

SEC. 10-1.2600 SPECIAL DESIGN OVERLAY DISTRICT (SD)

Sections:

Section 10-1.2605 Purpose.

Section 10-1.2610 “B” Street Special Design Streetcar District (SD-1).

Section 10-1.2615 *(Repealed by Ordinance 12-02, Adopted January 10, 2012)*

Section 10-1.2620 Cottage Special Design District (SD-3).

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Section 10-1.2635 *(Repealed by Ordinance 11-12, Adopted October 11, 2011)*

Section 10-1.2640 Hayward Foothills Trail (SD-7)

SEC. 10-1.2605 PURPOSE.

In order to provide for the conservation and compatible development of areas within the City of historic or architectural character, special requirements contained hereinafter apply in addition to the requirements of the underlying district and other design and development performance standards, including but not limited to the provisions of the Historic Preservation Ordinance (Hayward Municipal Code Chapter 10, Article 11).

**SEC. 10-1.2610 “B” STREET SPECIAL DESIGN STREETCAR DISTRICT
(SD-1).**

The following specific design requirements shall apply to the “B” Street Special Streetcar Design District (SD-1).

a. **Landscape.**

- (1) Sycamore street trees shall be maintained and replaced if missing or unhealthy.
- (2) Front yard setback, except for access driveway, shall be landscaped.
- (3) Solid fencing or other fencing higher than 3 feet shall not be permitted in front yard.

b. **Siting.**

- (1) Depth of the front yard shall generally conform with adjacent yards of original houses except for commercial uses abutting the railroad and at the corners of “B” and Meekland and “B” and Watkins.
- (2) New buildings shall maintain the rhythm of houses at 50-foot intervals, such as, no continuous wall planes shall span an original lot line, except for commercial uses abutting the railroad and at the corners of “B” and Meekland and “B” and Watkins.
- (3) Primary entrance shall be oriented toward “B” Street.
- (4) Parking shall be located to the rear of front building.

c. **Architecture.**

- (1) Except for possible flat roofs on commercial buildings abutting railroad and at the corners of “B” and Meekland and “B” and Watkins, primary roofs shall be hip, gambrel, or gable design.
- (2) Front building entrance shall be featured; residential entrances shall incorporate an elevated porch.
- (3) Substantial window areas shall overlook street.
- (4) Architecture and materials shall be sympathetic to original Victorian, Colonial Revival, or Craftsman styles; for example, untrimmed openings, garish colors, and plywood siding generally not acceptable.

SEC. 10-1.2615 MISSION CORRIDOR SPECIAL DESIGN DISTRICT

(SD-2)

(Repealed by Ordinance 12-02, Adopted January 10, 2012)

SEC. 10-1.2620 COTTAGE SPECIAL DESIGN DISTRICT (SD-3).

- a. **Design Theme.** This overlay district allows an historic pattern of small lot, single-family cottage development near town and transit which would otherwise be precluded by contemporary lot size, front setback, and parking requirements. Cottage development may utilize lesser lot sizes and parking requirements therein; other development may utilize lesser lot sizes and parking requirements of the underlying district and respect the context of small-scale residential development in design and siting.
- b. **Parameters of Cottage Development.**
- (1) A cottage should not exceed 1,200 square feet of living space or have more than 900 square feet on one floor.
 - (2) Maximum Building Height: 28 feet.
 - (3) Minimum Lot Size: 2,800 square feet.
 - (4) Minimum Lot Width: 35 feet.
 - (5) Minimum Front Setback: 10 feet, unless nearest cottage on same street has less.
 - (6) Minimum Side Setback: 5 feet.
 - (7) Minimum Rear Setback: 20 feet.
- c. **Driveways and Parking.**
The Cottage District development pattern was established before cars, and suits households with one or no motor vehicles. One off-street parking placed per cottage is required; a single-car garage in a raised basement or back yard, or nearby leased parking, may be appropriate depending upon site circumstance. Driveways should generally be limited to a 10 feet and in no case exceed 30 percent of the lot width. Double-car garages in the front street elevation are prohibited.
- d. **Fences and Street Lighting.**
Front fences should be white picket fences; walls across the front of the lot and chain link fences are prohibited. A lantern style pedestrian light near sidewalk at front entry walk shall be provided.
- e. **Architecture.**
Typical pioneer cottages have a medium pitch hip or gable roofs; double-hung, vertical windows, symmetrically arranged; wide horizontal wood siding; front porches across all or most of the front elevation with decorative wood post and balustrade; exterior steps ascending from raised basement level and white picket fences. Later Victorian cottages with more decorative elements and still later Craftsman cottages have related rooflines, materials, and orientation to the street. New cottage development should continue themes of horizontal wood siding, hip or gable rooflines of medium pitch, and front entry porch that is expansive relative to the size of the cottage.

