ALAMEDA COUNTY CDA
PLANNING DEPARTMENT

STAFF REPORT – PRELIMINARY REVIEW

TO: CASTRO VALLEY MUNICIPAL ADVISORY COUNCIL
HEARING DATE: JUNE 12, 2017

GENERAL INFORMATION

APPLICATION: **Site Development Review & Tract Map**, PLN2017-00067

OWNER/APPLICANT: **Todd Deutscher/Catalyst Development Partners**

PROPOSAL: Construction of 20 three-story townhomes and corresponding subdivision into four (4) building lots and three (3) common lots by Vesting Tentative Tract Map 8408, with a gross density of 17.9 units per acre. The townhomes would be 35 feet in height, with two-car garages in each, plus 15 off-street guest parking spaces (including one handicapped-accessible space) and up to six on-street guest parking spaces, and would result in a total lot coverage of 42 percent.

ADDRESS, PARCEL NUMBER AND SIZE: 20785 and 20985 Baker Road, Assessor's Parcel Numbers 84A-0016-005-09 & 84A-0016-006-04. Combined area of parcels: 1.12 acres (48,932 sq. ft.).

ZONING: Sub-Area 11 (*Castro Valley Central Business District Specific Plan*, allowing High Density Residential as established in the Specific Plan for properties within 760′ of Castro Valley Boulevard, allowing 20 to 40 dwelling units per acre.

GENERAL PLAN DESIGNATION: *Castro Valley General Plan*, adopted March 2012: Residential – Downtown Medium Density (CBD-RMX) allowing 8 to 29 dwelling units per acre. The designation is for existing residential areas close to Castro Valley Boulevard commercial areas and the BART station. Housing types include townhouses, condominiums and apartments. Actual residential densities allowed depend on lot size and width.

ENVIRONMENTAL REVIEW: The project is subject to the requirements of the California Environmental Quality Act (CEQA, 1970 as amended). An Environmental Checklist/Initial Study and proposed Mitigated Negative Declaration (IS/MND) is required for the project pursuant to State and County CEQA Guidelines, to evaluate the environmental effects of the development. The IS/MND will address potential impacts on air quality, cultural resources, seismic safety, water quality and management of urban stormwater runoff, flooding, construction noise and traffic, and identify specific mitigation measures as needed to reduce each *significant* impact to a *less than significant* level. The IS/MND will be subject to at least 30 days of public review, expected to begin by summer, 2017.

RECOMMENDATION:

The Council should review the staff report, take public testimony, deliberate as to its merits on a preliminary basis, and make recommendations to the applicant for any changes before detailed analysis and environmental review under CEQA occurs, and before the Council will, at a later date, make final recommendations on the project to the Planning Commission.

PARCEL ZONING HISTORY

June 21, 1951, the 12th Zoning Unit designated properties in the Castro Valley area to various Zoning Districts, including the subject site which was designated C-2-S (General Commercial – Sign Control regulations).

July 18, 1973, Conditional Use Permit C-2645 approved for operation of a recreational vehicle and boat storage yard at 20957 Baker Road (the southern three-quarters of the site), expiration in three years. Two subsequent Use Permits were obtained (C-3128, August 25, 1976; and C-3681, December 5, 1979) for three-year terms, the latter of which expired without being renewed on December 5, 1982.

1983, adopted the Castro Valley Central Business District Specific Plan, and reclassified the majority of the site and commercial land uses along Castro Valley Boulevard to intensive commercial uses.

January 7, 1993, County Board of Supervisors adopted an update to the Specific Plan, which established the current Subarea-11, Land Use Group D Land Use Designation and Zoning District.

SITE AND CONTEXT DESCRIPTION

Project Site: The project site is composed of two parcels that have a combined frontage along Baker Road of 163.79′ and a depth of 300.11′, forming a large rectangular site that is level and mostly vacant, but presently contains two small, century-old homes near the middle of the northern one-quarter of the site. A foundation of another small house is evident at the northwest corner of the site. The northern parcel contains a few trees around the homes, one large, mature and attractive fir pine, but is otherwise essentially barren, with almost no landscaping. The northwest corner of the site, a roughly estimated 7,500 square feet of the total 48,932 square-foot site is within a 100-year flood zone boundary. The site has a very slight slope downward from Baker Road, by roughly one-and-a-half feet.

Surrounding Context: The site is bordered on the north by a 21-unit apartment building which is set back to the rear of its lot, behind its parking area (with carports), built in 1990 at a density of about 37.5 units per acre. Northwest of the site is a bar and lounge, and ten small single-story detached homes built in the 1950s. A single-story office building and parking lot are directly to the east, and a mixture of duplexes and apartment buildings are to the south and southeast of the site. Immediately south of the eastern half of the site is a small four-unit apartment building, beyond which is a single family home and a large three-story, 40-unit condominium building built in 2013. A residence and plumbing contractor's yard occupies an 18,000 square-foot site south of the western half of the project site, accessed from Rutledge Road. Rutledge Road is a private street on the western border of the project site, and does not provide access to the site or most lots along its east side, with the exception of the contractor's yard and residence. An area of roughly 1,300 square feet on the southwest corner of the project site is used for parking by five or six cars, for either the plumbing contractor's yard or the Moose Lodge, presumably with permission of the project site owner.

Across Rutledge Road to the west is the Hayward-Castro Valley Moose Lodge on a nearly one-acre site, at the rear of which is the concrete-lined Chabot Creek channel. Five single-family homes are to the south of the Lodge, and to the north (and west and northwest of the north half of the project site) is a small shopping center with a furniture store, office supplies and two fast-food chain stores near Castro Valley Boulevard. North of the site, beyond the apartment building and along Castro Valley Boulevard is a mix of small single story buildings, some of which were converted from residential buildings over time. A two-story office and mixed retail-tenant building facing Castro Valley Boulevard is to the northeast of the project site, and further east (about 200′ from Baker Road), the historic Chabot Theater.

PROJECT DESCRIPTION

The proposed project is to clear the two remaining homes, all trees and vegetation, re-grade the site, install utilities (including bio-retention structures) and construct 20 new three-story townhome residences for condominium purposes, in four separate buildings, separated on an east-west axis by a driveway aisle through the center of the site. The proposed density would be 17.9 units per acre and provide 2,446 square feet of building site area per dwelling unit. A hammerhead turnaround is planned at the west end, bordering Rutledge Road, which is intended for garbage trucks and service vehicles, but not as a fire truck turnaround (Fire Department standards for access would be met, however). Open space would be placed between the buildings on a north-south access, bordered by three general-use visitor parking spaces (including the one required accessible parking space). A total of 21 guest parking spaces are proposed, including 15 off-street guest parking spaces, of which 12 would be in the form of one-car, covered driveway aprons for 12 of the 20 townhomes. Another six guest parking spaces are assumed to be available on the street for guest parking, based on 65′ of frontage on each side of the driveway, and allowing for 33′ for the driveway entry and curb returns. Each of the 12 townhomes with a guest parking space would have two resident parking spaces, including one space behind the driveway apron and another directly accessible from the alleyway. Each of the other 8 townhomes would have two resident parking spaces bordering the alleyway itself. This parking configuration is discussed below (see Staff Analysis).

The rows of townhomes would be oriented primarily toward the north and south, although the two end units nearest Baker Road would have design features oriented also towards Baker Road. Private common walk-ways would border the north and south sides of the site, and each townhome would have a private open space and a porch facing these walkways. Second story decks facing the alleyway are also proposed for all units. Storage and a study/third bedroom would complement the first floor along with two-car garages.

Four floor plans are proposed, fairly similar in floor area and configuration, based on a three-bedroom, three-and-a-half bath, two-car garage concept, with between 1,936 and 2,162 square feet of conditioned space per unit. Private yard areas would typically vary between 314 and 330 square feet, including porches of 66 to 78 square feet, except for the Baker Road-facing units that would have some additional area on their sides. In total, the 20 townhomes represent approximately 48,400 square feet of three-story, 36'-6"-tall residential construction, of which 36,120 (about 75%) would be habitable space. The townhomes would occupy 41% of the total site area, and have a total floor area ratio of almost exactly 1.0 (or 0.99, based on 48,400 square feet of building area on a 48,932 square-foot site).

The townhomes would have a 20' setback from the Baker Road property line, and a minimum 11.9′ to each side property line and 26.8' at the rear towards Rutledge Road. The buildings would be separated by 29′ to 30′ at the middle axis, and 30′ apart across the alley. Each end-of-row townhome would step back partly for its deck on the second floor; all middle-of-building townhomes would have decks across their entire width on the second floor. The second and third floors would also step back from the side property lines an additional 8′. Each townhome would have at least 150 square feet of front, private 'yard' area, in addition to a roughly 55 square-foot porch. The second-story decks would be either 77 or 125 square feet in area (end and middle units, respectively). Common open space would be generally passive in nature, with land-scaping between the buildings, in each of the four corners, screening trees along the north and south sides, street trees and various other plantings. The site survey indicates that a narrow strip of land (about 1.25′-wide) would need to be dedicated to Baker Road to provide the required Baker Road right-of-way (50′). The 20′-front setback is based on the post-dedication, future front property line.

