



ALAMEDA COUNTY COMMUNITY DEVELOPMENT AGENCY
PLANNING DEPARTMENT

November 18, 2016

Agenda Item: **#6**
December 6, 2016

Chris Bazar
Agency Director

Honorable Board of Supervisors
County of Alameda
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Dear Board Members:

SUBJECT: JAMES KNUPPE, GENERAL PLAN AMENDMENT, SITE DEVELOPMENT REVIEW, TRACT MAP, ZONING UNIT, PLN2015-00010 – Application for a General Plan Amendment from PF, (Public Facility) to CC, (Community Commercial); Rezoning from C-O, (Administrative Office) to C-2, (General Commercial), Site Development Review, and Tentative Tract Map Subdivision (TR-8235) allowing twelve (12) commercial spaces on one (1) parcel in the *Castro Valley General Plan*, located at 21634 Redwood Road, east side, southeast corner with east-bound Highway 580 on ramp, Castro Valley Area of unincorporated Alameda County, bearing Assessor’s Parcel Number: 416-0010-017-04.

RECOMMENDATION:

Castro Valley Municipal Advisory Council (CVMAC): The CVMAC heard this application on March 14, 2016, and recommended approval by a 7/0 vote, including conditions of approval limiting hours of operation and requiring landscaping to mitigate noise and traffic impacts.

Planning Commission: On July 18, 2016, the Planning Commission approved the Site Development Review and Tentative Tract Map Subdivision (TR-8235) contingent upon approval of the General Plan Amendment, and Rezoning by the Board of Supervisors. The Planning Commission recommended that the Board of Supervisors approve the General Plan Amendment and Rezoning, as well as the approval of the environmental document. The Planning Commission approved the motion by a 4 to 2 vote.

Planning Department Recommendation: The Planning Department recommends approval of the General Plan Amendment and Rezoning, and certification of the Initial Study, Mitigated Negative Declaration, and Mitigation and Monitoring Measures.

SUMMARY:

Proposal: The proposed project is to construct a pair of 2-story commercial buildings on a deep and narrow vacant parcel with upper level office and a lower level workspace/retail/production space. A total of 44 parking spaces would support the project, with two parking spaces for each unit and 20 spaces for visitors/customers. Parking for the units was originally planned to be tandem, but has now been changed to standard side-by-side parking in tuck-under carports. The units are intended for individual sale (condos) for commercial and office uses consistent with the C-2 General Commercial zoning district (with some exclusions – see below). Access to the site is

provided by a 26-foot wide driveway along Redwood Road, which narrows to 20 feet as it reaches the eastern end of the property. The property is a remnant Caltrans parcel, once used as an on-ramp to I-580, but was sold to the current owner as surplus property. The Castro Valley General Plan designates this parcel as PF –Public Facility, necessitating a change to Commercial to allow the project.

The project includes a landscaping buffer on its southern property line to provide a visual barrier between the project and the backyards of adjacent homes. The landscape plan shows shrubs and tall narrow trees that combine to provide adequate visual relief within the project, and to adjacent properties. The rear portion of the project backs onto a concrete lined flood control channel, also landscaped to soften the edge and provide a visual barrier from adjacent properties.

CV MAC: The Council first considered this proposal on July 28, 2014 as an informational item. The project was subsequently revised and presented in February and March of 2016. Throughout these proceedings, the Council discussed and heard testimony about the traffic and noise impacts to the adjacent neighbors, including impacts to pedestrian and vehicular access. As such, the CVMAC recommendation made on March 14, 2016 included conditions of approval which expressly addressed these impacts by limiting certain uses, limiting hours of operation, and requiring a landscape buffer between the project and adjacent residences.

Planning Commission: The Planning Commission (PC) considered this proposal in June and July of 2016. Public testimony was heard in support of and against the project. The PC considered the CVMAC's recommendation and the applicant's concerns about restrictions on the future uses. The PC approved the Site Development Review and Subdivision application with conditions to mitigate impacts to the neighbors, but did not limit the hours of operation as recommended by the CVMAC. The PC approval mitigated impacts by excluding certain uses such as auto related uses, cabinet making/carpentry, uses with high parking demand such as schools or instruction, and uses that generate substantial noise. These conditions would be made known to the future owners/HOA through either deed restrictions or lease agreements so that conflicts around basic use types do not arise.

