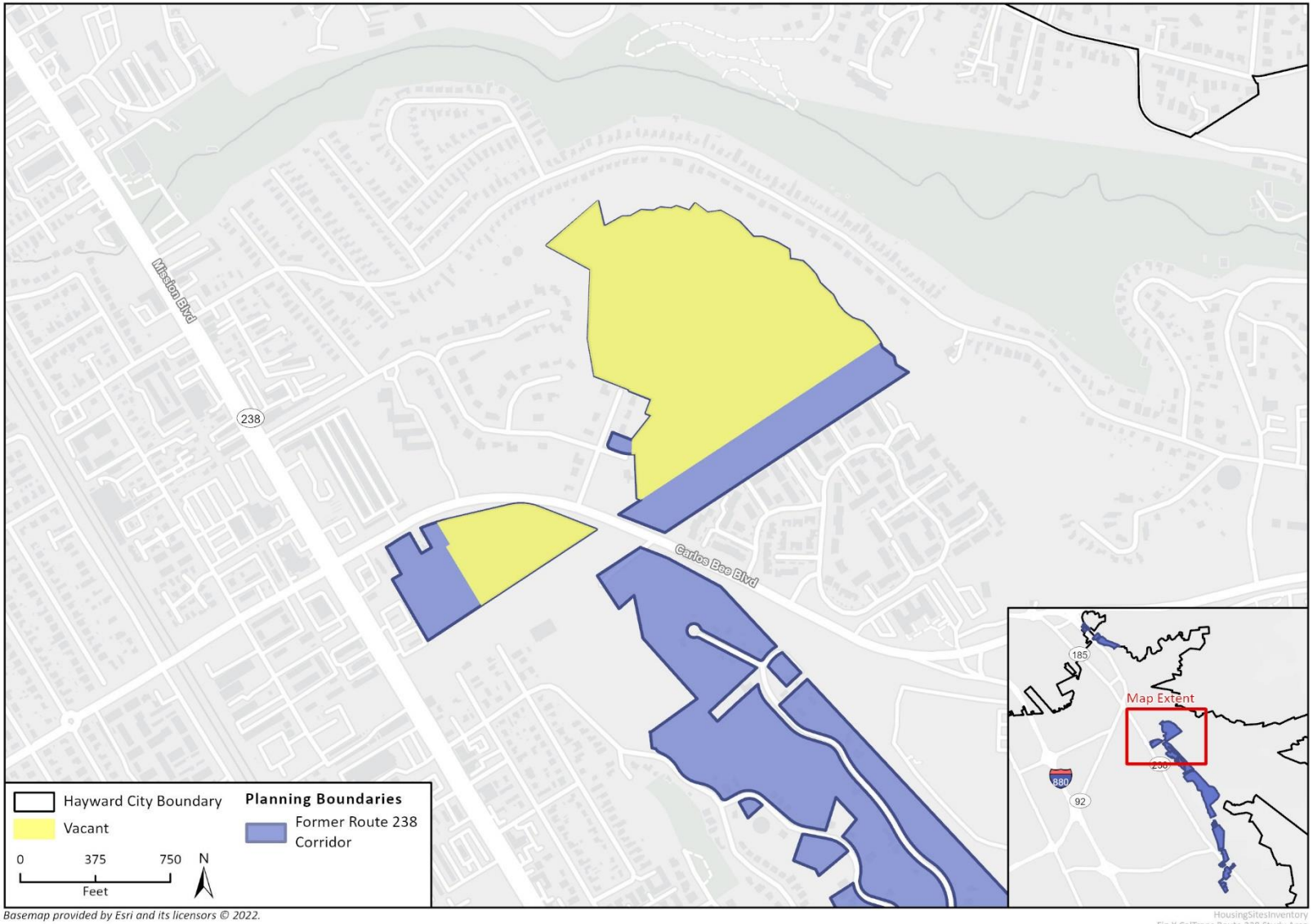
Table C-8 Residential Development Potential along the Former Route 238 Corridor

General Plan Land Use Designation	Acres	Number of Parcels	Maximum Allowed Density	Realistic Potential New Units
Corridor Neighborhood (MB-CN)	4.9	1	35 du/ac	98
Sustainable Mixed Use (SMU)	10.0	1	55 du/ac	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 3,642 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 non-vacant sites which were listed in a previous housing element to accommodate a total of 150 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 29459 Mission Boulevard (078C-0438-011-02).