The Baker Road front setback areas (or building front yards) would be primarily used for bioretention basins to capture, treat and gradually release stormwater flows from the site. In order to obtain positive drainage toward Baker Road, fill would be added to most of the western half of the site and a retaining wall

constructed around the fill. The maximum height of the retaining wall, primarily along Rutledge Road, would be 3.5′, and would slope downwards to the east and front of the site.

The subdivision by Vesting Tentative Tract Map 8408 would create four lots for each of the five-unit buildings, with less than 50 square feet of different in lot area (7,892 to 7,940 square feet). The three common lots would be the property of a homeowners association, and includes the central driveway/alley, the exterior walkways around the perimeter, and the front and rear yards. Each building lot would be further subdivided into condominium "air" space as part of the project.

RESPONSE TO REFERRALS

Public Works Agency, Permits Section: In an e-mail response dated May 5, 2017, Permit staff requested a correction to note no. 6 on the cover sheet (sheet 1 of 7) which describes the flood hazard zone as in the north*eastern* corner when in fact (and as shown on sheet 2), it is in the north*western* corner. On the same subject, Permit staff provided some clarification on the specific procedures needed to meet federal (FEMA) requirements. Other remarks noted the strategy and evident need to pump post-treatment stormwater up to the curb on Baker Road, due to the absence of an in-street storm drainage conduit, and commented on the design for drainage through private yards and how overhead utility lines would be undergrounded. Final improvement plans will be required to address these concerns.

Public Works Agency, Construction and Development Services Division. The principal, formal response to the referral from the Public Works Agency, dated May 11, 2017, addressed various topics, and incorporates comments from the Permits Section described above. The comments are generally typical for any subdivision or development, with requirements specified for roadway and storm drain facilities that comply with County Subdivision Design Guidelines, other ordinances, guidelines and permit requirements. Other requirements noted include: a) property dedication to the County as needed in a manner accepted by the County; b) a driveway entrance meeting the latest Caltrans standard (RSP A87A); c) establishment of a Homeowner's Association with approved conditions, covenants and restrictions (CC&Rs); d) acquisition of required encroachment permits for work done in the right-of-way – such as the required cement sidewalk, curb and gutter along the street frontage; e) Fire Department approval of the driveway design; f) assuring that runoff to or from adjacent properties is not augmented, concentrated or diverted; and g) obtaining a County Stormwater Permit based on provision of a design solution that meets current C.3 Technical Guidance standards for stormwater treatment and management.

Public Works Agency, Traffic Engineering. Comments submitted by the Traffic Engineering Section dated May 22, 2017 indicated that using on-street parking as a portion of guest parking was not allowed, since all on-street parking is public parking and cannot be reserved for private use. The type of driveway connecting to Baker Road was not clearly specified, but it was recommended to use "Case A" (which is consistent with the specification of Caltrans standard RSP A87A noted above by Construction and Development Services). Adequate sight-distance will be required, and the Traffic Engineering Section will analyze sight distance and evaluate the need for parking restrictions when it is advised that site construction is anticipated to be complete within 30 days.

Public Works Agency, Building Inspection Department (BID): The Building Inspection Department noted in its comments, dated May 12, 2017 that a complete soils report and geotechnical analysis will be required, and that the new structures will be subject to the County's Green Building and Construction and Development Ordinances. A new address assignment for the site is required. Lastly, the project must comply with building codes and submittal requirements that are in effect at the time the building permit application is submitted, currently the 2016 California Building Code (in effect since January 2017). The construction documents must be submitted with a soils report and/or geological study to address any geological hazards, and separate building permits are required for the demolition of existing buildings,

subject to the County's Construction & Demolishing Debris Management program. The remarks also noted the need for an accessible path of travel for ADA compliance. Independent trash bins kept within the private garages was indicated to be compliant with code requirements.

Public Works Agency, Grading Division: The response on May 22, 2017 noted that because the site is located in a designated zone in which investigation of potential liquefaction hazard is required, a geotechnical investigation prepared by a registered geotechnical engineer or geologist, and reviewed by the County, in compliance with state guidelines (State Publication 117A). The County will retain a consulting geotechnical firm for the review and the applicant must provide an initial deposit of $4,000 to cover such review, along with three copies of the geotechnical investigation. Various recommended conditions of approval included a requirement for a grading plan, and erosion and sedimentation control plans submitted for review and approved by the County, and a specification that grading work is not normally allowed in the rainy season, between October 1 and April 30. Furthermore, the project size over an acre requires that a Notice of Intent and Storm Water Pollution Prevention Plan (SWPPP) be submitted to the State Water Board and the Grading Department under the provisions of the State construction general permit, prior to land disturbing activities.

Alameda County Fire Department: The Fire Department prepared a response dated May 12, 2017 that requested the applicant address various issues including fire access, placement of fire-suppression sprinklers in the structures, information regarding existing and new fire hydrants, and demonstration of accessibility to each unit. Resubmittal of information was requested; the new plans have not yet been reviewed by the Fire Department, and may or may not meet the requirements. The issues must be resolved in the final plans for review by the Council and the Planning Commission, and before their final recommendations.

Castro Valley Sanitary District (CVSD): The Sanitary District provided a response on May 22, 2017 to the referral, stating that the project would require installation of a new 8″ mainline sewer on the property, to connect to existing sewer mains in Baker Road. However, it was noted that Baker Road sewer mains are up to 70 years old, and connecting 20 condominiums to it could require repair or replacement of existing sewer mains to manage the increased demand for capacity of the wastewater system. In accordance with the District's Sanitary Code, Section 4300(c), the cost of such repairs or replacement may be passed on to the developer. Further determinations will be made when the developer provides detailed plans to the District and identifies its expected flow and capacity needs.

Castro Valley Unified School District: No response was received from the School District; however, it is likely that the District would wish it to be known by prospective residents that students may not be able to attend the nearest schools due to excessive demand at certain of the District schools. It is well known that the applicant will be obligated to pay certain mitigation fees to the School District.

Public Comment: Neighborhood notices of the current hearing were mailed on May 30, 2017, and as of this writing, no comments have been submitted by area residents.

GENERAL PLAN

The site is subject to the *Castro Valley Plan*, adopted in 2012, and which designates the site as "Residential – Downtown Medium Density (CBD-RMX) allowing 8 to 29 dwelling units per acre. The designation is for "existing residential areas close to Castro Valley Boulevard commercial areas and the BART station. Housing types include townhouses, condominiums and apartments. Residential densities [actually allowed within this] range [is] dependent on lot size and width." The project proposal is for approximately 19.7 dwelling units per acre, and therefore would be consistent with the CBD-RMX land use designation. The wide density range provided and the proviso that the actual allowed density depends on lot size and width appears to be as a deference to the *Castro Valley Central Business District Specific Plan* (CVCBD SP),

which provides detailed guidelines on density based on lot size and width. The Specific Plan limitations and guidelines are discussed below.

Applicable Goals, Policies and Actions for Residential Development in the *Castro Valley Plan* include:

Goal 4.2-1 Promote a sustainable land use pattern that responds to existing and future needs of the Castro Valley community.

Policy 4.2-1 *Comprehensive Land Use Regulatory System*. Prepare a comprehensive regulatory system of land uses with standards that achieve the desired vision for the community while respecting the existing conditions and environmentally sensitive areas.

Action 4.2-3 *Development Standards*. In order to achieve the desired character and variety of development, amend the County subdivision and zoning ordinances to be consistent with the General Plan land use classifications and adopted design policies.

Goal 4.3-1: Provide for a variety of housing types that will meet anticipated needs while preserving and enhancing the livability and character of Castro Valley's neighborhoods.

Policy 4.3-1 *Infill Housing and Mixed-Use*. Designate areas for infill housing and mixed-use development to meet a wide range of housing needs.

Action 4.3-1 *Maximum Density*. Zoning designations shall establish the maximum density allowed on individual properties.

