

ROUTE 238 PARCEL GROUP 6: Bayview Village Proposal

CITY SUPPORT FOR BAYVIEW CONCEPT
OVERVIEW
CONDITIONS, SITE PLAN, FLOOR PLANS
PARKS, TRAILS AND OPEN SPACE
AFFORDABILITY, SUSTAINABILITY, MOBILITY
HEALTH AND SAFETY, DESIGN,

City of Hayward Support for Bayview Village

The Hayward Area Planning Association (HAPA), an advocacy group, has been developing a walking-oriented sustainable development called “Bayview Village” for this site over the last 15 years. The proposal accommodates more development, about 700 units, based on walkways and less parking. Its major themes: affordability, sustainability, mobility, health and safety, design, and community.



PARKS, TRAILS & OPEN SPACE: Parks

The Bayview Village planning used the research by William Holly White (<https://www.pps.org/>) on how to make small public spaces popular. Bayview uses dispersed, intimate, miniparks to provide open space and recreation close to every front door, take advantage of off-square parts of the site, and improve sight lines with greenery. The current Bayview plan has eight parks totaling 1.64 acres. The HOA would also maintain two plazas on the main walkway and a few small flower gardens in other spots and in the Village Square.

The parks are close to many front doors for easy child care, enjoying the weather, and BBQs.

PARKS, TRAILS & OPEN SPACE: Trails

The 238 Foothill Trail, ultimately five miles along on the surplus right-of-way of the defunct Route 238 Bypass, would run from I-580 in Castro Valley to Industrial Blvd. in south Hayward and connect to other long trails.

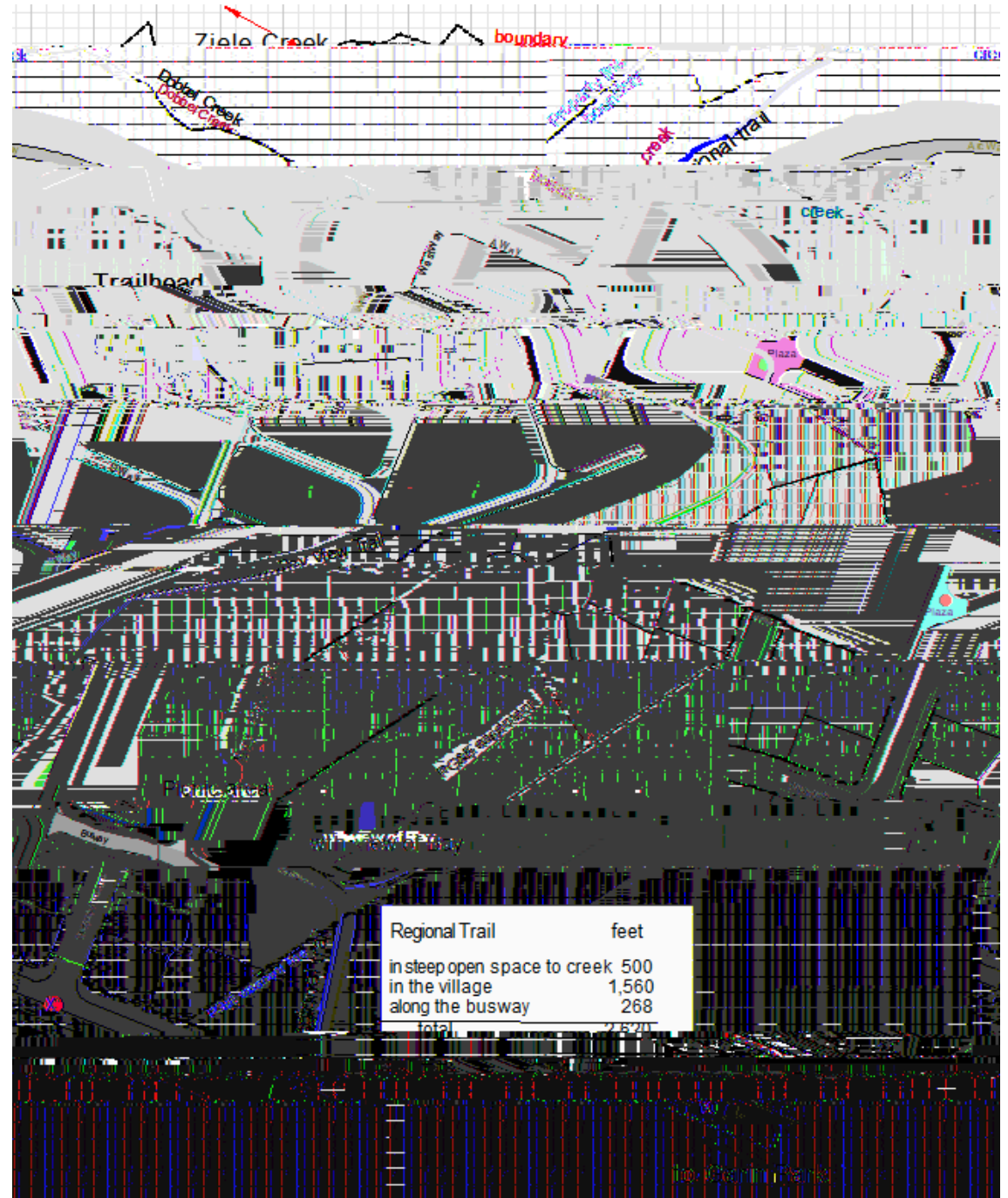
Bayview Village would plan, construct, and manage the trail through the site and would dedicate a conservation easement for public use during the daytime.

