

Route 238 Corridor Lands Development

Parcel Group 6: Carlos Bee Quarry

Community Meeting

Jennifer Ott, Deputy City Manager

Sara Buizer, Planning Manager

Fred Kelley, Transportation Manager

Monica Davis, Community Services Manager

Meeting Purpose

1. *Start the process of **responding to community concerns** raised about the Parcel Group 6 development from a previous neighborhood meeting; and*
2. *Continue **to listen to and discuss** neighborhood feedback and questions.*

Meeting Agenda

1. Introductions (11:00 – 11:15)
2. City Presentation (11:15 – 11:45)
 - Project and Site Overview
 - Initial Responses to Community Issues
 - Next Steps
3. Community Discussion (11:45 – 12:30)
 - Small Group Discussions (11:45 - 12:15)
 - Large Group Report Out (12:15 – 12:30)
4. Final Closeout (12:30 – 12:35)

Project & Site Overview

Background

1960's

- Caltrans purchase land for Route 238 Bypass Project

2016

- City & Caltrans Purchase and Sale Agreement

2022

- End of Agreement with Caltrans

2009

- Project Abandoned
- Joint City/County Land Use Study

2017

- Begin Master Development Planning Process

Route 238 Corridor Lands Parcel Groups



238 Project Goals



Facilitate the cohesive, productive use of land driven by community vision



Eliminate neighborhood blight



Negotiate real estate transactions at no net cost to the city

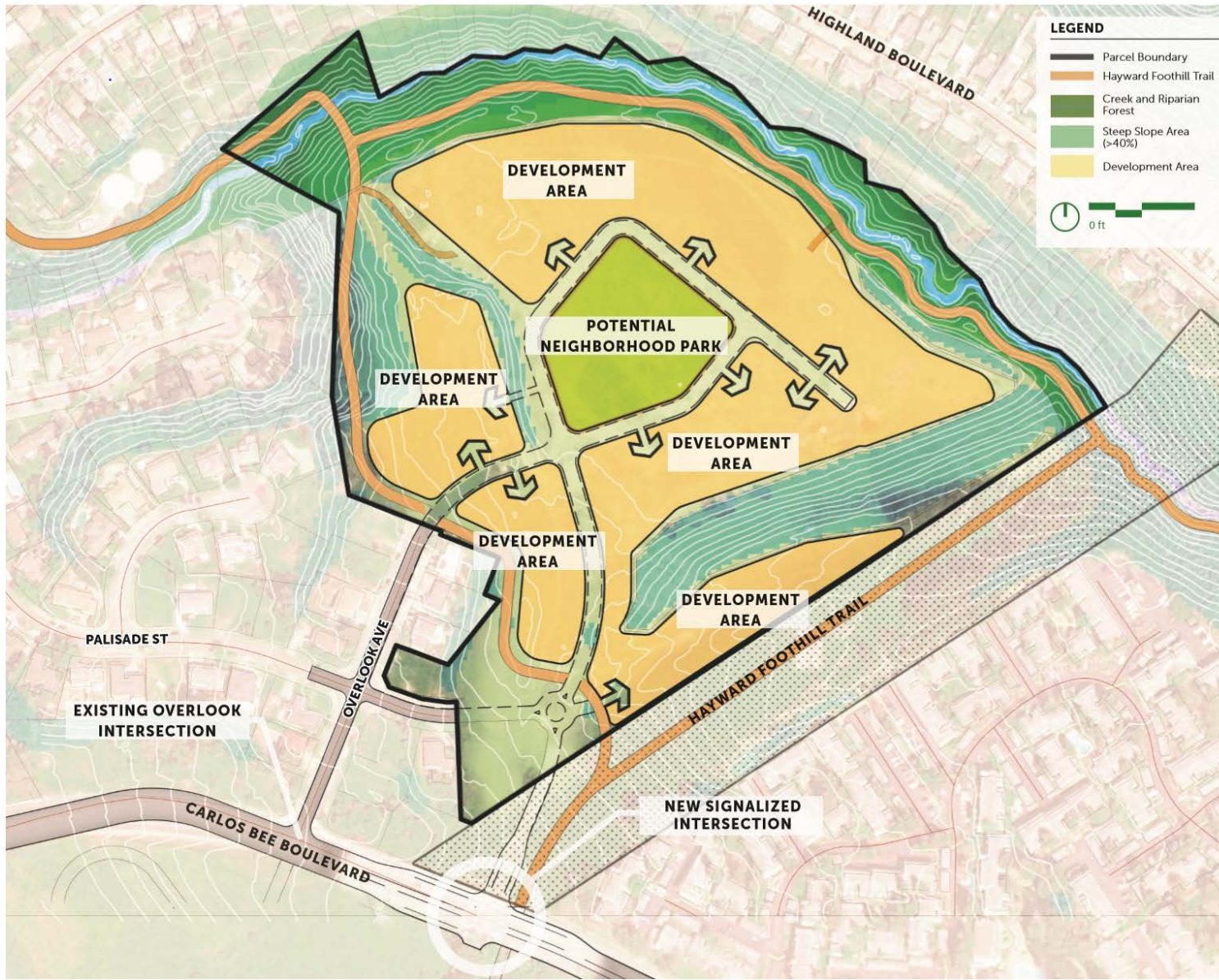


Fund new community benefits

Parcel Group 6 Public Benefits

- Mixed-income housing, including on-site **affordable housing**, to address the housing crisis
- Dedicated student housing to **minimize local commute traffic**
- **Aggressive transportation programs**, including connections to Hayward BART, to minimize car traffic