The Commission also recommended that the Board of Supervisors approve the proposed General Plan Amendment, changing the land use designation from "Public Facilities" to "Community Commercial" and rezoning the parcel from the "Commercial Office" zoning district to the "C-2, General Commercial" district. Finally, the Commission adopted the Mitigated Negative Declaration and Mitigation Monitoring Reporting Program as required by the California Environmental Quality Act (CEQA) for potential impacts to the environment. Two Commissioners did not support the project, citing concerns that the types of uses that could be allowed would negatively impact neighbors with activity, noise and potential parking issues.

DISCUSSION:

In order to construct the proposal, the project requires concurrent consideration of four components, an amendment to the Castro Valley General Plan, a rezoning of the parcel, a Site Development Review to evaluate the proposed construction, and a subdivision in order to allow the individual sale of the commercial units. Approval of the subdivision would not preclude the applicant from leasing the units to individual operators; more information from the applicant is needed to clarify their intent.

The subject parcel was designated as "Public Facility" during the adoption of the 2012 Castro Valley General Plan because the parcel was owned by a public entity at the time (Caltrans). The Planning

Commission approved the Site Development Review and the Subdivision, contingent on your Board's approval of the petition to amend the General Plan and rezone the property.

The community process at both the CV MAC and Planning Commission demonstrated that there is support for the project, but only if impacts to adjacent residential properties can be reduced or avoided altogether. As a remnant parcel with a deep and narrow configuration near a freeway on-ramp, a commercial use seems the best use for the site. Conditions placed on the Site Development Review by the Planning Commission such as limiting certain uses, reducing noise-generating businesses, and prohibiting uses that have a high parking requirement can be effective in reducing impacts to adjacent properties. The applicant claims that parking restrictions will be part of the ownership/HOA documents to ensure off-street uncovered parking is made available for visitors and customers only.

Additional opportunities to engage with residents of the adjacent properties have taken place since this matter was discussed in October. A meeting held in District 4 with the applicant, neighbors and County staff occurring on October 27th to discuss the project and additional conditions of approval. The topics discussed included parking, installation of landscaping on both sides of the fence, lattices along the southern wall to minimize noise impacts, reducing the term of the mandatory review, a parking permit program, and assurances that the applicant will participate with appropriate public agencies in the future development and construction of a safe pedestrian crossing at Redwood Rd.

The revised set of conditions of approval for the project were reviewed by the neighbors (attached), and of this writing one neighbor has submitted comments. Their concerns are that commitments to pay for residential parking permits in perpetuity has been reduced to two years, that lattice screening should be installed across the entire existing concrete block wall and not just to those who request it, overall insufficient parking, the size of newly planted trees (applicant agreed to 24' box), the review timeframe (applicant wants four years, staff recommends one year post occupancy) and safety concerns over future plans to create a right turn only lane to I-580. Many of these concerns were expressed at the October 27th meeting and have been addressed by the applicant, yet a few remain outstanding (parking permits, screening and review period).

CONCLUSION:

The proposed project, as conditioned, would meet the objectives and principles of the Castro Valley Plan by creating new economic development opportunities, and would minimize negative impacts associated with introducing new commercial uses into an established residential community. Staff believes the project has been thoroughly vetted through the community process and therefore recommends approval of the General Plan Amendment and Rezoning.

The complete record is attached.