Goal 4.2-1 would appear to be served by the project, as it would serve demand for new housing in an area that is designated for such a use; its subsidiary Policy 4.2-1 and Action 4.2-3 were effectively satisfied, at least for the purpose of regulating residential development after the Castro Valley Plan was adopted, by the adoption and implementation of the *2014 Residential Design Standards and Guidelines*, which apply to the current project proposal. Figure 4-4 in the General Plan, titled *Substantive Zoning Changes*, serves to designate areas for zoning changes to allow new residential development; however, the project site is not shown among those parcels permitted by the General Plan to have a higher density. The Sub-Area 11 of the CVCBD SP serves to define the maximum density allowable on the project site. In addition to the above policies and actions, the General Plan incorporates the Redevelopment Strategic Plan developed in 2006, which was primarily aimed at streetscape improvements along the Boulevard, catalyst projects, and promoting the core of the District. The Redevelopment Strategic Plan established five targeted districts including the Theatre District, which extends between Baker Road and Nunes Avenue and encompasses commercial uses facing the Boulevard. The concept is described as follows (p. 4-44 in the Castro Valley Plan):

> The Redevelopment Strategic Plan proposes a catalyst site near the Chabot Theater. Development opportunities include expanding the theater, and adding restaurants, cafes, and music clubs to develop the area as an entertainment destination district. The area would feature sidewalk dining and consolidated parking behind the buildings.

Central Business District goals of the Castro Valley Plan that may be applicable to the project, or which the project would serve, include:

Policy 4.7-6 *Housing Downtown*. Additional residents in downtown will support businesses and services there, take advantage of BART and bus transit service, and reduce the demand for development in outlying areas of the community with environmental or other development constraints.

- Create additional housing, including apartments, condominiums, and livework, in and within walking distance of the Central Business District.

All other Goals, Policies and Actions relate to the commercial uses in the Central Business District; however it is clear that the project would serve Policy 4.7-6.

SPECIFIC PLAN

The Castro Valley Central Business District Specific Plan (January 7, 1993) designates the site as within Sub-Area 11, which encompasses one of the largest subareas in the Plan area, and is referred to as "North of Freeway – Residential." The sub-area is split into two portions, east and west, the latter (which includes the project site) being the largest, and which is nearly evenly split between conventional single family homes, mostly closer to the freeway, and multiple family residential uses, generally closer to Castro Valley Boulevard. The Development Objectives of the sub-area is "bipartite" or split between maintaining the integrity of the single family home areas "so long as feasible and appropriate, but to provide for orderly development at higher densities if and when there is demand to do so." The Plan indicates that higher density residential development "must be designed to protect the remaining single family areas to the maximum extent possible until the majority of the owners in an area wish to convert to higher densities." (p. 69, CVCBD SP). It also specifies that lots need to be large enough to accommodate the higher density in an efficient manner, and likely to require parcel consolidation. It is also stated that "To the extent possible, new higher density development must be designed to complement and be compatible with adjacent development of any type." (p. 70, CVCBD SP).

The allowed uses in Sub-area 11 include retaining the single family home areas under comparable zoning regulations (R-1, or Single Family Residential), duplexes on specified streets, and *Land Use Group D, High Density Residential*, specifically for properties along Baker Road and other named streets, and where the property is within 760 feet of Castro Valley Boulevard. The Sub-area regulations also stipulate a series of conditions, including: a) the property proposed for development is contiguous for at least 75% of at least one contiguous major property line, representing at least 25% of the total circumference of the property, or has at least two adjacent street frontages and is contiguous or directly across the street from high density residential, commercial development, or the BART station; b) the property is generally rectangular with a low width to depth ratio (1:2 or lower); c) the property is at least 20,000 square feet in area; d) does not create an isolated parcel that cannot meet these requirements; and e) an Initial Study has been prepared to show that there will be no adverse impacts on surrounding development including but not limited to traffic, visual, noise, privacy or other concerns, and that any such impacts can be mitigated to acceptable levels with mitigation measures adopted through the CEQA process.

The actual allowed density is determined through the Site Development Review process, and several *Design Policies* are also cited, including: a) the design is practical and reasonable for the site; b) if single family residences are adjacent, minimizes impacts with setbacks, step-backs or height limitations; and c) allows for expansion onto or coordination with development of adjacent properties. Under *Land Use Group Definitions*, the Specific Plan (pp. 76-77) defines Land Use Group D (High Density Residential) as generally allowing a density of between twenty and forty units per acre, but allows the density to be increased or lowered "where there is justification." (p. 76) Encouragement is given for sites located directly adjacent to the commercial core, so that basic commercial and service needs can be met within walking distance. Due to the proximity of such services, transit and for other reasons, the Site Development Review may allow for the Zoning Ordinance's parking requirements to be lowered. Smaller units serving the elderly, lower income households and households without children are encouraged or emphasized, but conventional unit sizes are not discouraged. Other uses are allowed such as daycare, congregate care or other housing targeted at elderly households, and the highest densities are allowed when the units are targeted towards the elderly or the handicapped (i.e., when one-bedroom or studio units would be predominant).

The density allowed is more specifically limited by the *Land Use Group D* provision that a minimum building site area of 2,000 square feet per unit is required for lots that are larger than 20,000 square feet,

which equates to 21.8 units per acre. Smaller lots, down to 10,000 square feet, require 2,500 square feet of building site area per unit, and lots under 10,000 square feet are limited to two units only. However, *Land Use Group D* also includes a provision that "Development at densities significantly lower than these must be found to be consistent with the development objectives and design policies of the specific subarea." (p. 77). In this case, due to the larger unit sizes and private garage parking, the proposed project would be modestly below 20 units per acre (17.9 per acre, or about 10% lower in density than the low end). Adjacent and nearby examples of higher density are based on smaller units, presumably with some single bedroom units and primarily two-bedroom-only units; the current proposal is for larger residences of four bedrooms and three-and-a-half bathrooms.

STAFF ANALYSIS

With respect to the General Plan, the Zoning Ordinance requirements and the *Residential Design Standards and Guidelines* adopted by the County in 2014 (effective January 1, 2015, hereafter referred to as the *Design Guidelines*), the proposed project would be conforming with extremely few exceptions. Although the site is designated by the CVCBD SP as Land Use Group D, which allows up to 40 units per acre, the *Design Guidelines* acknowledges the minimum building site area provision, and identifies the maximum density of Land Use Group D as 21.8 units per acre, and as suitable for Multi-Family Residential Medium Density (Table 2.1-1, Residential Maximum Densities and Appropriate Zones). Therefore, although the *Design Guidelines'* Multi-Family Residential Medium Density set of standards (Table 2.5-1) would apply to the project, the proposal for three-story townhomes is best evaluated with regard to the guidelines for Two- and Three-Story Townhomes (Table 2.4-1). A staff assessment of the project is provided first in a four-page table attached at the end of this staff report, based on selected, applicable sections of Table 2.4-1 of the *Design Standards and Guidelines*. The assessment finds that the project fully meets all "development intensity and neighborhood compatibility" standards such as site size and width and unit width, all "building height and form" standards, and all "building relationship to the street" requirements. A second Table, *Design Guidelines for Residential Projects – Project Evaluation Guide* provides a preliminary overview of how the project would conform to Chapter 3 of the *Design Guidelines*.

The plan sets also included, on the Tract Map (sheet four of seven civil drawings) a table showing "Zoning Conformity". Planning staff has evaluated the analysis as follows.

Zoning Compliance Table – per Applicant **Staff Assessment**

ALAMEDA COUNTY TOWNHOME STANDARDS	REQUIRED/ ALLOWED	PROPOSED	VERIFICATION OF STANDARD & DETERMINATION OF COMPLIANCE
Minimum front setback	20'	20'	20' required; complies.
Minimum rear setback	20'	25.8'	20' required; complies.
Minimum side setback	10'	11.9' 16.9'	Larger setback (16.9') provided to indoor space; smaller to covered porch; complies.
Maximum building length	150'	110'	150' max. length required; 88' max. proposed.
Min. private usable open space	75 s.f./unit	336 s.f./unit	300 s.f. required under *Townhome Standards*; 75 s.f. under *Multi-Family Standards.* Compliant.
Min. total open space	300 s.f.	484	600 s.f. required under *Townhome Standards;* 300 s.f. only under *Multi-Family Standards* and for CVCBD/Sub-area 11. Deemed compliant
Max. building height	35'	36′-6″	35'; 36'-6″ proposed; deemed compliant under *Multi-Family Standards* and for CVCBD/Sub-area 11.
Min. parking requirement	2/unit (1 covered)	2/unit (2 covered)	2 spaces required; 2 spaces provided in each garage.

Zoning Compliance Table – per Applicant			Staff Assessment
ALAMEDA COUNTY TOWNHOME STANDARDS	REQUIRED/ ALLOWED	PROPOSED	VERIFICATION OF STANDARD & DETERMINATION OF COMPLIANCE
Accessible guest parking space	1	1	1 accessible parking space; complies.
Min. Site landscaping	Min. 35%	39%	35% required; 35% site is landscaped.
Max. Condo air-space density	22 units/ac.	17.7	21.8 units/ac. allowed; 17.9/ac. proposed
Max. Building coverage	Max.55-60%	42%	55% max. applies; 39% proposed.