SEC. 10-1.2625 CANNERY AREA SPECIAL DESIGN DISTRICT (SD-4).

Consistent with the General Plan, the purpose of the Cannery Area Special Design District (SD-4) is to implement policies embodied in the Cannery Area Design Plan. The Cannery Study Area contains older industrial uses that are surrounded by residential areas. The Design Plan envisions conversion of the industrial uses to commercial uses, residential uses, or mixed uses, as appropriate. The following design requirements shall apply to the Cannery Area Special Design District (SD-4):

a. **Design Theme.**

The overall layout and design of development proposed within this district shall be consistent with the provisions of the Cannery Area Design Plan.

b. **Administrative Use Permits.**

Pursuant to requirements of the Industrial (I) District, any industrial use(s), or uses determined to be similar by the Planning Director, located on a parcel(s) which abuts an R,

A, MH, OS or residential PD zoning district, shall require the approval of an Administrative Use Permit.

c. **Block Pattern and Street Layout.**

The overall block pattern and street layout in proposed developments shall conform to the Design Concept as contained in the Cannery Area Design Plan. The design of streets and the width of the public right-of-way shall be consistent with the Park and Street Network and Street Sections and Plans as contained in the Cannery Area Design Plan.

d. **Development Densities.**

Densities of new development shall be consistent with the applicable General Plan designations and shall further conform to the densities specified in the Land Use plan as contained in the Cannery Area Design Plan.

e. **Live-Work Spaces.**

Live-work developments shall be located within the designated blocks as indicated in the Cannery Area Design Plan. The design of live-work developments shall be consistent with the guidelines for Typical Blocks as contained in the Cannery Area Design Plan and with any ordinances or other guidelines that may be subsequently adopted by the City.

f. **Building Setbacks.**

The required setback for new development shall be 10' as indicated by the Build-to-Line shown on the Design Concept and Land Use maps in the Cannery Area Design Plan. Architectural features such as cornices, eaves, open porches, bay windows, and canopies may extend into the required front yard.

g. **Parks and Open Space.**

Parks and other open space proposed within new developments shall be consistent with the Park and Street Network as contained in the Cannery Area Design Plan.

**SEC. 10-1.2630 MISSION-GARIN AREA SPECIAL DESIGN DISTRICT
(SD-5).**

a. **Purpose.**

The purpose of the Mission-Garin Area Special Design District (SD-5) is to ensure the orderly development of the Mission-Garin Area (see map, below), consistent with the policies and strategies contained in the General Plan and the provisions of the Hillside Design Guidelines. This District establishes the total dwelling unit potential (see table, below) for the area within the District and sets forth development standards and design guidelines that apply to future development within this District.

b. **Dwelling Unit Allocation.**

Development for any parcel or combination of parcels will be consistent with the dwelling unit allocation set forth in the table set forth below. Adjustments to the dwelling unit allocations for specific properties may be considered by the City Council based on presentation of more detailed data, findings of site-specific environmental analyses, and/or as a result of the application of the development standards outlined below during the review of individual development projects. In no case will the total number of dwelling units exceed the maximum shown for the entire District. For any parcels not specifically identified in the attached table, the number of dwelling units to be allocated will be determined by the City Council in a manner consistent with that used for properties included in the table and supported by adequate environmental analysis.