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 582 lower-income units, giving the city a 61 percent buffer for this income category. Vacant sites satisfy more than half of the remaining lower income RHNA after ADUs and planned/approved units are accounted for. The results of the residential Sites Inventory are presented in Table C-9.

Table C-9 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	550	82	1,263	1,895
ADUs Anticipated	192	96	32	320
Remaining RHNA	**950**	**639**	**820**	**2,409**
Downtown Specific Plan Area	791	434	381	1,606
Mission Boulevard Corridor	816	164	408	1,388
Former Route 238 Corridor	0	200	310	510
Total Units on Vacant Sites	508	226	425	1,159
Total Units on Underutilized Sites	1,099	619	627	2,345
Total Units on Vacant and Underutilized Sites	**1,607**	**798**	**1,099**	**3,504**
Total Unit Surplus	**657**	**159**	**279**	**1,095**

1.3.1 Recycling Trends

Much of the recent development relies on the redevelopment (or “recycling”) of underutilized properties or underperforming commercial sites. 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 communities to leverage privately sources 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 is nearing completion as of December 2021 located at 2816 Mission Boulevard. 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 withing 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.

- 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.

- 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 Senate Bill (SB) 35 and Assembly Bill (AB) 1763 which allowed for streamlined permitting and unlimited density bonuses for 100% 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 B 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. Conditions at parcel 444-0078-005-05 also mirror the pre-construction conditions of the Mission Crossings project site. The Mission Crossing project was developed on the site of two former auto-dealerships which fell into vacancy and disrepair.

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.[4] The lack of supply and high rent costs suggests that unit recycling activities is a method to consider when addressing housing needs.

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

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.

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.

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.

The 2020 City of Hayward Urban Water Management Plan 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. 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 and enforceable water conservation measures.

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 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.[5] 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 City Building Code and building permit process, the City Grading and Clearing Permit process, the Multi-Jurisdictional Local Hazard Mitigation Plan with City of Hayward Annex document, the City of Hayward Comprehensive Emergency Management Plan, and the Community Emergency Response Team program.[6]

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

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 developers[7]. 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.

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

[7] City of Hayward. 2021. Preliminary Budget.

- 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.[8] Hayward allocated approximately $482,000 in HOME funds in 2021.[9]

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.

[8] Alameda County Department of Housing and Community Development. 2021. HOME Program. https://www.acgov.org/cda/hcd/rhd/homefunding.htm.
[9] City of Hayward. 2022. Adopted Budget. https://hayward-ca.gov/sites/default/files/documents/FY-2022-Adopted-Operating-Budget.pdf

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 2022[10]:

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

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 include[11]:

- 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

[10] Adopted Budget Fiscal Year 2022, https://www.hayward-ca.gov/sites/default/files/documents/FY-2022-Adopted-Operating-Budget.pdf
[11] Housing Authority of Alameda County, https://www.haca.net/housing-programs/

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.[12] 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 add an additional 258 units of affordable housing. Table C-10 details active affordable housing providers active and the associated affordable housing developments in Hayward.

Table C-10 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, CA 94544	
	EC Magnolia Court	22880 Watkins Street, Hayward, CA 94541	
	Glen Berry	625 Berry Avenue, Hayward, CA 94544	
	Glen Eden	561 A Street, Hayward, CA 94541	
	Harris Court Apts	742 and 734 - 751 Harris Court, Hayward, CA 94544	
	Hayward Senior	568 C Street Hayward California, 94541	Senior
	Huntwood Commons	27901 Huntwood Avenue, Hayward, CA, 94545	Multifamily
	Josephine Lum Lodge	2747 Oliver Drive, Hayward, CA 94545	
	Leidig Court	27751 Leidig Court, Hayward, CA, 94541	Multifamily
	Sparks Way Commons	2750 Sparks Way Hayward, CA 94541	Multifamily
	Villa Springs Apartments	22328-22330 South Garden Avenue Hayward, CA 94541	Multifamily
	Walker Landing	1433 North Lane Hayward, CA 94545	Multifamily
	Tennyson Gardens/Faith Manor	973 West Tennyson Road, Hayward, CA, 94545	Multifamily
	Sara Conner Court	32540 Pulaski Drive, Hayward, CA, 94545	Multifamily