In addition to the *Design Standards and Guidelines* requirements as stated in Table 2.4-1 and shown in the attached table of selected and applicable requirements, Chapter 3 of the *Guidelines - Design Guidelines for Residential Projects* – provides specific recommendations for residential design, addressing all of the topics considered in Table 2.4-1, but stated in broader, more general terms of design objectives (i.e., less quantitative and more qualitative). Planning staff has completed an assessment of the proposed project with respect to applicable guidelines from Chapter 3, and have prepared paraphrased and summarized statements of the Chapter 3 guidelines (see *Design Guidelines for Residential Projects – Project Evaluation*), with simple coded assessments of the project's relative conformity to each. The overall result of the analysis is that the project would be in substantial conformity with the Chapter 3 guidelines for townhome projects. However, in a few instances, it conflicts with the *Townhome Standards*, but conforms completely with the *Multi-Family Standards* (and typically by wide margins).

Parking. As noted in the project description, the majority of required guest parking spaces (12 of 20) is proposed as single-wide, recessed garage aprons on each of 12 townhomes. Although it is recognized that guest parking might more ideally be provided as a pool of parking spaces that have no direct association with individual dwelling units, so that users do not encroach into seemingly private spaces, the *Design Guidelines* in fact specifically allow guest parking to be provided on garage aprons. The complete requirements in the *Design Guidelines* for guest parking are stated as follows:

> Space along the public street frontage of a building site can be counted towards guest parking requirements. However, guest spaces may be required to be on the building site if there is existing parking congestion, as defined by the Planning Director, on the street. A parking study may be required to determine existing parking congestion. Driveway aprons may be counted for the required guest parking.

Although the Public Works Agency Traffic Section noted in its comments that relying on on-street parking for guest parking is objectionable, it has been a long-standing planning principle that on-street parking may be counted toward meeting guest parking requirements, and which is clearly stated in the above guidelines. Furthermore, the specific requirements for guest parking in the CVCBD Sub-area 11 (or for Multi-Family Residential uses) in the *Design Guidelines* is only 0.5 per unit, regardless of unit size. It is also noted that Multi-Family Residential Standards for parking requirements provide exceptions for being a half-mile from a BART station or a quarter-mile from a transit corridor.

ENVIRONMENTAL REVIEW

The project is subject to the California Environmental Quality Act (CEQA, 1970 as amended), and staff has determined that an Initial Study (with an environmental checklist) should be prepared to evaluate the potential for the project to have significant adverse environmental impacts. It is expected that the Initial Study would find that all potentially significant impacts can be avoided or reduced to less than significant impacts with the adoption of mitigation measures and agreement by the applicant to carry them out. As a

result, a Mitigated Negative Declaration (MND) is proposed to be adopted, in compliance with, and State and County CEQA Guidelines, at the time that the Planning Commission acts to approve or deny the Vesting Tentative Tract Map.

The Initial Study/Mitigated Negative Declaration (IS/MND) is currently being prepared for future circulation to public agencies and the public, for comment and subsequent consideration by the Municipal Advisory Council and the Planning Commission. The IS/MND will address potential impacts on visual and aesthetic considerations, air quality, cultural resources, seismic safety, flooding, water quality and management of urban stormwater runoff, construction noise and traffic. The Council and the public may comment at the preliminary hearing on the scope or topic areas of the IS/MND and may direct staff to require specific analyses of other environmental topics. The IS/MND will incorporate materials provided by the applicant such as the preliminary grading and drainage plan and geotechnical analyses. The IS/MND will be subject to at least 30 days of public review, expected to be complete in July 2017. The Council and Commission would be expected to consider recommendations from Planning staff to adopt the MND after the public review period is complete.

RECOMMENDATION

The Council should review the staff report, take public testimony, deliberate as to its merits on a preliminary basis, and make recommendations to the applicant for any changes before detailed analysis and environmental review under CEQA occurs, and before the Council will, at a later date, make final recommendations on the project to the Planning Commission.

Attachments

- Staff Assessment – using Table 2.4-1 of the *Design Guidelines*, and Chapter 3 of the *Design Guidelines*
- Report Graphics
- Vesting Tentative Tract Map 8408
- Architectural Plans (reduction - 11″ by 17″)

PREPARED BY: Andrew Young	SENIOR PLANNER
REVIEWED BY: Rodrigo Orduña	ASSISTANT PLANNING DIRECTOR

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STAFF ASSESSMENT – 20785 & 20957 BAKER ROAD, PROPOSED 3-STORY TOWNHOMES USING 2014 RESIDENTIAL DESIGN STANDARDS AND GUIDELINES, TABLE 2.4-1

Standard	*R-S-D-20**	*Additional Standards*	*Staff Assessment*
Development Intensity and Neighborhood Compatibility			
Minimum Building Site Size (sq. ft.)	5,000		Site is 48,932 square feet; compliant.
Minimum Area per Dwelling Unit (sq. ft.) R-S-D20	2,000	Appropriate for three-story townhomes.	Over 2,400 square feet of building site area provided per dwelling unit; compliant.
Minimum Building Site Width (ft)			
Two-Story Townhomes	*65*		N.A. (Not Applicable). Three-story.
Three-Story Townhomes	*75*		Lot width is 163'; compliant
Minimum Lot Width (ft)	25	A minimum lot width of 30 to 40 feet may be necessary for two story town-homes with double-loaded attached garages in front, and to comply with Parking Location and Design requirements. Minimum lot width may be reduced to 20 feet if garages are single-car wide, detached and/or accessed from an alley.	Minimum unit width is 21'; however, access is from an alley, not the front of the unit, and is therefore deemed compliant.
Building Height and Form			
Maximum Height (ft)		See Figure 2.4-4.	
Three-Story Townhomes	30		
Three-Story Exception	35	Provided that roof is pitched and the portion of the roof over 25 feet in height is at least 25 feet away from building site property lines.	36'-6" height proposed. Slightly higher than the *Townhome* standard, but see below.
Multi-Family Residential Standard	***45***	In CVCBD, buildings with heights greater than two stories or thirty feet must demonstrate through Site Development Review that they frame or comple-ment and not block view corridors, and enhance adjacent development.	Project proposes three-story townhomes, and steps back further from side property lines. The project will enhance development of the area and would not block or affect a view corridor.
Maximum Stories	2 - 3		Three-story; complies.
Maximum Floor Area (Percentage of First Story Building Footprint) – Second Story	80	The second story shall not exceed 80 percent of the first story building foot-print area.	Second stories are between 73.5 and 79.1% of the first-floor footprint; compliant.
Third Story	70	The third story shall not exceed 70 percent of the first story building footprint area.	Third stories are between 60.0 and 69.8% of the first-floor footprint; compliant.
Maximum Building Length (ft)	150	Exceptions may be approved by Staff if buildings are designed with many different setbacks (instead of a long flat wall), [etc.]	Maximum building length is 110', compliant.
Building Relationship to the Street			
Maximum Front Yard Paving (%)	50		Front yards paved only with sidewalks, and a 20' wide entry driveway; compliant.
Street Facing Façade Design	Required. Street facing facades must be designed to orient towards the public street, or private street if lot does not abut a public street. Windows, entry door, and other elements must be incorporated to create an attractive street appearance that is compatible with the surrounding neighborhood.		Townhomes bordering Baker Road are oriented towards the public street. Other units oriented to side walkways.
Building Entrances on Streets	Required. The principal entry shall be located in a visible location facing the public street, or private street if lot does not abut a public street.		End of buildings bordering Baker Road have porch and entry facing the street. Other unit entries and porches face the side walkways.
Covered Front Porch/Recessed Entry	Required		
Minimum Depth (ft)	5		5' depth provided.
Minimum Area of Porch or Recessed Area (sq ft)	5 percent of the first story building footprint area; up to a maximum of 75 square feet		Each entry porch provides a minimum of 70 sq. ft., or about 5.5% of the first story footprint.