Bayview Village aligns the Foothill Trail along walkable grades, avoiding up and down and round-about alignments on steep side slopes. The trail has transit access using the busway.

Dobbel Creek is in a steep ravine where a wide trail would be environmentally damaging and would distance trail users from the woods. Bayview would have a narrow, low-cost footpath similar to some in HARD and East Bay Parks, which are conducive to an intimate enjoyment of nature.

The regional trail would be about 2,6220 feet long. It would be closed at night for security. It would be maintained and monitored on site by the HOA managers. Trail users would be encouraged to stop at the café and learn about Bayview.

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Site Plan

The site plan currently proposes 702 units, with a mix of unit types: studio and one-bedroom condominiums in the Palisade Building; two-bedroom one bath and two-bedroom two bath flats in sixplexes; and townhouses with three, four, and five bedrooms. Unit sizes would vary from 440 to 2,100 square feet and most of the buildings would be three-story, wood-framed structures. The current plan calls for 6 studios, 26 one

Village Center

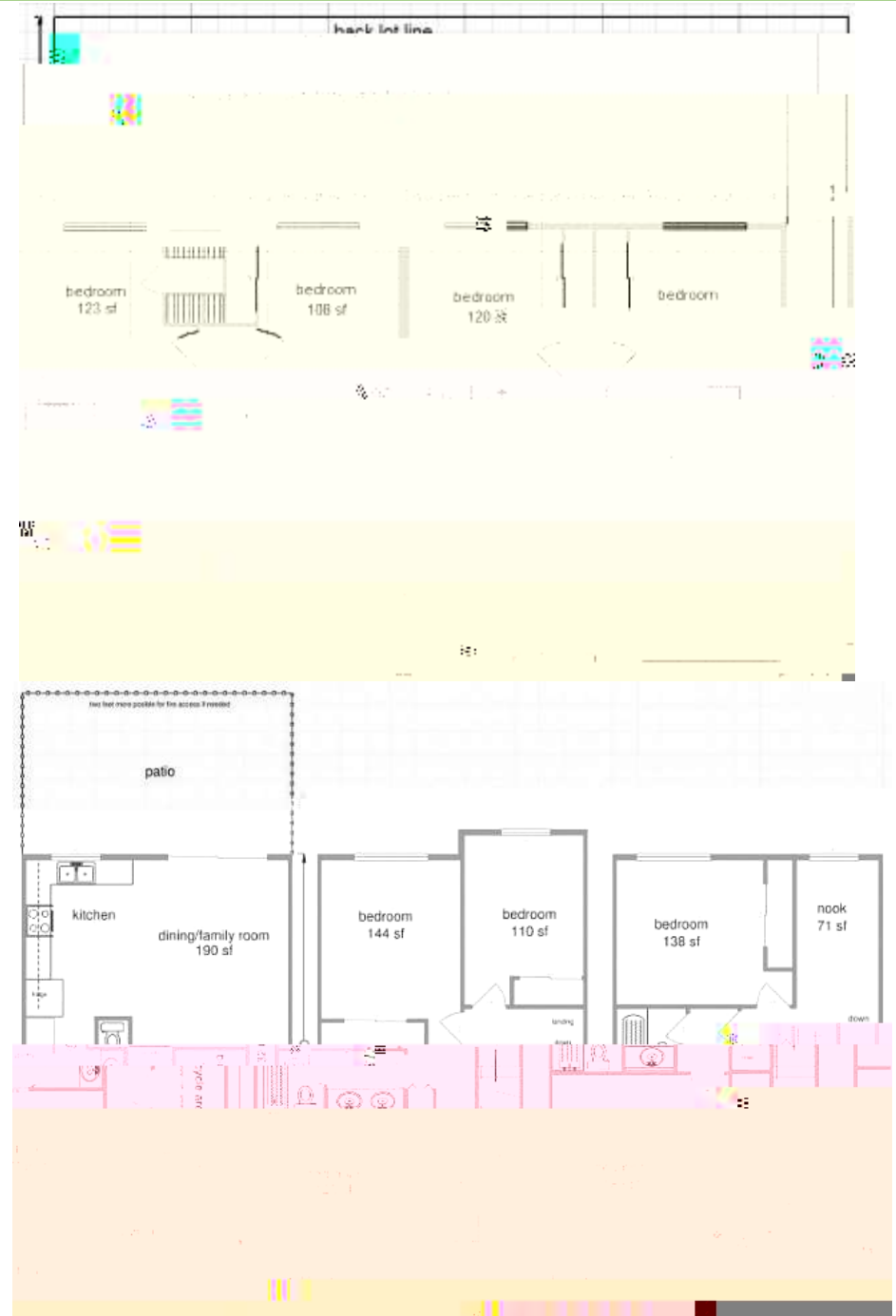
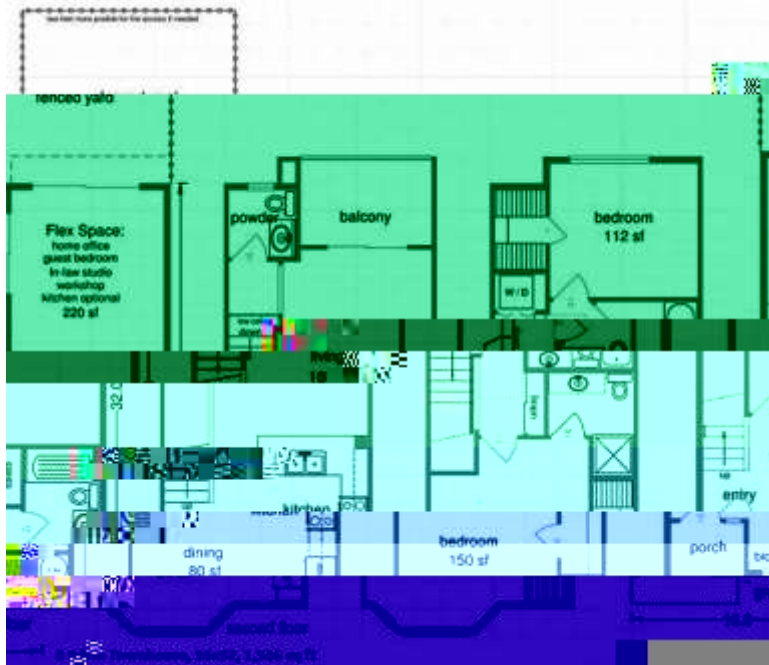
Village busway:

Floor plans