- An extensive **publicly accessible trail system** connected to other parts of the City, such as South Hayward BART area, and a **neighborhood park** to enhance community amenities
- **Elimination of a vacant**, undeveloped parcel that attracts unwanted activities





Parcel Group 6: Carlos Bee Quarry

- Approved Master Development Plan
 - Provides developers with a streamlined process and level of certainty

Development Vision

- Maximum of 500 townhome/multifamily units and 500 student beds
- Park and Foothill Trail
- Riparian setbacks

Other Key Site Considerations

- Street and utility infrastructure needed
- New connection and intersection to Carlos Bee Blvd. required for new development
- Plan excludes northern bridge and access to Highland neighborhood

PARCEL 6 EXISTING CONDITIONS



LEGEND

- Parcel Boundary
- Hayward Foothill Trail
- Creek and Riparian Forest
- Steep Slope Area

Aggressive Transportation Strategies Required

- Developers will need to provide a robust plan for getting people out of cars and into alternative modes of travel, including:
 - Locally financed shuttle or AC Transit shuttle partnership to Downtown/BART/CSUEB.
 - Bikeway facilities and access to Lime, Jump, or Lyft docked or dockless electric bicycles.
 - On-street parking requirements in accordance with maximums included in SMU zoning.

Initial Responses to Community Issues

- Addressing Cut-Through Traffic Concerns
- Mitigating Potential Noise Impact
- Preserving Open Space and Creating New Parks and Trails

Addressing Cut-Through Traffic Concerns



Traffic Study Background

- State law requires that the local agency determine the environmental impacts of a proposed project, including analysis of the significance of transportation impacts
- Hayward conducted environmental analysis, including a traffic study, among other potential impacts (i.e., noise, biological)