** Closest match to townhome project proposal.*

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STAFF ASSESSMENT – 20785 & 20957 BAKER ROAD, PROPOSED 3-STORY TOWNHOMES (Continued)
USING 2014 RESIDENTIAL DESIGN STANDARDS AND GUIDELINES, TABLE 2.4-1

Standard	*R-S-D-20**	*Additional Standards*	*Staff Assessment*
Setbacks for Light, Air, and Privacy			
Minimum Setbacks (ft)	Building setbacks apply along the perimeter of a building site and lot setbacks apply to individual lots [or townhome units] within a building site. In the event of conflict between building setback requirements and lot setback requirements, the project must comply with whichever standard results in the greater setback		
Building Site			
Front (Facing Public Street)	20		20' provided facing Baker Road.
Side (Facing Adjacent Neighboring Properties)	5	A minimum of 50 percent of the required bulk reduction shall occur along the building site side property line. If a building is within 5 feet of this property line, a minimum of 50 percent of the second story facade shall be stepped back a minimum of 5 feet from the first story facade and a minimum of half of that required amount shall occur along this side setback.	11.9' provided on each side. No bulk reduction is required, although the second story steps back further from the side property lines of the site.
Side Exception	10	The building site side setback shall be a minimum of 10 feet if the project consists of three-story townhomes.	11.9’ provided; compliant for proposed three-story townhomes.
Rear (Facing Neighboring Properties)	20		27.2' minimum provided to Rutledge Road (or deemed N.A.; no property to rear).
Lot/Unit Front	10		11.9' minimum provided.
Lot/Unit Side	5	Required setbacks apply to the ends of rows of attached single-unit dwellings.	29’ minimum provided between sides of buildings.
Lot/Unit Rear	15		No ‘rear’ setbacks provided, or required with alley access. Deemed compliant.
Minimum Distance Between Buildings (ft)	Front is considered any wall with windows into the primary living area of the unit.		
Front to Front or Rear	40		N.A.; no front to front or front to rear building relationship.
Rear to Rear	30		30' provided across access alleys.
Side to Front or Rear	20	If windows are clear and eye-level, they must be offset by at least 5 feet.	N.A.; no side to front or rear building relationship.
Side to Side	10	If windows are clear and eye level, they must be offset by at least 5 feet.	29' provided side to side. Architectural plans identify offset (see Sheet A3.1).
Minimum Setback from Access Driveway (ft)	10	Must be landscaped.	N.A. Driveway only serves alleyway. No capacity for landscaping.
Setback from Access Driveway Exception (ft)	7.5	The minimum setback from access driveway shall be 7.5 feet if building site width is less than 70 feet and greater than or equal to 6 feet; must be land-scaped.	N.A. Site is 163' in width. Driveway aligned centrally on site to serve single alley only, with at least 70’ from side property lines.

** Closest match to townhome project proposal.*

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STAFF ASSESSMENT – 20785 & 20957 BAKER ROAD, PROPOSED 3-STORY TOWNHOMES (Continued)
USING 2014 RESIDENTIAL DESIGN STANDARDS AND GUIDELINES, TABLE 2.4-1

Standard	*R-S-D20**	*Additional Standards*	*Staff Assessment*
Auto Circulation: Site Access and Driveways			
Minimum Access Driveway/Private Street Width (ft)	20		20' wide driveway/alleyway provides access to all units/garages.
Minimum Access Driveway/Private Street Width Exception	12	Minimum 12' if lots are narrow and driveways serve fewer than 5 units. Fire Department may consider this exception if the rear-most corner of the rear-most building is within 150' of the curb and alternative means and methods are incorporated to meet Fire Code safety objectives.	N.A. Lot is wide (163.4') and driveway serves 20 townhome units.
Maximum Curb Cuts (number per building site)	1	Exception may be granted by Staff if building site exceeds one acre, building site frontage exceeds 200 feet, or through lot.	Only one curb cut proposed; compliant.
Minimum Driveway Gates Setback (ft)	20	Gates across driveways shall be set back a minimum of 20 feet behind the property line, or greater depending on location in State Responsibility Fire Area and street travel speed.	N.A. No gates proposed.
Parking Location and Design			
Maximum Garage Width (ft)	20		Garage doors are 16' wide, within 21'-wide unit façades.
Facing Public Street (%)	Where garage doors face a public street, garage width shall not exceed 50 percent of the width of the front facade of the building unit.		N.A. Garage doors only face alleyway.
Facing Access Driveway/Private Street (%)	Where garage doors face a private street or access driveway, garage width for two-story townhomes shall not exceed 60 percent and three-story townhomes shall not exceed 70 percent of the width of the front facade of the building unit.		N.A. Garage doors are between 64% and 76% of each unit's width – 16' of 21' to 25'; however, units also 'face' opposite side from the access alley. Deemed compliant.
Facing Access Driveway/Private Street Exception (%)	Where garage doors face a private street or access driveway, garage width for two-story townhomes shall not exceed 70 percent and three-story townhomes shall not exceed 80 percent of the width of the front facade of the building if the garage (wall to wall) is set at least four feet behind the front door or a second story above the garage projects at least two feet forward in front of the garage.		N.A. Standard applies only to townhomes with garages and front facing features on the same façade.
Maximum Driveway Apron Width (ft)	Driveway apron widths shall not exceed the garage door width by more than one foot in either direction. See Figure 2.4-12.		16'-wide garage doors set within 17'-wide and 1'-deep 'aprons'; compliant.
Unit parking (space per unit)	2	Minimum of one space must be covered. Tandem parking allowed for up to 25 percent of the units.	2 side-by-side parking spaces provided per unit; compliant.
Guest Parking (space per unit)		Space along the public street frontage of a building site can be counted toward guest parking requirements. However, guest spaces may be required to be on the building site if there is existing parking congestion, as defined by the Planning Director, on the street. A parking study may be required to determine existing parking congestion. Driveway aprons may be counted for the required guest parking.	
Units ≤ 1,000 sq. ft.	0.5		N.A. All units exceed 1,000 sq. ft. in area.
Units > 1,000 sq. ft.	1		Project includes 15 off-street guest parking spaces, and assumes six on-street spaces. However, sight distance concerns and minimum 22' standard parallel space length may yield only four on-street spaces.

** Closest match to townhome project proposal.*

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STAFF ASSESSMENT – 20785 & 20957 BAKER ROAD, PROPOSED 3-STORY TOWNHOMES (Continued)
USING 2014 RESIDENTIAL DESIGN STANDARDS AND GUIDELINES, TABLE 2.4-1

Facilities for Pedestrian, Bicycles and Transit			
Minimum Decorative Driveway Paving (% of Driveway and Parking Area)	10	Locate at driveway entrance, driveway aprons and in areas that can be used as open space.	Will be required as a condition of approval.
Minimum Decorative Driveway Paving Exception (% of Driveway and Parking Area)	25	Required if there is no pedestrian walkway/sidewalk provided along the access driveway/private street. A minimum 4-foot-wide walkway consisting of decorative paving should also be provided.	N.A.; pedestrian walkways provided on both sides as perimeter walkway.
Pedestrian Walkway Next to Driveway/ Private Street	Required for 5 units or more; for fewer than 5 units, may have no sidewalk if driveway pavement has differentiated pedestrian paving.		Walkway provided next to driveway; compliant
Minimum Width of Pedestrian Walkway (ft)	4		4' wide sidewalk provided.
Site Landscaping			
Minimum Site Landscaping (%)	35		39%
Minimum Width of Landscaped Buffer Between Pedestrian Walkway and Access Driveway/Private Street (ft)	3		N.A. Pedestrian walkway does not abut any driveway, but is only adjacent to buildings (and separated by 5' minimum).
Minimum Width of Side Landscaping for Driveway/Private Street/Parking Area (ft)	5	Applies between the driveway/private street/parking areas and the side and rear property lines.	Minimum 70' between side property lines and central driveway/alleyway; compliant.
Minimum Side Landscaping Exception (ft)	0 - 3	The minimum driveway side landscaping shall be 3 feet when building site width is less than 75 feet and greater or equal to 60 feet. The minimum driveway side landscaping shall be 0 feet when the building site width is less than 60 feet. Staff may approve a minimum side landscaping of 3 feet for building sites that are 75 feet or wider if vertical landscaping (e.g. trees, shrubs, bushes) is planted along this side landscaping area.	N.A.; building site width is 163.4'. See also above.
Useable Open Space			
Minimum Total Usable Open Space (sq. ft. per unit) (private and common)	600 (or 300, per MF stds.)	Common usable open space is not required for projects with four units or fewer, provided that each small-lot single-family unit has a minimum of 500 square feet of private open space.	484 sq. ft. proposed. Multi-Family Residential Standard, applicable to CVCBD/Sub-Area 11, is 300 s.f. only. Compliant.
Minimum Common Usable Open Space (sq. ft.)	1,000 s.f.; 200 s.f./unit	Common space buildings or covered structures cannot occupy more than 20 percent of common open space.	Common open space includes four separate areas with a combined area of 4,698 s.f. No common space buildings. Complies.
Minimum Dimension (ft)	25		29' minimum wide central and corner open space areas meets minimum standards.
Minimum Private Usable Open Space (sq. ft. per unit)	300	Private open space must be open air, not fully enclosed with walls. Private open space cannot be covered by a roof by more than 50 percent of the area; however, balconies can have up to 100 percent ceiling coverage.	347 sq. ft. minimum in combined private yards, porches and 2nd story balcony/deck areas proposed. Compliant.