Bayview is intended for a mix of incomes, kinds of families, and ages. Bayview includes more large units than usual. The current plan calls for 6 studios, 26 one-bedroom apartments, 336 two-bedroom condominiums, 185 three-bedroom townhouses, 88 four-bedroom townhouses, and 61 five-bedroom townhouses. Actual types would respond to sales. Some units would be available to low income seniors and families. See Affordability for four-bedroom townhouse floor plan.

The use of bedrooms in the townhouses is flexible for a family room, study, work room or guest room, or storage. The three-bedroom ground floor has a large flex space for a bedroom, home office or secondary unit.

Buyers would have some flexibility in the floorplan within limits set by the front door, stairway, plumbing core and exterior walls. Walls could be adjusted for walk-in closets, bathrooms, a separate toilet room, bigger shower stalls, kitchen island, closet-bath combo, a wall for Wii or a big TV screen, and nooks for a computer or dog bed. The Floor Plan Options would include a few specific choices planned in advance.



Affordability

1,700 square feet; 3 ½ bathrooms, patio
Est. \$504,000 (\$750,000 with parking)

Q: If I buy it without parking, where do I park my car?

A: There is no parking next to the unit. There is no parking on the walkway. There is no parking for you in the adjacent neighborhood. There is parking about 100 to 200 yards away for \$150 per month or so. There is parking further away at a lower cost.

Q: But if I can't park my car next to my house, how will I get around?

