

Comments on Parcel Group 6 Master Development Plan

Trail

p. 12: helpful “SD-7 Overlay provides a general location of the trail...trail alignment will be refined during the specific planning process.” P. 20: problem: “A portion of the Hayward Foothill Trail **would** run along the northern and western boundary of the project site, and north/south within the PG&E utility corridor just east of the site. The trail **would** consist of a **16-foot wide** multi-use trail to accommodate pedestrians and bicyclists to the extent feasible.” “Would run” should be “could be,” because this alignment and the one on the west side make no sense; they are on cliffs or go sideways and up and over. “Would consist” 16-foot wide should be “could consist” because 16-feet would destroy the creek, be expensive on steep slopes, or preempt area needed for development. “Would” is too strong relative to “generally.”

p. 22: The trail section marker on the left is not possible on the right. The marker shows a very steep slope on one side not in the drawing. The red lines on the left are topographically fantastical.

p. 20. A 25-foot buffer ordinarily would make sense but may not be needed along the cut line of the quarry edge, an issue which should be determined by naturalists and geotechnical engineers, not by formula. Figure 4-1 is unrealistic. There is no topography allowing a wide flat trail in open space.

I’d like to see: “The trail would serve pedestrians and be carefully designed to protect the steep wooded slopes of Dobbel Creek.”

Passive open space

p. 20: “The proposed project would include 12 acres of dedicated open space located around the drainage along the northern boundary of the project site and in the steeply sloped areas.”

p. 27: “Approximately 12.25 acres of passive open space, including undeveloped areas, and land set aside to preserve riparian areas and protect steep slopes.”

The city has not shown the details behind these numbers. One city source showed 5.28 acres for the creek which seems right. 12 acres seems incorrect.

My research shows

Existing conditions	Total square Feet	Gross square feet	Acres	Percent
Open Space	<i>measured</i>			
Creek Area. steep ravine and creek on north side, city figure	Design W.	234,353	5.38	18.2%
Steep Rock Face. on east side, existing	Design W.	115,870	2.66	9.0%
Steep Rock Face. on east side, proposed (D.W. omitted)	37,577	37,577	0.86	2.9%
West Area. steep drop off and slope on west side, adjusted	36,622	10,890	0.25	0.8%
total steep open space		398,689	9.15	30.9%