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

Organization	Development Name	Address	Type
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 St, Hayward, CA 94541	Transitional Housing
	Les Marquis Emergency Shelter	22671 3rd St, Hayward, CA 94541	Emergency Shelter

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Sites Inventory

Table A Housing Element Sites Inventory

Jurisdiction Name	Site Address/ Intersection	5 Digit ZIP Code	Assessor's Parcel Number	Consolidated Sites	General Plan Designation (Current)	Zoning Designation (Current)	Minimum Density Allowed (units/acre)	Max Density Allowed (units/acre)	Parcel Size (Acres)	Existing Use/Vacancy	Infrastructure	Publicly-Owned	Site Status	Identified in Last/Last Two Planning Cycle(s)	Lower Income Capacity	Moderate Income Capacity	Above Moderate Income Capacity	Total Capacity	Improvement to Land Value Ratio	Year Built
HAYWARD	22765 GRAND ST	94541	431-0040-026-00		CC-ROC	UN	40	110	0.23	Commercial repair garage	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant			18	18	0.00	N/A
HAYWARD	507 C ST	94541	431-0040-017-00		CC-HDR	UN	40	110	0.20	Industrial	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant			16	16	0.34	1945
HAYWARD	548 CLAIRE ST	94541	431-0040-029-00		CC-ROC	UN	40	110	0.62	Industrial Light/ Manufacturing	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant	51			51	2.39	N/A
HAYWARD	529 C ST	94541	431-0040-020-02		CC-ROC	UN	40	110	0.58	Warehouse	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant			47	47	0.79	1954
HAYWARD	22756 ALICE ST	94541	431-0040-031-00		CC-HDR	UN	40	110	0.24	Commercial repair garage	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant		19		19	0.79	1955
HAYWARD	548 CLAIRE ST	94541	431-0040-028-00		CC-ROC	UN	40	110	0.42	Warehouse	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant		34		34	0.12	N/A
HAYWARD	577 C ST	94541	431-0040-023-00		CC-ROC	UN	40	110	0.41	Warehouse	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant		33		33	0.06	1940
HAYWARD	597 C ST	94541	431-0040-024-02		CC-ROC	UN	40	110	0.33	Veterinarian Office	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant		27		27	2.33	1955
HAYWARD	575 C ST	94541	431-0040-022-00		CC-ROC	UN	40	110	1.07	Automobile dealership	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant		88		88	0.74	N/A
HAYWARD	22765 GRAND ST	94541	431-0040-027-00		CC-ROC	UN	40	110	0.30	Commercial repair garage	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant		24		24	0.52	N/A
HAYWARD	541 C ST	94541	431-0040-021-01		CC-ROC	UN	40	110	0.27	Commercial towing company	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant		22		22	1.29	N/A
HAYWARD	22740 ALICE ST	94541	431-0040-032-00		CC-ROC	UN	40	110	0.40	Industrial Light/Manufactu ring	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant		33		33	1.50	1963
HAYWARD	516 CLAIRE ST	94541	431-0040-030-00		CC-ROC	UN	40	110	0.29	Commercial repair garage	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant		23		23	1.06	1947

