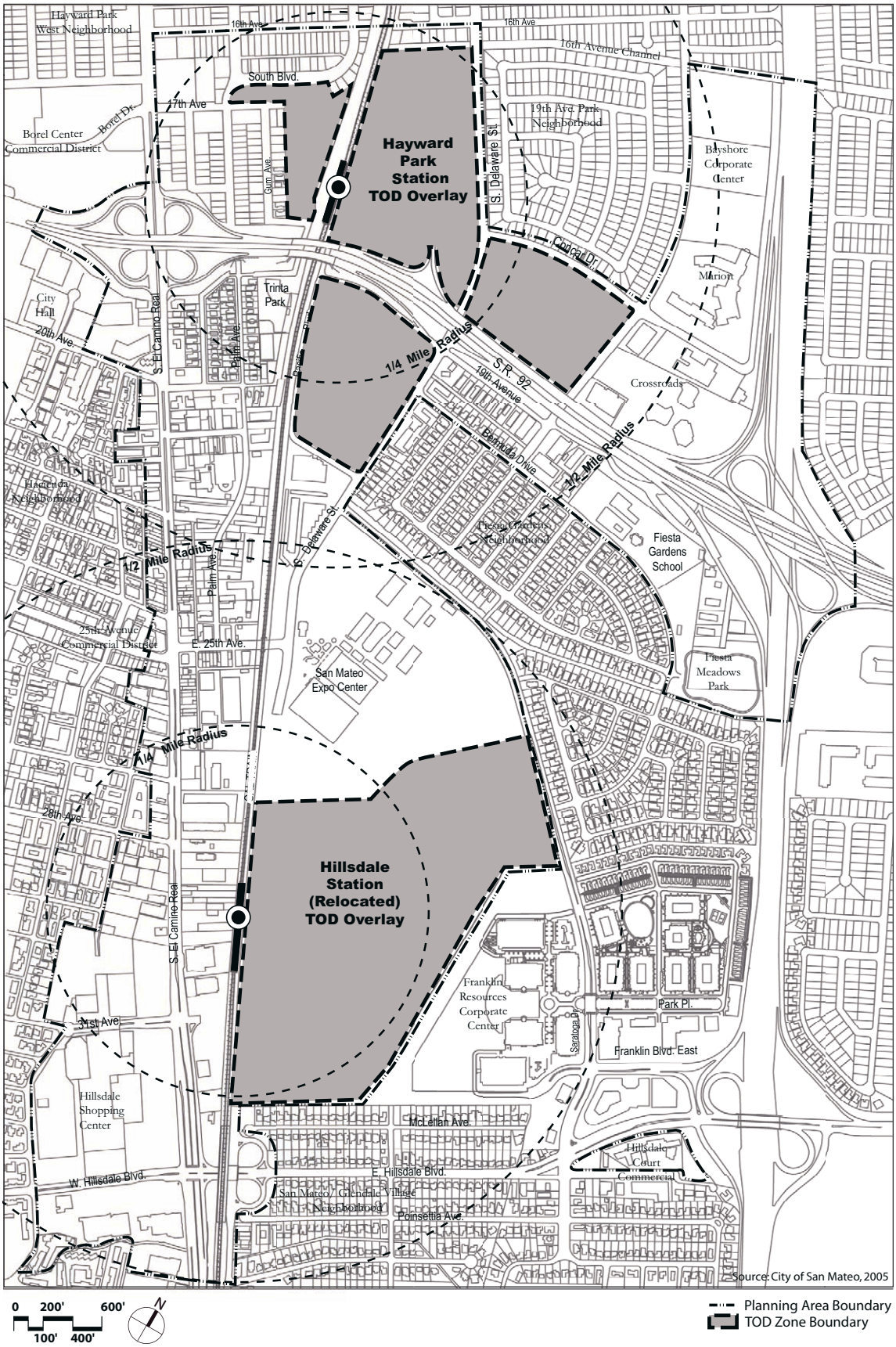


Figure 5.1 General Plan Transit-Oriented Development Designations

Hayward Park Station TOD Overlay Zone

POLICY 5.9 PROVIDE FOR MULTI FAMILY USES TO BE DEVELOPED AT TRANSIT SUPPORTIVE DENSITIES WITHIN THE HAYWARD PARK STATION TOD ZONE.