Traffic Impact Study Process



DETERMINE STUDY PARAMETERS



**DETERMINE PROJECT TRIP
GENERATION AND
DISTRIBUTION**



**EXISTING TRAFFIC COUNTS AND
TRAFFIC MODELING TO
DETERMINE POTENTIAL IMPACTS**



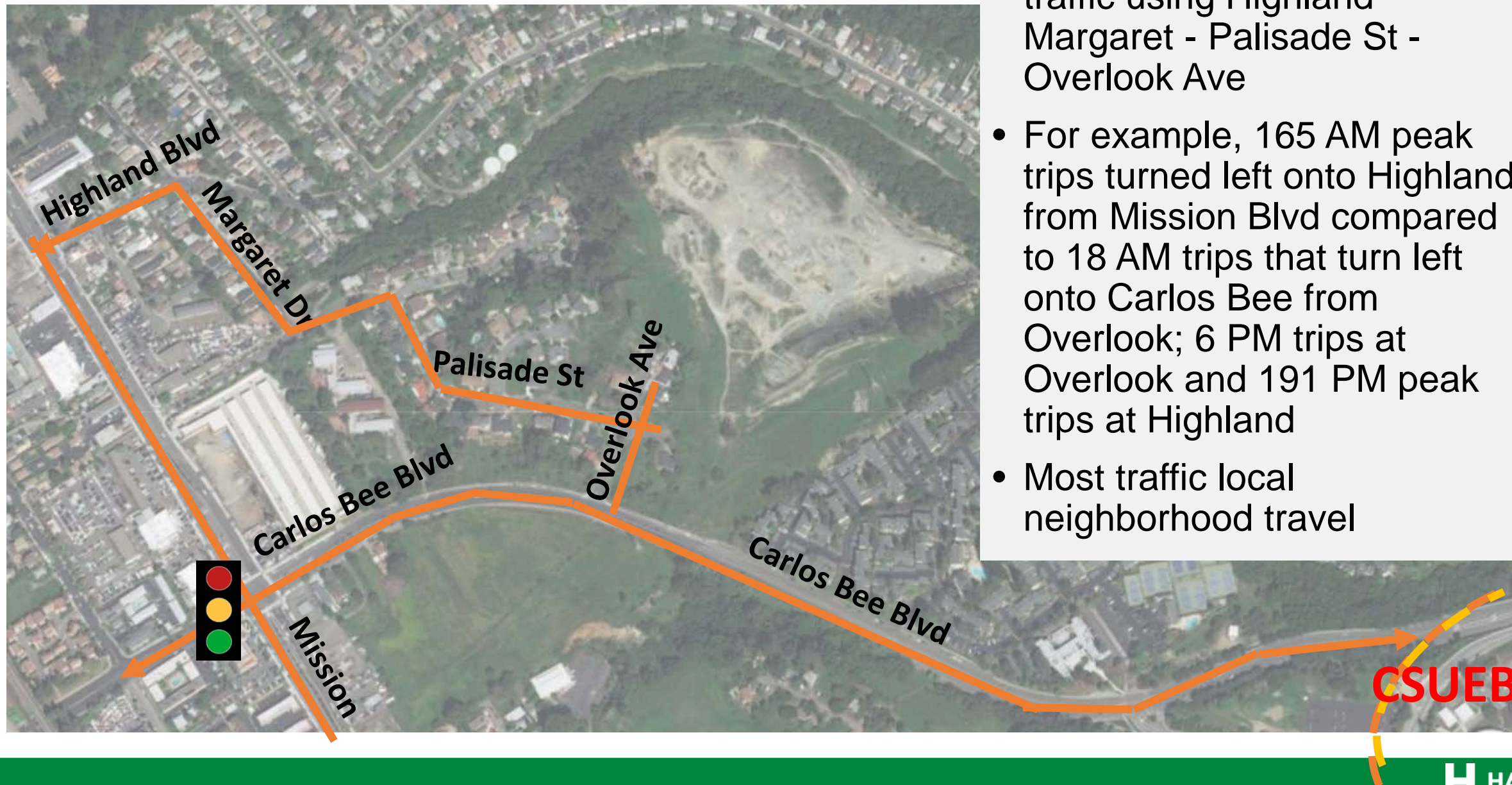
DEVELOP MITIGATIONS

Traffic Study Components

- Site circulation
- Pedestrian and bike facilities
- Transit
- Parking
- Neighborhood cut-through & traffic calming
- Impacts to existing roadways and intersections