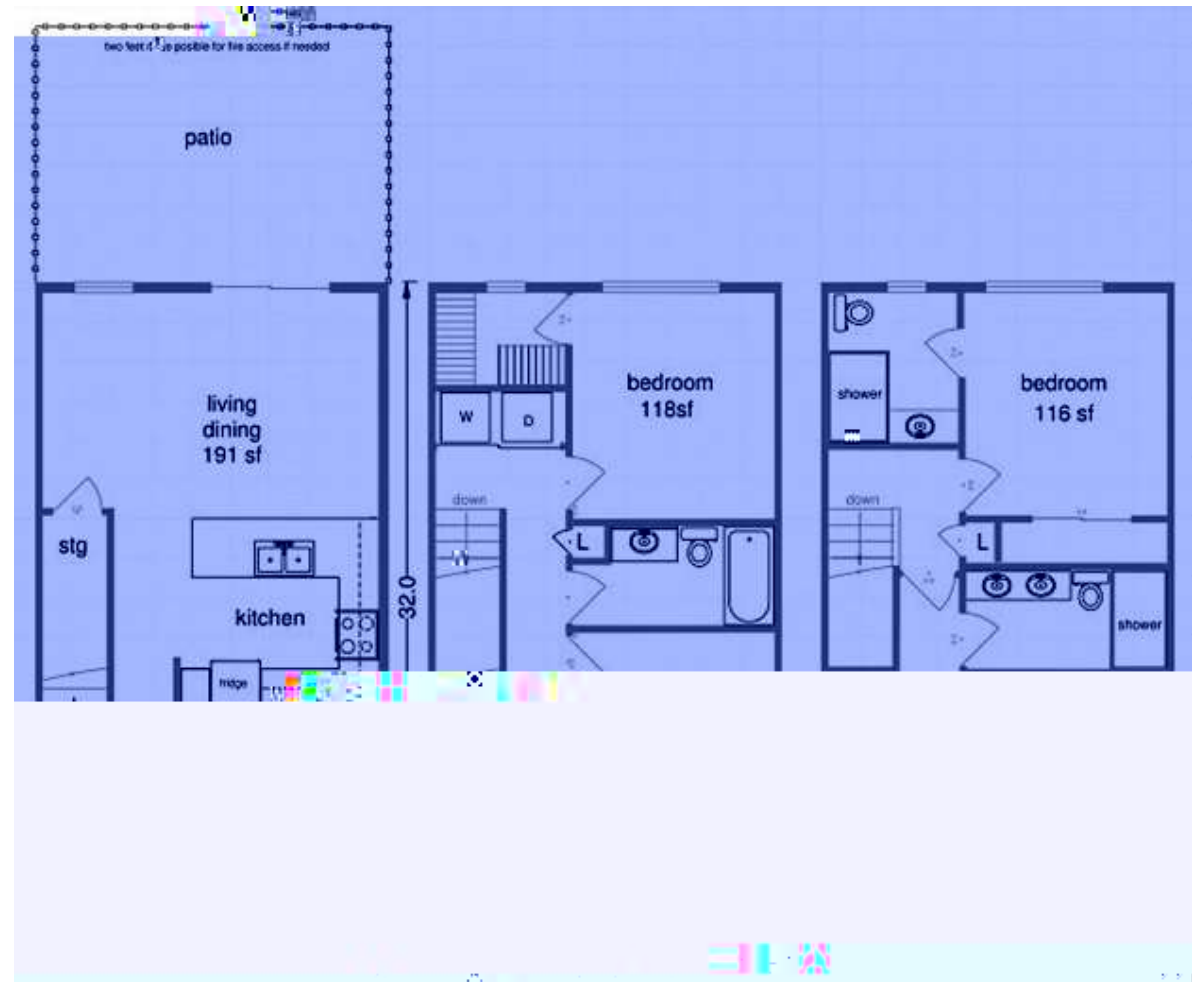
A: You should be in the specific market for which the project is designed. You will have the special mobility designed for this project.

Q: What if I can afford \$504,000 and not \$750,000?

A: You should think about a new way to get around. And it gets better. You may qualify for a transportation-efficient mortgage because the money you save on not owning or operating a car can apply to how much you can pay for the mortgage. You may qualify for an energy-efficient mortgage because you pay less for energy.

Q: Energy? How is that relevant?

Living costs are much lower. They include the house, energy, and transportation. Bayview units are "tight"—highly insulated with very low heating and cooling costs. They use photovoltaic thermal energy system, heat pumps, induction stoves, and other technology to bring utility bills below PG&E. With lower mortgage, transportation, and energy costs, you save a lot.



Q with an A: No thanks—I have to commute an hour by car on a congested freeway to get to work.

Q with an A: Yes! I'm in a specific market where this works for me.