** Closest match to townhome project proposal.*

Continues on following page

Design Guidelines for Residential Projects (Chapter 3) – Project Evaluation
20-Unit/3-Story Townhome Project, 20785 & 20957 Baker Road, PLN2017-00067

Scoring system –
✓ = fully compliant
÷ = mostly compliant
⊙ = partial, but insufficient
❍ = not compliant
+/- = neutral - pluses and negatives
-- = indeterminate
N = not applicable
? = no information to assess

A. Development Intensity and Neighborhood Compatibility

✓ A-1: Respect the development pattern of the neighborhood and complement its character.

✓ A-2: Enhance appearance and contribute to existing visual context of the neighborhood.

✓ A-3: Site buildings to respect privacy, light, and air for surrounding buildings.

B. Building Height

✓ B-1: Respect adjacent buildings, and create transition by height and scale.

✓ B-2: Position higher masses away from adjoining properties to promote transitions.

✓ B-3: In low and medium density zones, reduce visual and shadow impacts by positioning upper stories towards center of site, , step back upper stories, and/or use pitched roofs & dormers for upper stories (aimed at three- or more-story-buildings).

✓ B-4: Respect single-story development along public streets with stepbacks of second story mass.

N B-5: On hillside lots, step buildings down, step back upper stories.

Building Form and Bulk

✓ B-6: Avoid boxy forms and large unrelieved surfaces.

✓ B-7: Articulate surfaces on public, private frontages.

✓ B-8: Use horizontal and vertical stepbacks to break apart long building walls and deviate in roof form and height.

N B-9: Continuous ground-level parking podiums and lobbies are acceptable if Guidelines B-6 through B-8 are met.

C. Building Relationship to the Street

✓ C-1: Provide front setbacks that match other buildings on the block.

✓ C-2: Maximize landscaping of front yards and minimize unnecessary paving.

✓ C-3: Orient entry features toward the street, including front porch, entry door, major living room windows, etc.

✓ C-4: Primary entry to face public street or highlight entry with landscaping or structures.

N C-5: In a prevailing single family neighborhood, distinguish attached units by varying design treatment.

D. Building Design

✓ D-1: Provide design integrity throughout components.

✓ D-2: Avoid using different architectural styles

? D-3: Use high-quality, durable materials resistant to deterioration

? D-4: Use highest quality and most durable materials at the base

✓ D-5: Use stucco, wood siding, masonry, tile, wood shingles, metal and glass panels for siding; avoid scored plywood and aluminum

? D-6: Use complementary and high quality material on all sides

✓ D-7: Place changes in materials at interior corners or at least six feet from exterior corners, or other logical terminations

✓ D-8: Use coordinated not competing color schemes

✓ D-9: Use bright and dark colors only as accents and trim colors

✓ D-10: Exclude any fluorescent or neon colors

✓ D-11: Use colors compatible with the surrounding neighborhood as visible from the property

✓ D-12: Provide depth to architectural elements through decorative trim, varied roof forms, 18" roof overhangs, railings,

✓ D-13: Provide projections and recesses across façade

✓ D-14: Use projections to enhance and articulate the design

✓ D-15: Vary roof forms to avoid large, boxy, unrelieved masses and façades and parapets

✓ D-16: Vary roof forms among building or unit sections (*primarily related to attached/multi-family projects*)

✓ D-17: Design window features to enhance and add interest, and vary according to building or room parts

✓ D-18: Provide window recesses or decorative trim to create shadows and interest

Scoring system –
✓ = fully compliant
÷ = mostly compliant
⊙ = partial, but insufficient
❍ = not compliant
+/- = neutral - pluses and negatives
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N = not applicable
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✓ D-19: Highlight building entrances with architectural or landscape features

✓ D-20: Scale building entrances to be appropriate to the structure

E. Building Setbacks for Light, Air and Privacy

✓ E-1: Provide adequate light, air, and privacy

✓ E-2: Provide rear setbacks that have sufficient depth

✓ E-3: Combine or use lower building heights and increased side and rear setbacks when adjacent to lower density areas

✓ E-4: Separate buildings on single sites to ensure privacy and minimize shadows on open space

- - E-5: Use design to protect privacy such as off-setting side-yard facing windows, placing minor windows above eye level

F. Auto Circulation: Site Access, Streets and Driveways

✓ F-1 Minimize number of curb cuts, to maximize sidewalk continuity and increase front yard landscaping.

✓ F-2 Align curb cuts to optimize on-street parking and minimize paving.

N F-3 Maximize shared driveways when less than 50 feet apart, and provide minimum 5-foot wide landscaped buffer for any adjacent access driveways.

✓ F-4 Design driveways and public and private streets to meet Engineering Design Guidelines.

✓ F-5 Avoid gates unless strongly justified.

G. Parking Location and Design

✓ G-1 Locate parking to the side, rear or beneath buildings.

✓ G-2 Do not locate parking between the building and the street or access driveway; maximize front yard landscaping.

N G-3 For ACBD RC (Res-Comm) Districts only, place resident parking at rear or out of sight from street unless limited to one garage door. Exposed parking spaces under apartments/residential units.

✓ G-4 Minimize prominence of driveways and parking garages within the street/front façade and front yard.

✓ G-5 Place driveways to side of properties and avoid central placement.

✓ G-6 Disperse parking areas throughout a project instead of concentrating them in large lots.

✓ G-7 Reduce prominence of garage doors by placing behind porch, living spaces, cantilever upper story over garage, etc.

H. Facilities For Walking, Bicycle, Transit

✓ H-1 Provide new or repaired sidewalk, curb, gutter and street trees along project frontage, using applicable guidelines.

✓ H-2 Provide interior sidewalks connecting the street and or driveway to the building or unit entries.

+/- H-3 Provide walkways using decorative paving where sidewalks are not required (e.g., for projects with four or fewer units).

✓ H-4 Use decorative, pervious paving in paved and landscaped areas as a design enhancement and for traffic calming.

✓ H-5 Place decorative paving in priority areas, including the first 20' of a driveway from the street, as a pedestrian path if not otherwise required to be raised and separate, areas for parking maneuvering, garage aprons, or other parking areas.

- - H-6 Provide accessible and secure on-site bicycle parking or storage facilities.

N H-7 Provide transit shelters where required, and that provide adequate seating, shade and streetscape enhancement.

I. Site Landscaping

✓ I-1 Include landscaping in projects to create attractive visual scenes for residential units, create useable open space, maximize stormwater infiltration and provide privacy for adjacent residential uses and units.

✓ I-2 Design landscaping features for attractiveness and design integrity throughout a project.

✓ I-3 Design front yard landscape elements for compatibility with streetscape improvements on adjacent public right-of-way.

✓ I-4 Use live plant materials for front and side yards, and minimize use of rock or other inorganic material.

✓ I-5 Place landscaping in key priority areas, including edges of streets and driveways, property perimeter, between buildings and driveways or parking areas, within common open space areas.

÷ I-6 Do not reduce amount of existing landscaping on a site.

Site Landscaping Materials

✓ I-7 Provide landscaping that complies with the State and County's Water Efficiency Landscape Ordinance.

✓ I-8 Select landscaping materials that can withstand pedestrian and vehicle contact, take root and thrive into maturity, and are not classed as invasive species by the Invasive Species Council of California (ICSS).

✓ I-9 Place landscape materials with higher water needs in small courtyards and other intensively used areas.

Parking Area Landscaping

✓ I-10 Provide landscaping of parking lots, driveways, and other auto circulation areas in a way that improves their appearance from residential units, from common areas and adjacent properties.

✓ I-11 Incorporate trees, landscape islands, shrubs, and groundcover in parking areas, and meet applicable standards.

✓ I-12 Provide for shade of paved surfaces to the maximum extent feasible in order to reduce heat gain and related effects.

Stormwater Management

✓ I-13 Utilize best management practices for stormwater management, per County requirements and guidelines.

✓ I-14 Design landscaped areas to function as stormwater management or treatment areas as well as visual amenities.

÷ I-15 Integrate landscaping with innovative stormwater management practices and combine site design, treatment, source control, Hydromodification Management measures, Low Impact Development strategies, & avoid mechanical systems.

J. Usable Open Space

✓ J-1: Provide both common and private open space, for the sake of interaction, fresh air, gardening, grilling and dining.

✓ J-2: Usable open space may have stormwater treatment functions (grassy swales, flow-through planters, rain gardens, etc.).

✓ J-3: Design common open space(s) to be a shared open space for use by all residents.

✓ J-4: Include seating areas and other passive recreation facilities.

✓ J-5: Locate common space centrally for all units, not at extreme site edges; may be on ground level or in upper story courtyards.

✓ J-6: Combine trees, shrubs, and groundcover in landscaping; upper story space should include potted plants and planter boxes for trees, shrubs, and groundcover. See also Guidelines I-7, I-8 & I-9 under Site Landscaping Materials.

❍ J-7: Include children's play areas, unless the project is clearly intended for empty-nesters, singles, and seniors.

Private Open Space: Yards, Patios and Balconies

✓ J-8: Design private open space to be used by a single dwelling unit.