Jurisdiction Name	Site Address/ Intersection	5 Digit ZIP Code	Assessor's Parcel Number	Consolidated Sites	General Plan Designation (Current)	Zoning Designation (Current)	Minimum Density Allowed (units/acre)	Max Density Allowed (units/acre)	Parcel Size (Acres)	Existing Use/Vacancy	Infrastructure	Publicly-Owned	Site Status	Identified in Last/Last Two Planning Cycle(s)	Lower Income Capacity	Moderate Income Capacity	Above Moderate Income Capacity	Total Capacity	Improvement to Land Value Ratio	Year Built
HAYWARD	22722 ALICE ST	94541	431-0040-033-00		CC-ROC	UN	40	110	0.33	Commercial repair garage	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant		27		27	0.23	1968
HAYWARD	25375 MISSION BLVD	94544	444-0060-012-02		SMU	MB-CN	17.5	35	1.86	Automobile dealership	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant		48		48	0.02	1965
HAYWARD	28824 MISSION BLVD	94544	078C-0461-006-04		SMU	MB-CC	40	100	1.33	Vacant	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant	99			99	0.00	N/A
HAYWARD	FLETCHER LN	94544	445-0001-004-13		SMU	MB-CN	17.5	35	1.70	Auto-Storage	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant	44			44	0.02	N/A
HAYWARD	29459 MISSION BLVD	94544	078C-0438-011-02		SMU	MB-CC	35	55	1.34	Surface parking	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant	55			55	0.00	N/A
HAYWARD	OVERLOOK AVE	94542	445-0180-001-00		SMU	SMU	25	55	10.00	Vacant	YES - Current	YES - City-Owned	Available	Used in Two Consecutive Prior Housing Elements - Vacant		102	310	412	0.00	N/A
HAYWARD	1026 C ST	94541	428-0066-038-01		CC-ROC	DT-MS	40	110	0.20	Public Owned Parking	YES - Current	YES - City-Owned	Available	Not Used in Prior Housing Element			16	16	0.00	N/A
HAYWARD	1026 C ST	94541	428-0066-037-00		CC-ROC	DT-MS	40	110	0.45	Public Owned Parking	YES - Current	YES - City-Owned	Available	Not Used in Prior Housing Element			37	37	0.00	N/A
HAYWARD	22696 MAIN ST	94541	428-0066-038-02		CC-ROC	DT-MS	40	110	0.14	Public Owned Parking	YES - Current	YES - City-Owned	Available	Not Used in Prior Housing Element			11	11	0.00	N/A
HAYWARD	22300 FOOTHILL BLVD	94541	415-0250-112-00		CC-ROC	UC	40	110	1.40	Vacant	YES - Current	YES - City-Owned	Available	Not Used in Prior Housing Element			115	115	0.00	1968
HAYWARD	MISSION BLVD	94541	428-0056-066-00		CC-ROC	DT-MS	40	110	0.98	Public Owned Parking	YES - Current	YES - City-Owned	Available	Not Used in Prior Housing Element			80	80	0.00	N/A
HAYWARD	24874 MISSION BLVD	94544	445-0150-058-04		SMU	MB-CN	17.4	55	1.82	Vacant commercial land	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			75	75	0.00	N/A
HAYWARD	27143 MISSION BLVD	94544	452-0056-005-00		SMU	MB-CN	17.4	55	1.22	Single-tenant Retail Store	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			50	50	0.88	1961