Living Costs

Living costs include living space, home energy use, and transportation costs combined. Living costs less in the walkway system than in suburbia or conventional smart growth, with comparable mobility. Bayview Village would provide 702 high-quality homes at prices mostly affordable to moderate incomes for the East Bay area. HAPA estimates show that only the five-bedroom townhouse is above the HUD affordability cut-off.

The project achieves affordability with more efficient land use, low-cost housing design, and lower home maintenance costs. HOA services eliminate many of the direct maintenance costs of home owning. HOA services save time and alleviate homeowners of work they may not want to do, or may not be able to do.

Parking is optional and spaces are leased, reducing the cost of housing. Parking pays its own way, separate from housing.

Less land is used for streets and parking, allowing more land to be used for housing and reducing the housing cost.

Energy-efficient integral roofs with mechanical underneath support zero net on the grid.

Efficient foundations serve several row houses and sixplex condos.

Efficient three-story construction, and advanced energy and water savings built in, saving on utilities.

Phasing of site development reduces carrying costs, getting sale income closer to outlays.

Added costs of sustainable mobility

are more than offset by savings.

The plan supports living without owning a car, saving more money.

Bayview would use low-

Sustainability

Bayview Village is the most sustainable development ever proposed for California to date and should achieve a platinum rating from LEED (Leadership in Energy and Environmental Design) for neighborhoods. The project uses photovoltaic and thermal energy, uses native drought-resistant landscaping, retains stormwater on site, uses water efficient fixtures, minimizes solid waste, has highly energy conserving construction, and uses energy-efficient appliances and

electronics. The alternative mobility features described below dramatically reduce air pollution and greenhouse gases.

The sustainability of Bayview is a result of the features discussed in other sections: The housing uses sustainable materials and minimizes used in

Energy

Green energy has two major components, passive energy to reduce the need for active energy and active energy to supply what is needed.

Passive energy is in the building, using tight construction, insulation, and energy-efficient windows and doors which insulate the unit against outside temperatures, reducing the need for active energy. Additional passive energy design includes building orientation to the sun, larger south facing windows to gain heat in winter, thermal mass to absorb heat, and overhangs outside to increase shade during summer. Bayview will use computer modeling to design efficient buildings.

For active energy, buildings in Bayview Village will have optimal roof orientation for solar energy. A three-story building has just enough roof area to have solar collectors which, when combined with building efficiency, supply all the energy needed for three floors of living space below. For example, the electrical and thermal needs of a two-bedroom flat require a PV system capacity of 2.82 kilowatts (kW) and for a four-bedroom townhouse require a capacity of 4.32 kW. Three-story construction using wood frame and no elevators (except

Alternative Mobility

Bayview uses numerous policies to deal with the private automobile.

Off-site Parking

Off-site parking would be located on the back of a used car lot on Mission Blvd. near Bayview. The parking charge would be lower than on-site. This parking would be ideal for week-end and vacation use of a car.

Walkways

Bayview Village uses walkways to reach condominiums and townhouses, with limited parking on an extension of Overlook Ave. The design serves specific markets that do not need routine use of a personal car parked on site. For these markets, Bayview provides ample mobility using alternative modes., less auto dependency, and more use of other modes than other designizeeTQRnraelin91(t)-4(y.)] TJETQR 3in91(.k)2 0 792 6

Understanding mobility:

Travel time budgets

To compete with the automobile, Bayview provides acceptable times for commuting, shopping, meals out, long trips, and other trip purposes for its markets. Travel time budgets are a better explanation of travel behavior than mode of travel. People do not minimize travel time; they optimize among travel time for primary trip purposes, housing quality, and what they can afford. Bayview dramatically reduces vehicle miles traveled (VMT) and pollution without affecting travel time mobility.

Health and safety

Walking. Walking is culturally complicated. Some people may buy into Bayview just so to put themselves in a situation where they will walk more. Bayview is designed with nudges to encourage walking. Yet the design cannot go too far or it could lose sales. Walk distance to a car and the bus is one issue. Elevators are another. They are not planned for the condos and townhouses, but are planned in the Palisade Building, a hallway building of studio and one-bedroom units. Elevators in single houses are costly; elevators to hallways serving many units are more efficient.

Auto accidents. Bayview's walkways and less use of cars in general will reduce risks from auto accidents.

Exercise. Residents will walk more and get more exercise and be healthier. Stairways encourage walking inside. Units in Bayview front on walkways, with pedestrian friendly design. Residents walk to reach the Village Center and the parking lot. Bayview will have a fitness center, trails, parks, and some access to nearby sports fields, swimming pool, and tennis courts.

Overweight. A more active, less sedentary lifestyle help fitness and weight control.