✓ J-9: Locate private open space in patios, balconies, decks, or other outdoor spaces attached to the individual unit.

✓ J-10: Provide adequate dimensions in private open space for a table and chairs.

✓ J-11: Provide landscaped or soil areas suitable for private gardening.

K. Fences and Walls

✓ K-1: Design fences and walls to be attractive project feature, compatible and integral with exterior building materials & design.

✓ K-2: Place fences or walls so as to define private and common open space areas, provide privacy and buffer against noise.

✓ K-3 Use masonry materials for sound reduction purposes.

✓ K-4 Do not use gates for townhouse housing or for single family detached developments (no "gated communities").

L. Services

N L-1: For Multi-Family use buildings (with 'flats'), place trash receptacles, utility meters and other ancillary facilities inside, or in free-standing enclosed buildings that are architecturally compatible with the remainder of the project.

Loading Areas and Trash

- - L-2: Design streets and driveways to accommodate vehicles commonly used for moving residents' belongings.

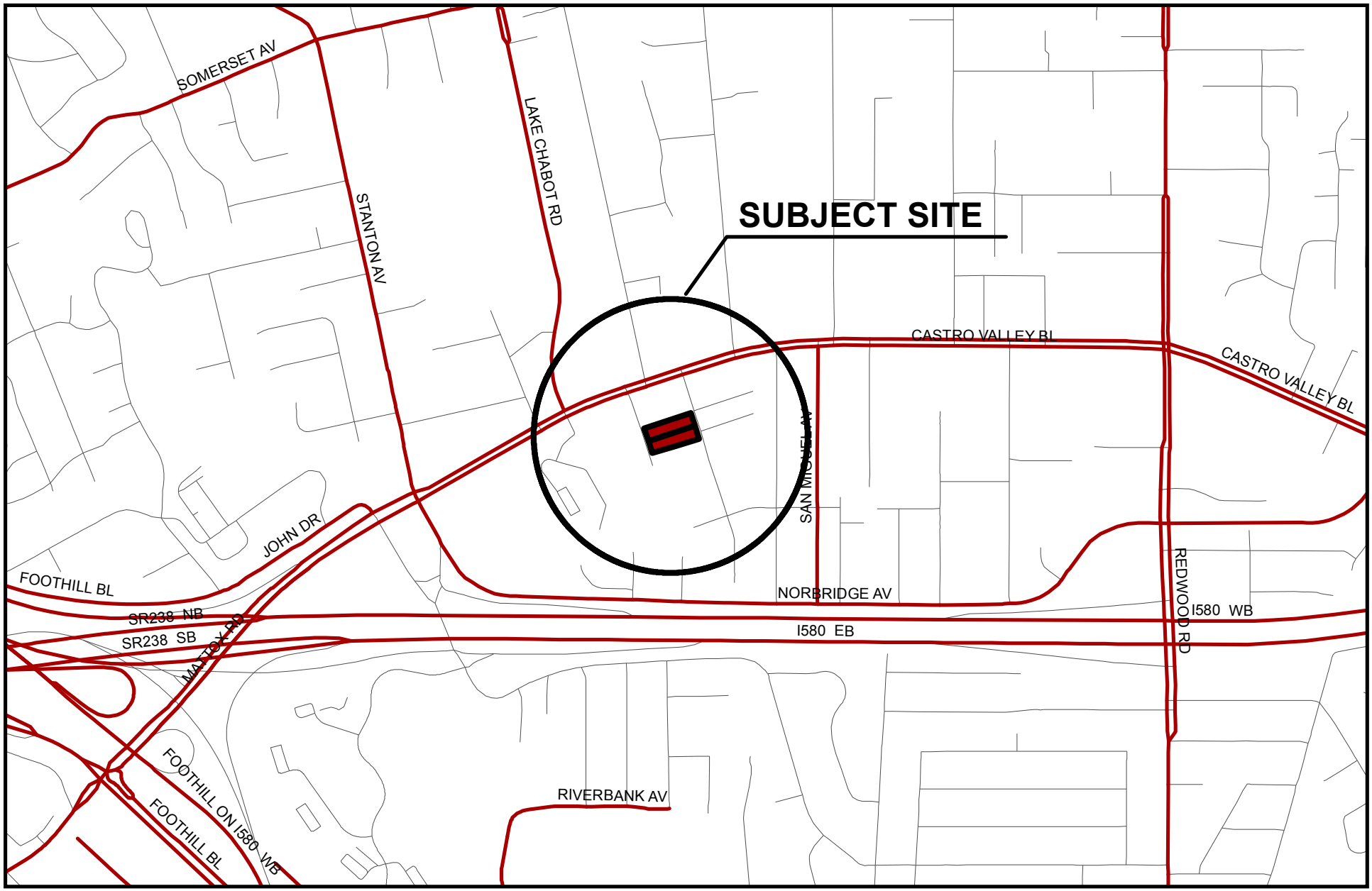
N L-3 Minimize the visibility of loading areas with screen walls, landscaping, and other measures.

Trash Collection (*note: L-6 & L-7 are not applicable – for Multi-Family developments only, with 'flats'*)

✓ L-4 Provide on-site facilities for trash storage and for recyclable materials.

✓ L-5 Provide independent bins for single family and townhome units, and central enclosures for multi-family projects.

✓ L-8 Place decentralized garbage, recycling, and/or compost bins behind fences or otherwise not visible from the public or private roadway.