POLICY 5.10 PROVIDE FOR THE CREATION PUBLICLY ACCESSIBLE OPEN SPACE AREAS WITHIN THE HAYWARD PARK STATION TOD ZONE.

POLICY 5.11 PROVIDE FOR THE INCLUSION OF MULTI-MODAL TRANSIT FACILITIES WITHIN THE HAYWARD PARK STATION TOD ZONE.

POLICY 5.12 PROVIDE FOR THE INCLUSION OF NEIGHBORHOOD AND COMMUTER SERVING RETAIL USES AND SERVICES, INCLUDING SPECIALTY USES THAT WOULD ENHANCE NEIGHBORHOOD SERVICES, WITHIN THE HAYWARD PARK STATION TOD ZONE.

POLICY 5.13 PROVIDE FOR THE INCLUSION OF MIXED-USE COMMUNITY SERVING RETAIL USES WITHIN THE HAYWARD PARK STATION TRANSIT ZONE.

The Hayward Park TOD zone allows predominantly residential uses, with some office, retail shops, and services. Civic uses including public open space areas, multi-modal transit facilities and access ways, and commuter parking facilities are also permitted in this district. Because of the service to adjacent stations by Caltrain's Baby Bullet express service commuter train, this station area is ideally suited to function as a desirable transit village, offering a highly desirable location for both housing with very convenient access to transit. Development intensity in this TOD should be less than that in the Hillsdale TOD because it is not an express service stop.

Three land use and development density zones are included in this area, as shown in *Figure 5.2*:

1. Station Area
2. Area bounded by Concar Drive, State Route (SR) 92, Delaware Street, and South Grant Avenue (Area 2)
3. Civic Area

Station Area

The *Station Area* zone predominantly allows multi-family residential mixed-use development with a minimum net density of 35 units per acre and a maximum of 50 units per acre, except as noted below.

Along the western-most side of the "K-Mart" site, immediately adjacent to the Caltrain station (but outside the JPB ROW), the maximum net residential density is 50 units per acre. It is intended that the most intensive development would occur in closest and most convenient proximity to Hayward Park Station, as illustrated in the Height Plan. Community-serving retail uses along the Concar Drive frontage would have a maximum FAR of 0.3, and the maximum overall FAR in the Station Area is 3.0.

At least *10% of the open space* required for residential mixed-use development of the "K-Mart" site must be oriented toward the Hayward Park Caltrain Station, be clearly visible from the station, and must be publicly accessible.

Area 2

The *Concar Drive, SR 92, Delaware Street, and South Grant Avenue* area may continue to include predominantly community-serving tenants, but may also include mixed-use development. Allowable mixed-use development in this area includes multi-family residential development to occur with a minimum net density of 25 units per acre and a maximum of 45 units per acre, and community serving retail development with a maximum retail FAR of .30 and a maximum overall FAR of 2.0.

Should this site be redeveloped with predominantly residential uses, multi-family residential mixed-use development may occur, with a minimum net density of 35 units per acre and a maximum of 50 units per acre and a maximum FAR of 3.0. Uses may include neighborhood or community serving ground floor retail uses (must not exceed existing gross square footage of commercial uses). Please see text below and refer to Chapter 6 of this Plan for clarification.

below grade), while minimizing any potential adverse effects on adjacent neighborhoods.



Along El Camino Real, the 55 foot height zone will both accommodate transit supportive development densities, while serving as a visual signature announcing the area as an important civic, commercial, and residential hub of activity, while not overwhelming the scale and character of the existing district.

In designated areas, these buildings should also include ground floor shops and restaurants.