Building materials. Buildings would be designed for health. Wall paneling would avoid plywood and particle board that use formaldehyde-based glues and resins. Floor coverings would be from sustainable sources, such as natural-fibers like wool, cotton, or hemp, with minimal stain repellants, and installed with tacks instead of adhesives. Paints, adhesives, and sealants would be low in volatile organic compounds (VOCs) and be Green Seal certified.

Noise. Noise pollution within buildings will be prevented by special sound proofing between units. Without cars there would be no traffic noise, but given the closeness of the units, the HOA will have to have clear rules about noise and enforce them.

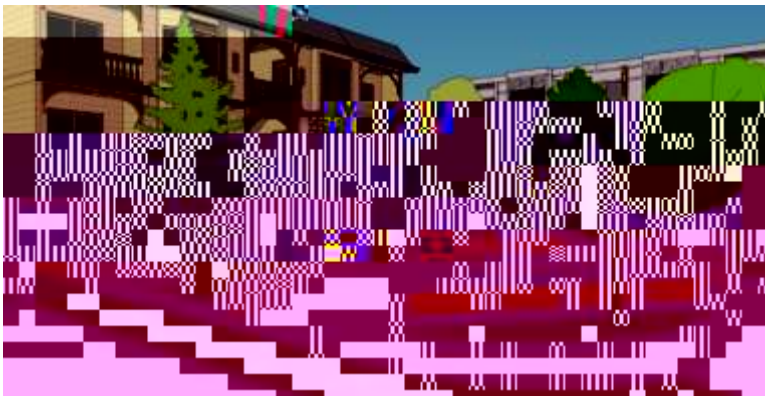
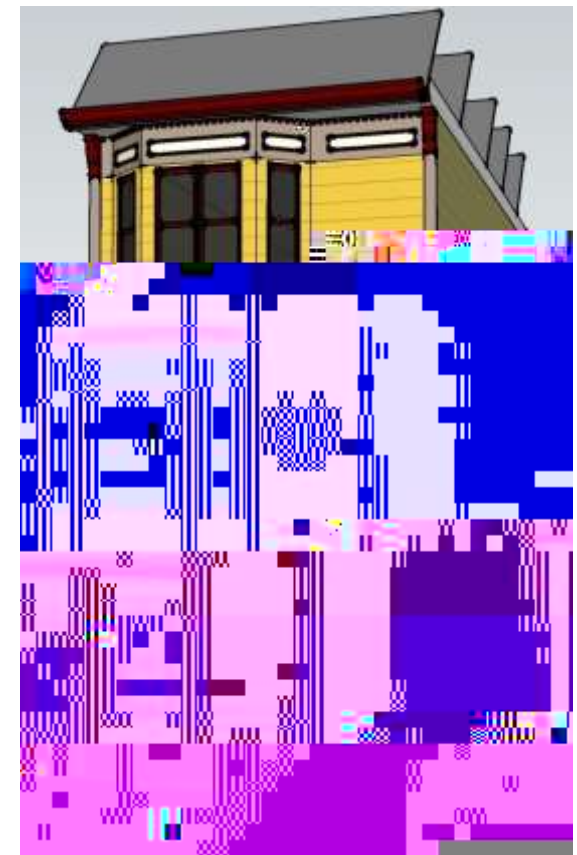
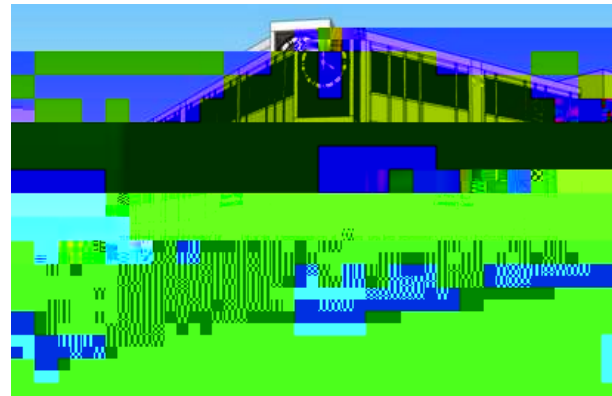
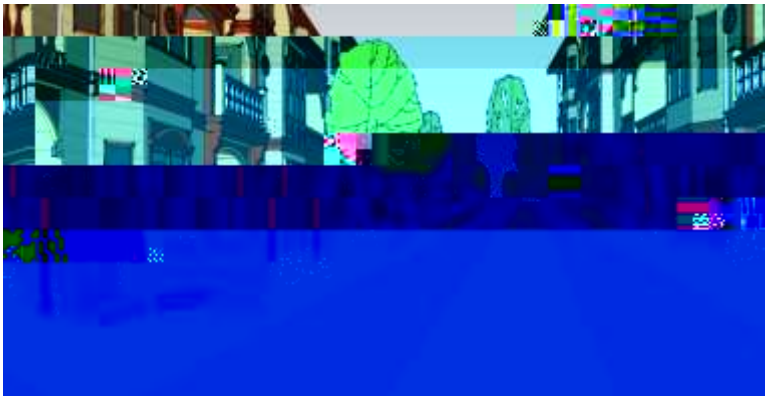
Security. More walking requires high security. Security measures would include defensible space design (fencing, good sight lines, windows on the walkways, lighting, no hiding places). A manager would be on duty at all times, be available by cell phone, and would patrol the site on an unpredictable schedule. The main walkways would have security video surveillance (CCTV) monitored from the Village Center. There should be entry gates at the entries to the two main walkways which would be closed