Jurisdiction Name	Site Address/ Intersection	5 Digit ZIP Code	Assessor's Parcel Number	Consolidated Sites	General Plan Designation (Current)	Zoning Designation (Current)	Minimum Density Allowed (units/acre)	Max Density Allowed (units/acre)	Parcel Size (Acres)	Existing Use/Vacancy	Infrastructure	Publicly-Owned	Site Status	Identified in Last/Last Two Planning Cycle(s)	Lower Income Capacity	Moderate Income Capacity	Above Moderate Income Capacity	Total Capacity	Improvement to Land Value Ratio	Year Built
HAYWARD	28534 MISSION BLVD	94544	078C-0626-003-12		SMU	MB-CC	40	100	0.47	Automobile dealership	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	35			35	0.20	N/A
HAYWARD	28546 MISSION BLVD	94544	078C-0626-003-23		SMU	MB-CC	40	100	0.21	Automobile dealership	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			16	16	0.04	N/A
HAYWARD	28564 MISSION BLVD	94544	078C-0626-003-26		SMU	MB-CC	40	100	0.92	Automobile dealership	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	69			69	0.10	1961
HAYWARD	28700 MISSION BLVD	94544	078C-0461-004-00		SMU	MB-CC	40	100	0.89	Single-tenant Retail Store	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			66	66	1.03	1973
HAYWARD	28722 MISSION BLVD	94544	078C-0461-005-00		SMU	MB-CC	40	100	0.87	Single-tenant Retail Store	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			65	65	0.67	1970
HAYWARD	FOOTHILL BLVD	94541	415-0250-111-02		CC-ROC	UC	40	110	2.14	Vacant	YES - Current	YES - City-Owned	Available	Not Used in Prior Housing Element	176			176	0.00	N/A
HAYWARD	24732 MISSION BLVD	94544	445-0150-059-02		SMU	MB-CN	17.4	55	5.12	Warehouse-Self Storage	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			211	211	0.92	1979
HAYWARD	1045 C ST	94541	428-0066-055-01		CC-ROC	DT-MS	40	110	0.51	Single-tenant Retail Store	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element			41	41	0.41	1947
HAYWARD	C ST	94541	427-0011-020-00		CC-ROC	DT-MS	40	110	0.89	Public Owned Parking	YES - Current	YES - City-Owned	Available	Not Used in Prior Housing Element	73			73	0.00	N/A
HAYWARD	A ST	94541	415-0240-038-00		CC-ROC	UN	40	110	0.95	Public Owned Parking	YES - Current	YES - City-Owned	Available	Not Used in Prior Housing Element		78		78	0.00	N/A
HAYWARD	C ST	94541	431-0044-035-04		CC-ROC	UC	40	110	1.76	Surface Parking	YES - Current	YES - City-Owned	Available	Not Used in Prior Housing Element	145			145	0.00	N/A
HAYWARD	DIXON ST	94544	078C-0441-001-29		SMU	PD	75	100	5.86	Surface Parking	YES - Current	YES - City-Owned	Available	Not Used in Prior Housing Element	439			439	0.00	N/A
HAYWARD	FOOTHILL BLVD	94541	415-025-0113-00		CC-ROC	UC	40	110	2.28	Public Agency - Parking Garage	YES - Current	YES - City-Owned	Available	Not Used in Prior Housing Element	188			188	0.00	N/A

Jurisdiction Name	Site Address/ Intersection	5 Digit ZIP Code	Assessor's Parcel Number	Consolidated Sites	General Plan Designation (Current)	Zoning Designation (Current)	Minimum Density Allowed (units/acre)	Max Density Allowed (units/acre)	Parcel Size (Acres)	Existing Use/Vacancy	Infrastructure	Publicly-Owned	Site Status	Identified in Last/Last Two Planning Cycle(s)	Lower Income Capacity	Moderate Income Capacity	Above Moderate Income Capacity	Total Capacity	Improvement to Land Value Ratio	Year Built
HAYWARD	966 B ST	94542	428-0056-057-00		CC-ROC	DT-MS	40	110	0.17	Vacant	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element		14		14	0.00	N/A
HAYWARD	685 A ST	94542	428-0046-053-00		CC-ROC	UC	40	110	0.08	Vacant	YES - Current	YES - City-Owned	Available	Not Used in Prior Housing Element		6		6	0.00	N/A
HAYWARD	685 A ST	94543	428-0046-054-00		CC-ROC	UC	40	110	0.08	Vacant	YES - Current	YES - City-Owned	Available	Not Used in Prior Housing Element		6		6	0.00	N/A
HAYWARD	685 A ST	94541	428-0046-052-02		CC-ROC	UC	40	110	1.92	Vacant	YES - Current	YES - City-Owned	Available	Not Used in Prior Housing Element	158			158	0.00	N/A
HAYWARD	25000 MISSION BLVD	94544	4450200-012-04		SMU	MB-CN	17.4	35	4.92	Vacant	YES - Current	YES - City-Owned	Available	Not Used in Prior Housing Element		98		98	0.00	N/A
HAYWARD	28900 MISSION BLVD	94544	078C-0461-009-01		SMU	MB-CC	40	100	1.56	Automobile dealership	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element		116		116	0.29	N/A

Table C Land Use

Zoning Designation from Table A, Column G and Table B, Columns L and N (e.g., "R-1")	General Land Uses Allowed (e.g., "Low-Density Residential")
MB-CN	Medium Density Residential/Mixed-Use
MB-CC	High Density Residential/Mixed-Use
MB-NN	Medium High Density Residential/Mixed-Use
DT-MS	High Density Residential/Mixed-Use
PD	Planned Development
SMU	High Density Residential/Mixed-Use
UN	Medium High Density Residential/Mixed-Use
UC	Very High Density Residential/Mixed-Use

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