1.5-acre park

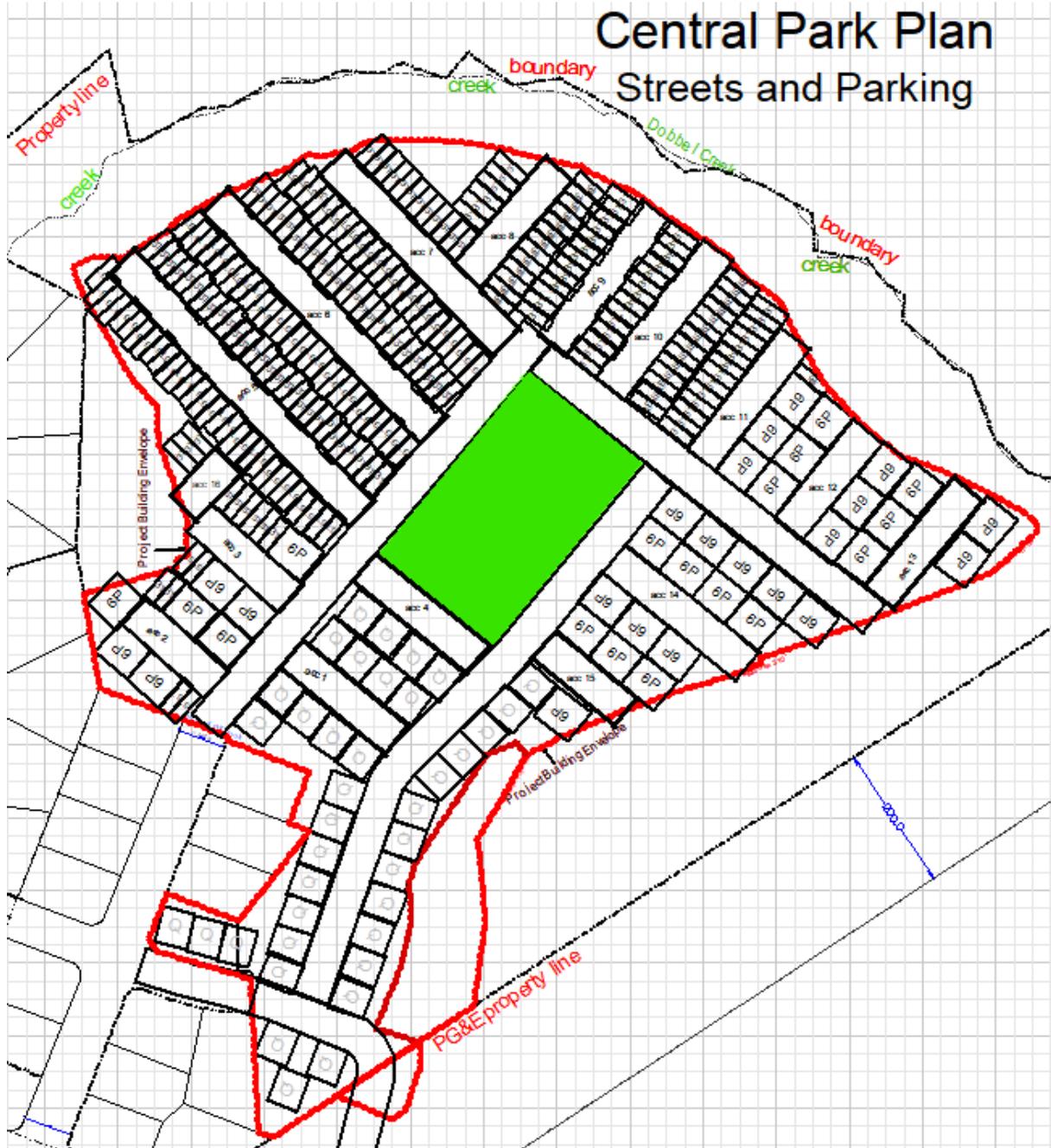
p. 27: "An approximately 1.5-acre neighborhood park;" p. 21: "would" should be "could" because a large central park which looks good on paper does not follow the principals for the use of public spaces set out by William Holly Whyte (<https://www.pps.org/>). The same park area works better in smaller areas closer to front doors, which also allows more efficient use of the site and does not preempt land need for housing. "Easily accessible" by car is different from by walking.

Vehicular access

p. 23: The plan text and graphics describe an auto-based system.

Left turns coming up hill are problematic in principal, but not in practice so far. The gain from moving the left uphill to the powerline is minimal. On solution is to swing an uphill lane on the right side of Bee south onto vacant Caltrans land and then loop it back north to cross Bee at right angles on a more level slope.

p. 24: HAPA did a site plan based on the graphic:



We revised the city's graphic because the curves and angles preempted density. We consider the p. 24 master plan graphic and ours above inferior to a mini-parks approach. See the Walkways vs Cars report at

<https://www.dropbox.com/s/khmpbb9mq0nz4e/Walkways%20vs%20cars.pdf?dl=0>.

p. 25: These cross sections took up so much land they dramatically reduced the area for development, increased car dependency, increased costs, and reduced economies of scale. ROW and setbacks added up to 68 feet, a wide suburban density. The street cross sections are not aimed at getting density.

Shuttle route

p. 26: The shuttle route is less attractive than one that swings through the project to get close to riders and uses Fletcher-Watkins to get them faster to downtown and BART. With

more riders and shorter distance, this will be more cost-effective. The plan should call for a busway through the south side of the project.