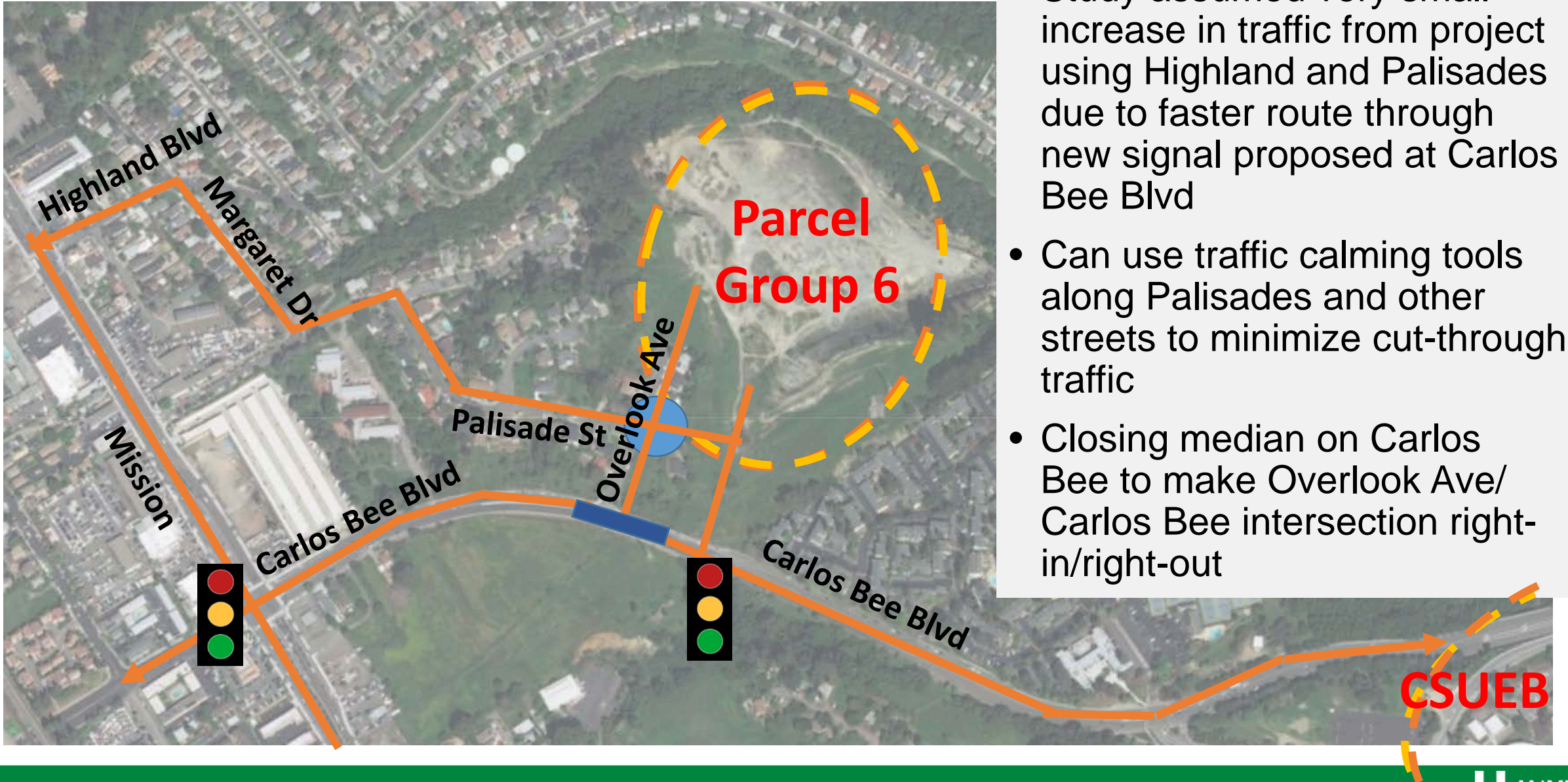


Current Traffic Flow



- Minimal existing cut-through traffic using Highland – Margaret - Palisade St - Overlook Ave
- For example, 165 AM peak trips turned left onto Highland from Mission Blvd compared to 18 AM trips that turn left onto Carlos Bee from Overlook; 6 PM trips at Overlook and 191 PM peak trips at Highland
- Most traffic local neighborhood travel