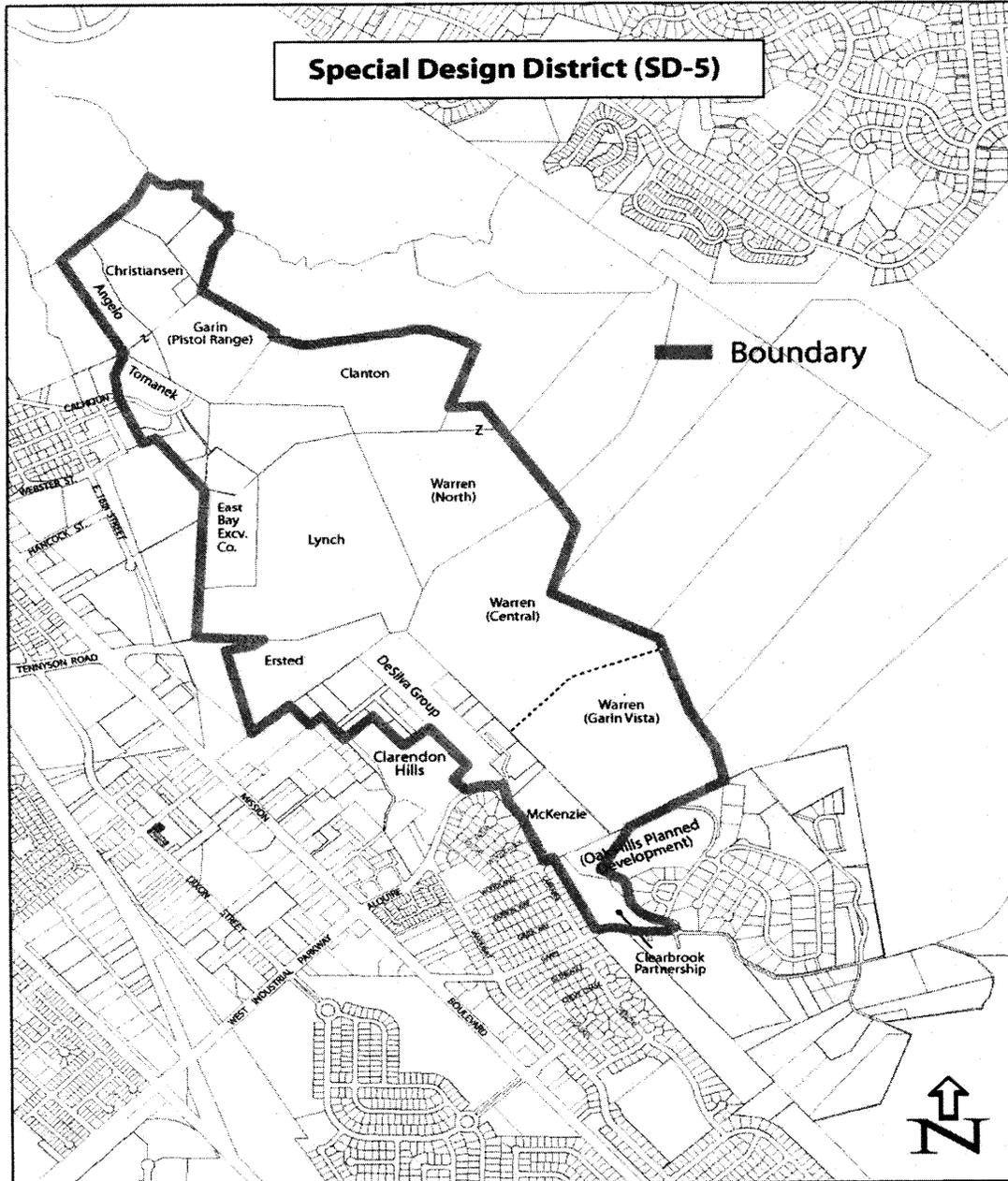
c. **Development Standards and Design Guidelines.**

Clustering of residential development is encouraged, with development located so as to avoid geologic hazards, minimize grading and preserve significant natural site features, such as rock outcroppings, nature trees, natural drainage courses and scenic views. Preferred hillside development includes clustering of dwelling units, whether single-family or multi-family, separated by inter-connected natural open space or greenbelt corridors.

New development will adhere to the following development standards and design guidelines. To the extent that the following provisions conflict with the Hillside Design and Urban/Wildland Interface Guidelines, the following standards shall prevail. As required by the established review process, proposed development projects will be referred to the Planning Commission and, as appropriate, the City Council, for review and action.

- (1) In order to promote the preservation of natural features while achieving the development potential established for this District, Planned Development applications may be required.
- (2) Development is not permitted within areas where natural slopes are generally greater than 25 percent.