Very truly yours,


Chris Bazar, Director
Community Development Agency

Attachments

cc: Knuppe, James, Applicant/Owner
Grant, Galen, Architect

ORDINANCE NO. O-2016-XX
AN UNCODIFIED ORDINANCE PURSUANT TO SECTION 17.02.090 OF TITLE 17
OF THE ALAMEDA COUNTY GENERAL ORDINANCE CODE
RELATING TO ZONING

SECTION I

WHEREAS the Alameda County Board of Supervisors did hear a petition of for a Rezoning from C-O, (Administrative Office) to C-2, (General Commercial), located at 21634 Redwood Road, east side, southeast corner with east-bound Highway 580 on ramp, Castro Valley Area of unincorporated Alameda County, bearing Assessor's Parcel Number: 416-0010-017-04; and

WHEREAS this Board of Supervisors did hold a public hearing on said proposed rezoning at the hour of 1:00 p.m. on Tuesday, the 4th day of October, 2016, in the County of Alameda Administration Building, Board of Supervisors Chamber, 1221 Oak Street, Room 512, Fifth Floor, Oakland, California; and

WHEREAS the Planning Commission did hold duly noticed public hearings on said proposed rezoning at the hour of 6:00 p.m. on Monday, the 6th day of June and the 18th day of July, 2016, in the Public Hearing Room at 224 West Winton Avenue, Hayward, California and recommended approval to the Board of Supervisors; and

WHEREAS this petition to change the zoning designation has been reviewed in accordance with the provisions of the California Environmental Quality Act (CEQA), and an Initial Study and Mitigated Negative Declaration was prepared and certified by the Board of Supervisors on October 4, 2016; and

WHEREAS the developer and its successors are required to adhere to the Mitigation Monitoring Reporting Program prepared in association with the Mitigated Negative Declaration.

NOW THEREFORE

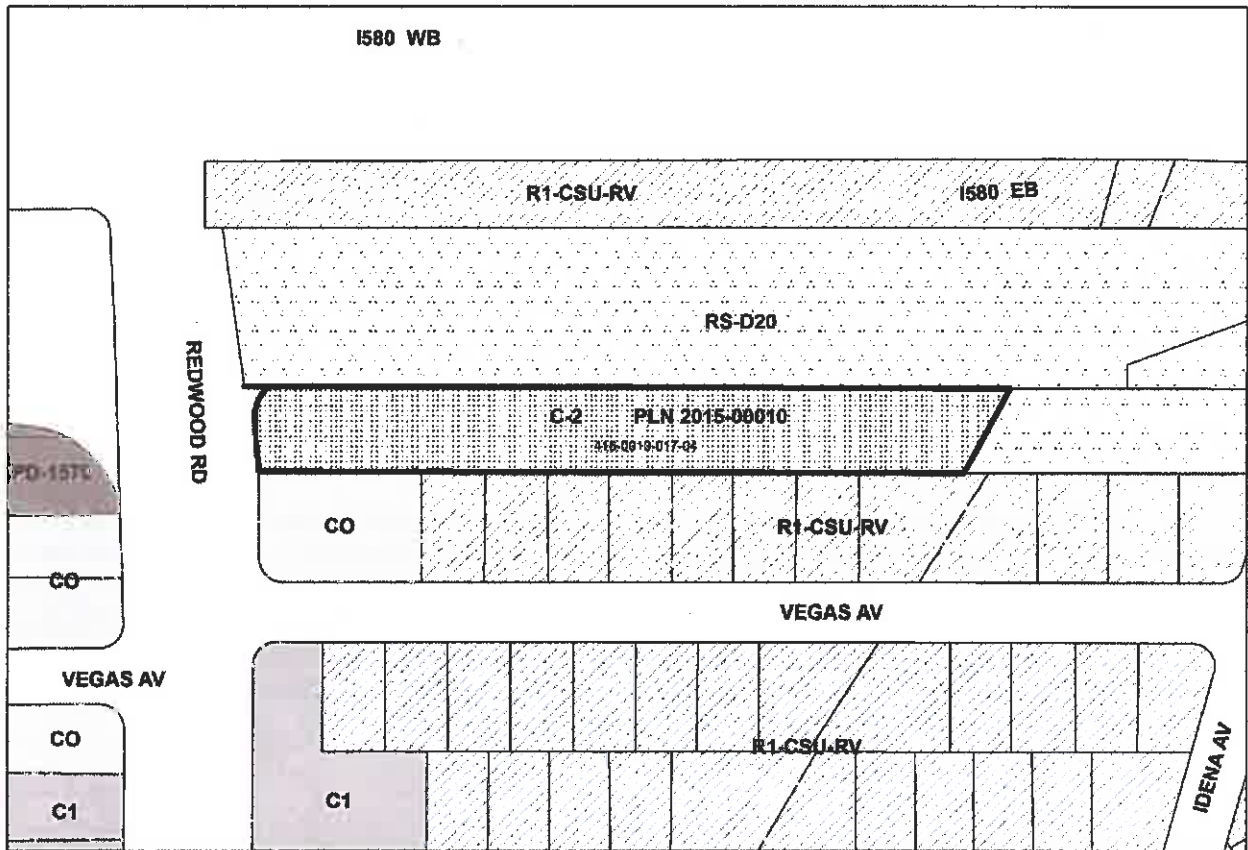
BE IT RESOLVED that the Board of Supervisors does hereby approve the proposed petition to rezone the subject property from a C-O, (Administrative Office) to C-2, (General Commercial) Zoning District, on the 1.04 acre property located approximately 150 feet north of Vegas Avenue, unincorporated Castro Valley, with County assessor's parcel number: 417-0279-039-00; subject to all land use limitations and development standards for the C-2 (General Commercial) except as modified as shown on the Conditions of Approval in the Site Development Review, PLN2015-00010, Zoning Unit PLN2015-00010 on file with the Alameda County Planning Department.