Streetscapes

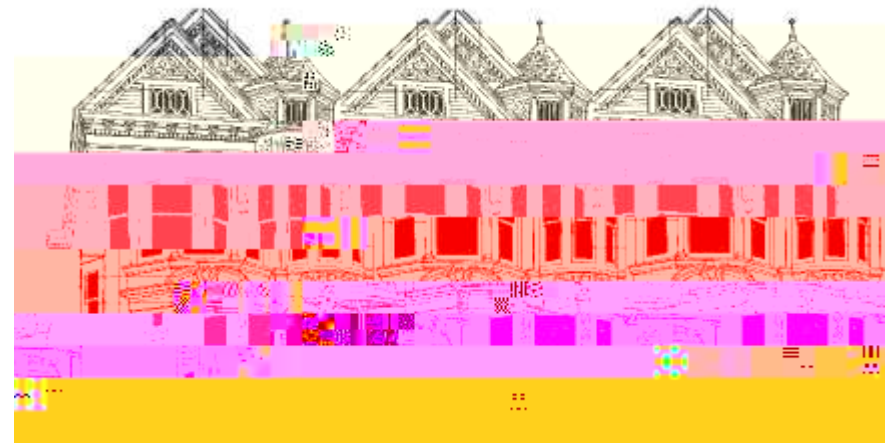
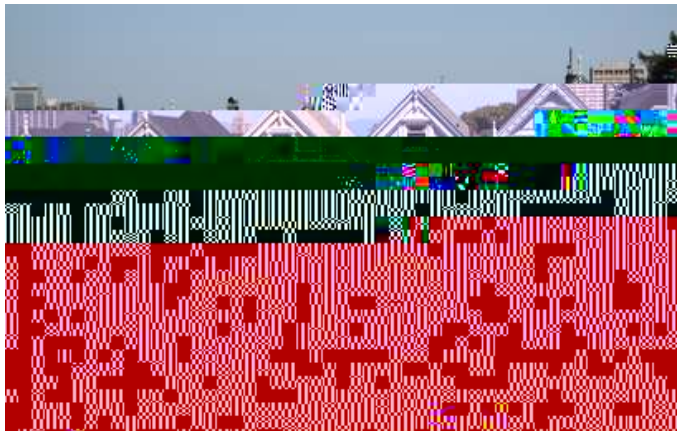
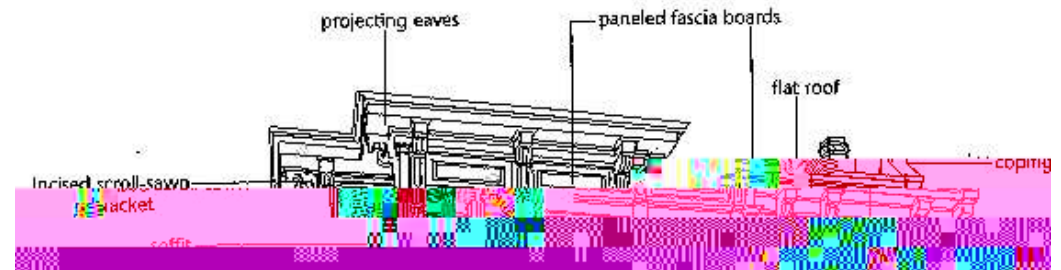
The streetscape would look inviting, familiar, and comfortable, like an up-scale old neighborhood. Longer views down the walkways would be varied—a long graceful curve, views into a park, or facades at an angle from the viewpoint. Some views would be a short distance, others long. Five small parks provide for varied views. Some units will have views of the Bay to the west.