Hayward Park Station Area: Height Zones

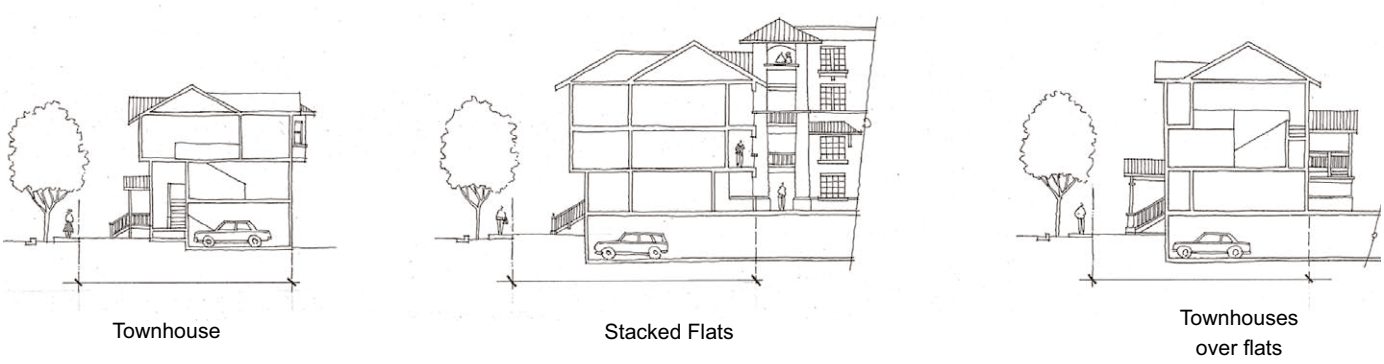
Four maximum height zones are shown in the Hayward Park TOD, as shown in *Figure 5.3*, including:

- 25 foot maximum height zone
- 35 foot maximum height zone
- 45 foot maximum height zone
- 55 foot maximum height zone

25 Foot Maximum Height Zone. The 25 foot maximum height zone applies to the property located between 17th Avenue and South Boulevard from Palm Avenue east to where Leslie Street butts into 17th Avenue. This height zone is intended to provide a transition from the greater heights established to the east in order to protect existing uses in the area.

35 Foot Maximum Height Zone. On the west side of the rail line, the 35 foot maximum height zone is located between 17th Avenue and South Boulevard and between the 25 foot zone and the rail line. This area would provide a step down in height from the greater heights to the east and south.

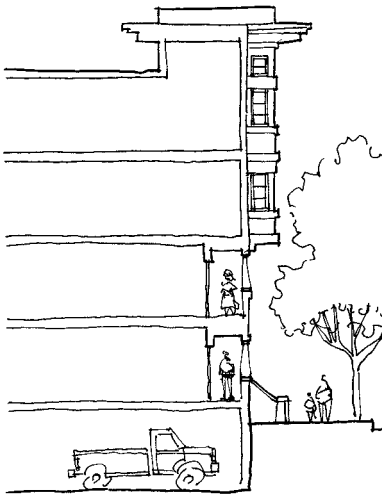
On the east side of the rail line, the 35 foot maximum height zone bounds the western edges of Delaware Street and the southern edge of Concar Drive, between Delaware Street and South Grant Avenue in the zone area, as shown in *Figure 5.3*, specifically including the areas adjacent to the 19th Avenue and Fiesta Gardens neighborhoods. This height zone



Examples of buildings built within 35' maximum height zone.

is established to protect the quality of life and sun access to the existing single family home neighborhoods located next to the zone area.

Along Delaware Street the 35 foot maximum height zone extends 45 feet westward from the Delaware Street right-of-way boundary, and along Concar Drive, the 35 foot maximum height zone extends 45 feet southward from the Concar Drive right-of-way boundary.



Example of 45' tall residential building built over parking.

45 Foot Maximum Height Zone. The 45 foot maximum height zone is located between Leslie Street and the rail line south of 17th Avenue. Within this area the 45 foot maximum height zone is intended to accommodate residential mixed use development, including three floors of residential development over one floor of ground floor shops and parking, above a full subsurface level of parking. This height zone accommodates a modest level of transit supportive densities, and provides a gradual transition into nearby single family neighborhoods.