Future Traffic Flow



Traffic Calming Strategies to Reduce Cut-Through Traffic



Option 1: Speed Hump/Table

- Palisade St and Overlook Ave: Speed hump/table

Pros

- Neighbors can move freely
- Slows traffic speeds
- Diverts some traffic to faster routes
- Maintains second point of access to project
- City can monitor and re-evaluate

Cons

- Does not entirely eliminate risk of cut through traffic



Option 2a: Partial Street Closure

- Partial street closure for Palisade St/Overlook Ave Intersection

Pros

- Limits some cut through traffic
- Maintains second point of access to project

Cons

- Does not entirely eliminate risk of cut-through traffic
- Limits easy access to CSUEB for local existing residents



Option 2b: Partial Street Closure with No Palisades Connector

- Partial street closure for Palisade St/Overlook Ave Intersection
- Eliminate Palisades connector to new PG6 street

Pros

- Limits some risk of cut-through traffic
- Diverts cut-through traffic to faster routes via Mission and Carlos Bee
- Maintains second point of access to project

Cons

- Does not entirely eliminate risk of cut-through traffic
- More substantially limits access to CSUEB for local residents



Option 3: Diverter

- Diverter for Palisade St/Overlook Ave Intersection
- No access from Palisade St to Carlos Bee Blvd

Pros

- Eliminates any risk of cut-through traffic

Cons

- Eliminates direct neighborhood access to CSUEB
- Does not maintain a second point of access to project



Option 4: Full Street Closure

- No access to Parcel Group 6 from Palisade St/Overlook Ave Intersection

Pros

- Eliminates risk of cut-through traffic
- Maintains neighborhood access to Carlos Bee via Overlook

Cons

- Eliminates direct neighborhood access to CSUEB
- Does not maintain a second point of access to project



Mitigating Potential Noise Impacts



We Take Noise Seriously

- Strict noise level requirements for construction activities and equipment
 - Mufflers
 - Limited hours of construction
 - Trucks to avoid residential areas
 - One piece of equipment @ a time near residential areas
 - Potential for noise blanket barriers
 - Notices and noise disturbance coordinator phone #
- Requirement for a site specific noise study
- New development needs to comply with adopted noise standards