Buildings would have ground level flower boxes. Walkways would have alternating trees and old-fashioned street lamps. Intersections could have statuary lions to create entry ways. Five feet of width between the walkways and building fronts would be planted and maintained by the homeowner or the HOA. The main walkway would have two small plazas.



Facades

Below are examples of Victorian facades and elements of Victorian design.



nine-light windows // lapped siding // roof cornices // gables // transoms // bay windows // balustrades // porches // porticos // sawn decoratives // window hoods and shields // quoins // bargeboards // spindle work // sticks // fish scale shingles // rosettes // buttons // bullets // sunbursts // dentils // beading // brackets // pilasters // columns and colonnettes with caps and capitals // friezes and panels with wreaths, rinceaux or garlands // balusters and balustrades // bannisters, newel posts and finials.

Community

Bayview Village will take what we have learned about condominium owner associations and improve on it.

The HOA

The Bayview Village Homeowners Association (HOA) would operate to have turnover on its Board, elections, and periodic rotating participation opportunities by all residents, balancing the need for institutional memory and experience with new voices and expanding the network of people who know each other.

The Board would retain on-site professional managers. The current estimate as of fall 2019 is that the Manager could be paid \$110,000 per year and the Assistant Manager, \$75,000, in both cases including the value of their apartments (which lowers their taxable income). The Board would work with a professional HOA management company on personnel issues.

The managers would manage the common assets, which are the walkways, landscaping, parks, open space, trails, the Village Center and its Community Center, Village Bus, Village Van, electrocart, and the parking lot. They would manage collection of HOA dues, certain condo sales, rentals by condo owners, vouchers, various services in the Community Center, security services, events, and maintenance of the outsides of buildings.

The management would have an explicit responsibility to know everybody and managing problems early. The HOA would have clear rules for

common nuisances and equally clear enforcement, well-understood before people move in.

The HOA and manager would sponsor community events that bring people together, such as holiday-related parties or movies or cook-outs.

Pets

The HOA would have rules for reviewing pets before a sale or rental to screen out pets with temperaments that would intimidate other residents or cause other problems for the community. The HOA would have rules for managing pets. Pets would generally have to be kept inside. Cats and dogs could be limited to two per household. Dogs would have dog park, basically fencing to keep dogs inside but free to run. The HOA would post rules dealing with pet poop, barking, and other nuisances.

Public Space and Privacy

Walkways and courtyards make it easy to know neighbors. The Village Center encourages social interaction at the office, mailboxes, café, and Village Square. The design invites people outside in good weather to walk, jog, or sit.

The HOA will have guidelines for respecting privacy and those who want privacy will have it.



The Market

Developers typically consider comparables based on auto-dependency for all buyers. Bayview challenges developers to consider the viability of alternative mobility for specific markets. Bayview would primarily sell to a market that does not routinely commute by personal car: Cal State East Bay, people going downtown and to BART, home occupation and work at home, and retired.

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Administrators, staff, faculty, students, and others who want to live close to the university would have a two-minute ride on the Village Bus or an easy walk to the center of the campus. Bayview would help the university provide affordable housing very close to the campus for students and faculty. Affordable rentals for students are a major Bayview market, helped by minimal parking.

Residents can reach Hayward BART, regional buses, downtown Hayward, and other local employment in the Mission corridor. The Village Bus reaches BART in six minutes with an estimated average travel time of 15 minutes. Hunt for parking and park? Nope. Cost of parking at BART? Zero.

Lifestyle markets

Experience elsewhere shows that safe walkways are a magnet for families. Bayview would have a Tot Lot or two. The Village Van would chauffeur to schools and children's activities. A few handy seniors might want to do some babysitting.

No car traffic and no curbs. Walkways easy for wheelchair use. Ground entries have no steps. Units in the Palisade Building accessed by halls and elevators. The Bus will have no-step entry with wide doors.

Residents will have low pollution and free access to a fitness center, parks, hiking trails, and nearby swimming pool, tennis courts, and playing fields. Some people want an environment where they walk more for health.

Bayview Village is super green, achieving goals relating to greenhouse gases, passive solar, net zero solar energy reduced vehicle emissions, and habitat enrichment.

Community-seekers value the kind of easy sociability Bayview provides along walkways, in little parks, and at the Village Centers, while in suburbia people pass each other in cars and may have few neighbors. Bayview could accommodate some co-housing, a small collection of families with separate

Wanted: Investors with imagination, deep pockets, and a long-time horizon, who want to make history as well as money.

Walkways vs Cars

More land in streets with parking means fewer units. Parking underneath means a higher cost per square foot of living space. HAPA analyzed the quarry site using a land use design program, Design CAD, to change the ROW (right-of-