Retail and commercial space

p. 27 My research indicates that the Bayview project can support a café, nothing more—it is too small. The Master Plan concepts reduce the buildable area by about 25 percent. Developers sometimes provide uneconomic retail to please cities. Those spaces fail or have to be subsidized. They increase the cost of the housing to do so.

Development area

p. 27: The area on the southeast side is better developed from City View. As shown, it will require roadway as it is unwalkable, and the roadway preempts the grading plan needed for a walkable site. It reaches a very small area, but one with a great view.

Site Plan

p. 27: a perfectly good site plan for cars—lot of wasted space, not serviceable by transit.

The development area is so limited and the ROW so wide you could need 5 stories to get the density, and in general the plan squashes suburbia into a small area and then pretends that TDM can work.

Student housing

p. 27: What best works for students needs study. The overhead of dedicated student housing may be greater than normal rents. City View needs to be compared to on-campus rents and students need to be consulted. The campus, in response to a public records request by the City, was unable to produce any information on rental agency overhead, student age, marital status, children, class unit load, hours of work, current housing situation (own, rent, parents' home), current housing locations, and income. The campus has a new housing committee that reports next spring.

Building types

p. 30: The three-story types shown in industrial plain block brutalism style are now fashionable if unattractive, but give the idea of building but not streetscape.

p. 31-32: five to six stories is just too large a scale for me to support and not needed to get density. Some four story may work but three is all that is needed and a more human scale and less costly to build. It feels un-Hayward. I am not impressed with your consultants—they know about big new modern buildings 4 – 5 - 6 stories that will be difficult in Hayward. They don't show older dense styles with more visual appeal.

History

p. 8 Background and RFP p. 4.

In the mid-1960s, the California State Department of Transportation (Caltrans) purchased more than 400 parcels of property for construction of a 14-mile Route 238 Corridor Foothill Freeway to run through the City of Hayward and parts of unincorporated Alameda County from Castro Valley to Fremont. Due to legal challenges, in 1970 Caltrans abandoned the freeway plan and tried to build the shorter Hayward Bypass. In 1982, state legislation was passed to allow Hayward and other local jurisdictions—working through the

Alameda County Transportation Commission—to develop alternative strategies for relieving traffic congestion in Central Alameda County. to use of funds from the sale of surplus right-of-way to fund the Bypass. The legislation called for these it a Local Alternative Transportation Improvement Program (LATIP) projects to be funded from proceeds from the sale of a few surplus properties that had been accumulated by Caltrans for the 238 Bypass.

The Alameda County Transportation Agency tried to use sales tax funds on the Bypass which voters had designated for a project along Mission and Foothill. Legal challenges stopped that funding in 1999.

Following this, Hayward, Alameda County, and Caltrans jointly planned new land uses for the excess property (The Route 238 Bypass Land Use Study). Caltrans sold some houses to Caltrans tenants and auctioned off most of the other properties with the purpose of funding the new LATIP which, among other things, financed the construction of the downtown Loop. In order to ensure the productive development of the remaining properties in a manner that maximizes land value while balancing the desires of the surrounding neighborhood and larger community, the City entered into a Purchase and Sale Agreement with Caltrans in January 2016 to manage the disposition and development of these properties.

RFP

p. 7: “a university that is struggling to house its students.” My impression is that the campus actually places more emphasis on affordable housing for new faculty because it is planning to build enough student housing on campus and does not refer to off-campus student housing in its climate plan or master plan.

p. 8: “...the developer shall construct and deed to the City at a minimum a new 1.5-acre neighborhood park.” There has been staff review but no policy process or Council decision if this specific idea is the best was to go. It would be better to say “the developer shall construct a minimum of 1.5 acres of neighborhood parkland for use by residents and the public.” Otherwise you impose a burden on HARD and make it more difficult for the HOA to manage the area.

Bayview

This Bayview thing is an adventure into uncharted waters. The gist of it is easy enough to understand, but there is a lot detail that shows how it can work. It will be challenging to get investors to pay attention.