- (3) Grading will be consistent with the Hillside Design Guidelines. For developments on slopes greater than 15 percent, at least 50 percent of the dwelling units will feature a stepped design.
- (4) The slope of streets will not exceed 12 percent unless necessary to minimize significant grading.
- (5) Pedestrian movement will be encouraged through the provision of pathways on at least one side of the street. On longer streets, pedestrian links between streets will be provided at a minimum of 750-foot intervals.
- (6) New construction, including new roadways, will be set back at least 100 feet from the top of any creek bank.
- (7) Exposed drainage systems will be constructed of materials that blend with the natural environment (e.g., grassy swales or river rock).
- (8) Development plans will feature the preservation of the greatest possible number of native trees, consistent with provisions of the Tree Preservation Ordinance.
- (9) Structures will be of high quality design, compatible with the natural surroundings and will feature darker earth-tone colors.
- (10) Lower portions of homes will be screened through the plantings of native trees and shrubs.
- (11) Preservation of views toward the bay in the hillsides will be incorporated into the design and layout of developments.
- (12) Detached single-family residential development projects will include at least 10% one-story units. A lesser amount may be considered based on topographic conditions.
- (13) Architectural plans should utilize stepped or transitional front elevations, with the entries and windows visible from the street. The plans should feature alternating roof lines and forms, and incorporate decorative siding materials, entry doors and windows.
- (14) Densities shall be developed to no less than the midpoint for the assigned density range.
- (15) Computer visual simulations are required as part of application submittals for any new development. Vantage points are to be approved by staff.



**MISSION-GARIN AREA SPECIAL DESIGN (SD-5) DISTRICT
Maximum Total Dwelling Unit Potential**

The SD-5 special design district comprises approximately 363 acres. The maximum dwelling unit potential shown in the table below excludes parcels/areas totaling approximately 57 acres within the district that are considered as developed or rural home sites with little potential for subdivision due to size, slope, earthquake faults, etc.

Owners of Parcels	Maximum Potential Dwelling Units
Christiansen	1
Angelo	1
Garin (Pistol Range)	1
Tomanek	1
Clanton	3
Ersted	115
La Vista Quarry ¹	16
Warren (Garin Vista)	115
McKenzie	54
Clearbrook Partnership ²	13
TOTALS:	320

¹Consists of the following parcels/areas:
Lynch/East Bay Excavating Co./Warren (North)/Warren
(Central)/DeSilva Group

²Does not include the potential for an additional 12 dwelling units
associated with the approved Oak Hills Planned Development

**SEC. 10-1.2635 SOUTH HAYWARD BART/MISSION BOULEVARD
SPECIAL DESIGN DISTRICT (SD-6).**

(Repealed by Ordinance 11-12, Adopted October 11, 2011)

SEC. 10-1.2640 HAYWARD FOOTHILLS TRAIL (SD-7).

a. **Purpose.**

The purpose of the Hayward Foothills Trail Special Design District (SD-7) is to ensure the orderly development of a continuous trail as properties involved in the 238 Bypass Land Use Study are developed. The District establishes the general location for the trail (see map, below) as well as the standards and guidelines for establishing the trail.

b. **Development Standards and Design Guidelines.**

The development of the trail shall adhere to the following development standards and design guidelines.

- (1) The trail is envisioned to be a 16-foot wide trail within a 20-foot wide area where possible, to accommodate multiple users.
- (2) The trail is envisioned to be established generally in the locations as shown on the maps below.
- (3) Where the trail traverses individual properties, it is envisioned to be developed in a location which will maximize the future development potential of the property.
- (4) The trail shall be developed in coordination and approved by the Hayward Area Recreation and Park District (HARD) and in accordance with the District's trail standards.
- (5) The trail shall be developed in areas where the national slope is less than 25 percent, if possible.
- (6) The trail shall be a multi-use trail for pedestrian and bicycles and shall be available to the entire Hayward community as well as visitors to the Hayward community.
- (7) Residential or non-residential development adjacent to the trail shall maintain at least a ten foot setback from the edge of the trail, where feasible.
- (8) Where the trail traverses individual properties, if possible, the trail shall be located in front of structures to accommodate greater visibility and easier access, for the safety of all trail users and the occupants of future developments.