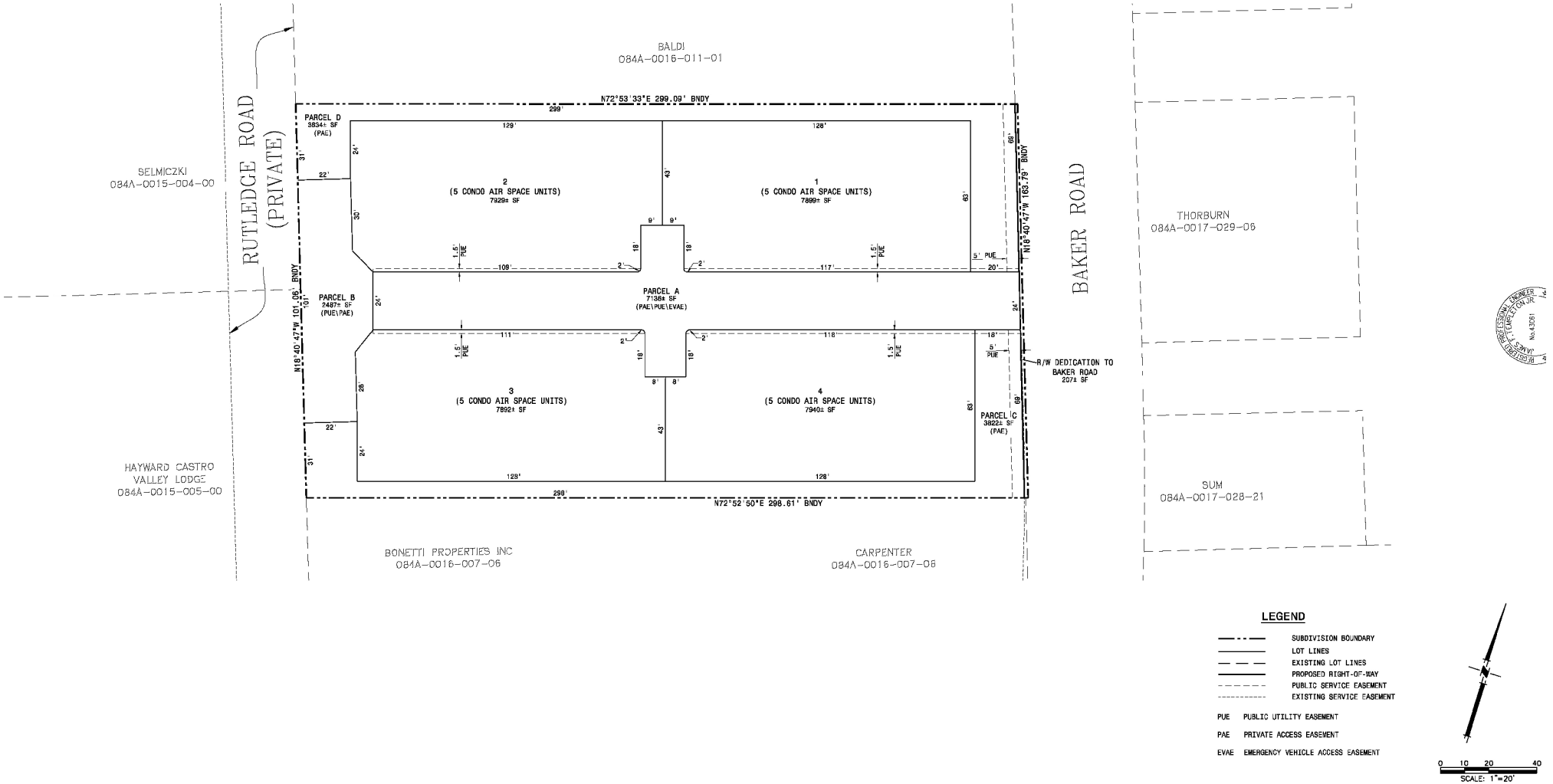


PLN2017-00067

VICINITY MAP

Alameda County CDA - Planning Department

0 500 1,000 2,000 3,000 4,000 Feet



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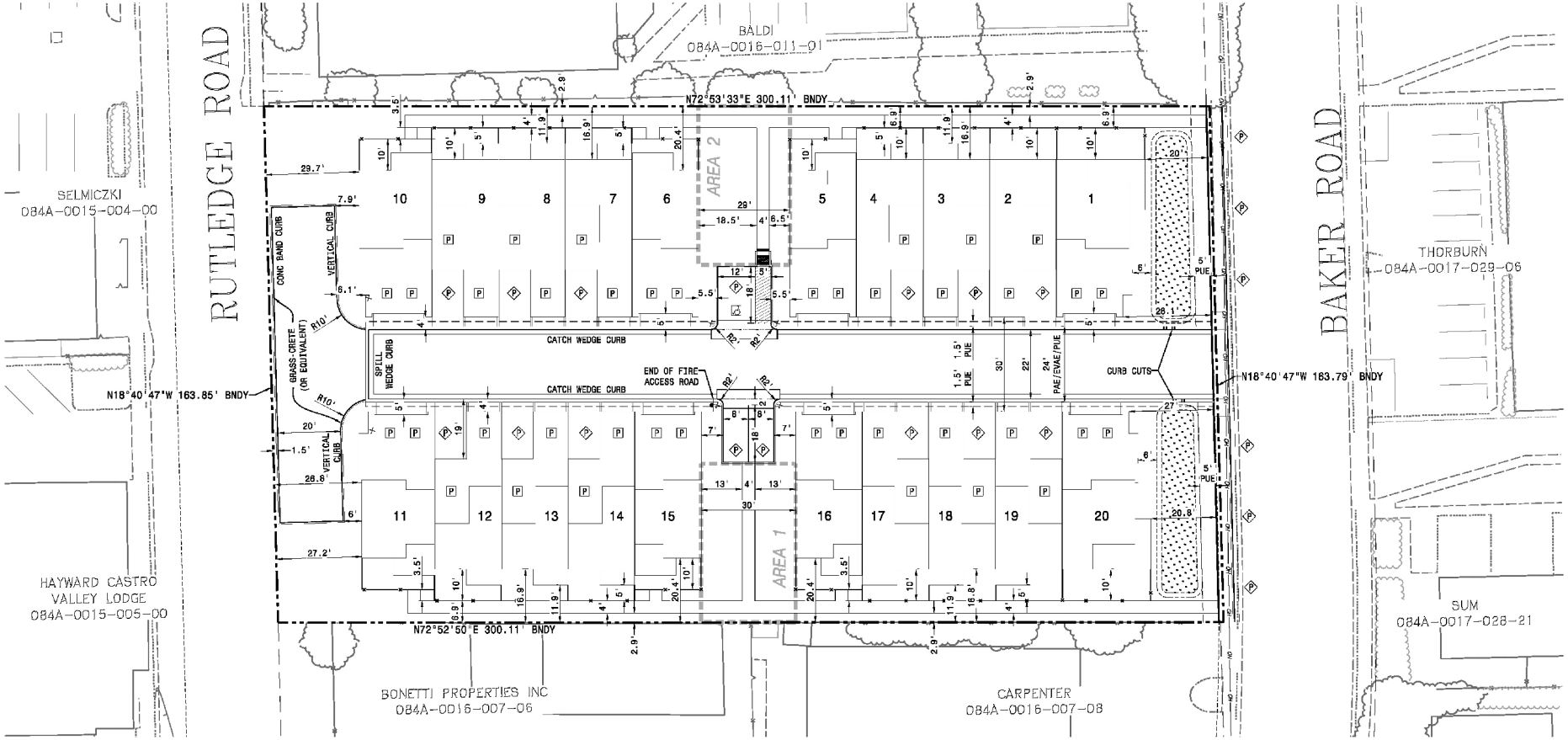
BAKER ROAD TENTATIVE MAP

Alameda County CDA - Planning Department



PLN2017-00067

DIMENSIONED SITE PLAN

Alameda County CDA - Planning Department

PLN2017-00067

AERIAL PHOTO

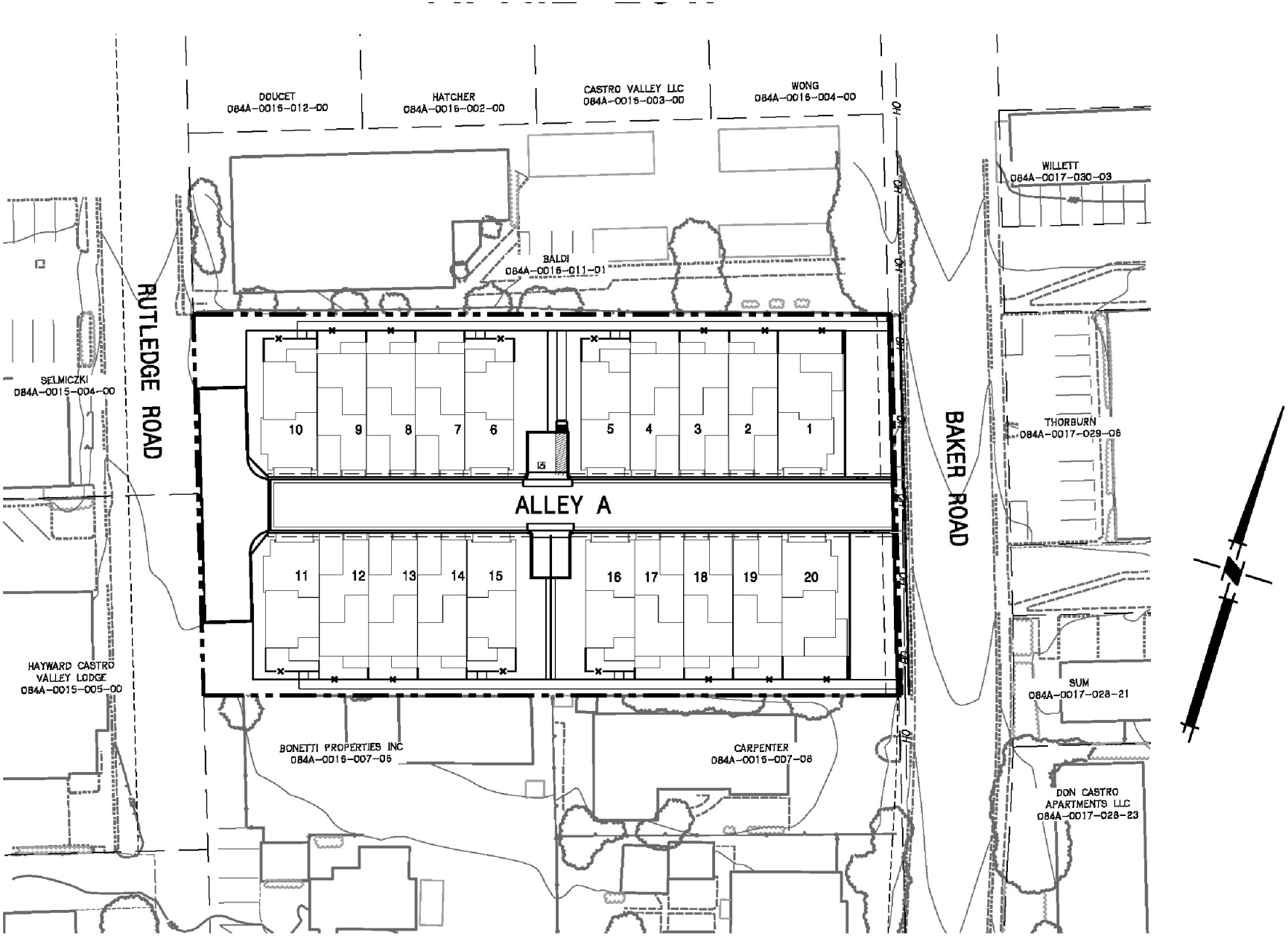
Alameda County CDA - Planning Department

0 30 60 120 180 240 Feet

PLN2017-00067

OBLIQUE AERIAL PHOTO

Alameda County CDA - Planning Department



PLN2017-00067

BAKER ROAD COVER SHEET

Alameda County CDA - Planning Department