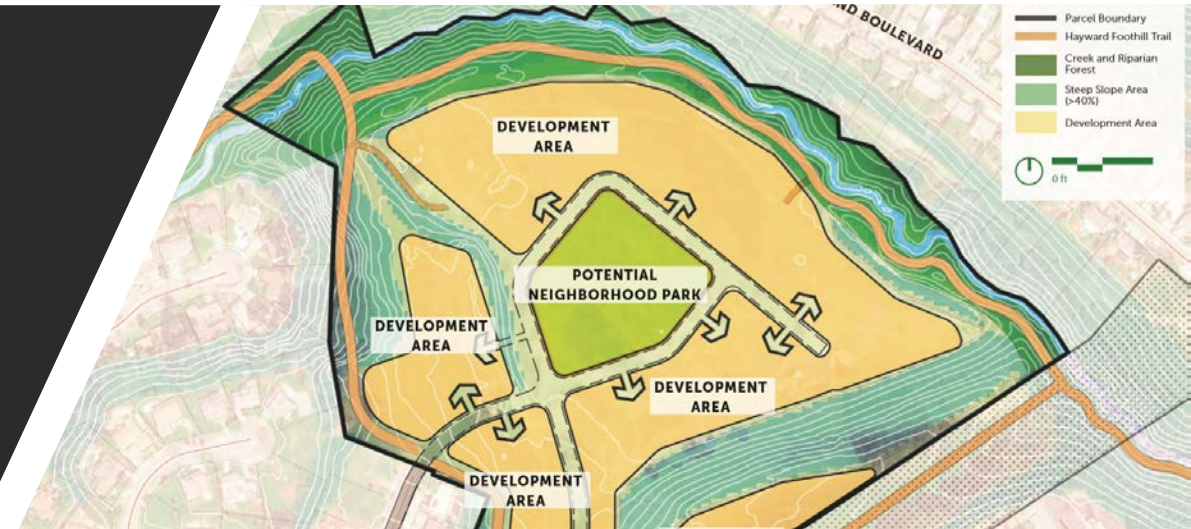


Preserving Open Space and Creating New Parks and Trails



Preserving Open Space and Biological Interests

- Project required to meet 20-foot setback in riparian area
- Development is avoiding sensitive biological area
- Project required to comply with Tree Preservation Ordinance
- Project must build and finance maintenance of significant length of Hayward Foothill Trail and new neighborhood park
- Future Hayward Foothill Trail will be refined as part of the final Site Plan Review



Next Steps

Continued Community Engagement Throughout Process

- City continues conversation with neighborhood
- Selected developer will solicit feedback and conduct outreach with neighbors
- Public notifications will be set out for the site planning process

Review of Proposals	February 2020
Next Steps on Developer Solicitation Process	March 2020
Selection of Finalist, Execution of ENRA	Spring/Summer 2020
ENRA Period	Spring 2020-Winter 2021
Entitlement Approvals (Planning Commission & City Council)	Fall 2021

Discussion Format

1. Break into Small Groups (11:45 – 12:15)
 - Select Group Member to Report Out
 - Provide Feedback on Traffic Options
 - Discuss Other Feedback and Additional Questions
2. Report Out to Larger Group (12:15 - 12:30)



Outreach and Feedback

What We've Heard So Far

Feedback from November 15, 2018 Community Meeting

Vision for New Development

- Student and Faculty Housing
- Affordable Housing
- New Parks and Open Space
- Development that limits traffic impacts
- New Community Center
- Potential for new school site
- Bayview Village

Concerns About Development

- Traffic impacts on Carlos Bee
- Parking impacts on surrounding neighborhoods
- Too much focus on residential, not enough commercial
- Overall impacts of increasing population on school district
- Impact of trails in creek set-back/riparian areas

What We've Heard So Far, 2

Feedback from April 23, 2019 Community Meeting

Additional Feedback

- Support for development consistent with existing **zoning and general plan designations**.
- General support for a property assessment to fund new or improved **public transit options**.
- Providing **dedicated bike lanes** for students to access campus.
- Overall concern over cumulative **impacts of population growth** on traffic and public services.
- Include **walkable commercial/retail** opportunities for residents.
- Restore the **riparian and creek corridors**.

What We've Heard So Far, 3

Feedback from July 25, 2019 Planning Commission Work Session

- Planning Commission generally supportive of Master Development Plan Concept
- RFP should clearly articulate the riparian and creek setbacks.
- Future HOA must provide neighborhood security and on-street parking enforcement.

What We've Heard So Far, 4

Sherman Lewis/HAPA's Bayview Village Concept

- Sherman Lewis/HAPA played a pivotal role in the history of the Route 238 Bypass Project.
- Helped to establish the Sustainable Mixed-Use General Plan and Zoning Designation for Parcel Group 6
- Staff has been meeting with him monthly to discuss the role of the Bayview Concept in the future development of the site.
- Concept focuses on:
 - Housing Affordability
 - Environmental Sustainability (LEED Platinum)
 - Green Mobility
 - Health and Safety
 - Good Design
 - Community

What We've Heard So Far, 5

Feedback from October 7, 2019 Council Economic Development Committee Work Session

- Emphasize encouraging creative and innovative proposals.
- Consider more commercial use, if desired by development teams.
- Require future development to exclude natural gas utilities.
- Encourage additional outreach and to solicit more neighborhood feedback throughout the planning process.
- Require additional engineering analysis regarding new intersection to ensure safety on Carlos Bee.
- Prohibit a gated community.

What We've Heard So Far, 6

Feedback from November 19, 2019 City Council Public Hearing

- Emphasize encouraging creative and innovative proposals.

What We've Heard So Far, 6

Feedback from December 3, 2019 Community Meeting

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