SECTION II

Pursuant to Section 17.02.090 of Title 17 of the Alameda County General Ordinance Code the zoning map is hereby amended in the following manner:

One parcel containing approximately 1.04 acres, located at 21634 Redwood Road, approximately 150 feet north of Vegas Avenue, Castro Valley area of unincorporated Alameda County, bearing Assessor's Parcel Number: 416-0010-017-04, are hereby reclassified from the C-O (Commercial Office) Zoning District to the C-2 (General Commercial), PLN2015-00010) Zoning District, to allow 12 commercial spaces, subject to the "Conditional Uses" (Exhibit C) within Site Development Review, PLN2015-00010;

A map of the Unit follows:



SECTION III

This Ordinance shall take effect and be in force thirty (30) days from an after the date

AYES: Supervisors

NOES:

EXCUSED: Supervisors

PRESIDENT, BOARD OF SUPERVISORS

ATTEST:

, Clerk
Board of Supervisors

By: _____
Deputy

File: _____
Agenda No: _____
Document No: **R-2016-XX**



I certify that the foregoing is a correct copy of a Resolution adopted by the Board of Supervisors, Alameda County, State of California

ATTEST:
CRYSTAL K. HISHIDA, Clerk
Board of Supervisors

By: _____
Deputy

Reviewed by Neighbors

CONDITIONS OF APPROVAL, SUBDIVISION AND SITE DEVELOPMENT REVIEW PLN2015-00010

THIS SITE SHALL BE DEVELOPED AND MAINTAINED IN CONFORMANCE WITH THE DESIGN, STATEMENTS, AND CONDITIONS INDICATED HEREON. NO STRUCTURES OR OTHER USES THAN THOSE INDICATED ARE PERMITTED UNLESS OR UNTIL A SUBSEQUENT SITE DEVELOPMENT REVIEW HAS BEEN APPROVED BY THE PLANNING DIRECTOR

ANY DESIGN MODIFICATIONS REQUESTED BY ANY PARTY, EITHER PRIOR TO THE APPROVAL OF THE FINAL MAP, ISSUANCE OF A BUILDING PERMIT OR DURING CONSTRUCTION, SHALL BE APPROVED BY THE PLANNING DIRECTOR, WHO MAY REFER CHANGES DEEMED TO BE SUBSTANTIAL TO THE CASTRO VALLEY MUNICIPAL ADVISORY COUNCIL FOR A PUBLIC HEARING FOR RECOMMENDATIONS

GENERAL CONDITIONS

1. Upon approval by the Alameda County Board of Supervisors of the General Plan Amendment from PF, (Public Facility) to CC, (Community Commercial); and Rezoning from C-O, (Administrative Office) to C-2, (General Commercial), the Site Development Review and Tentative Map, TR-8235, Subdivision allowing twelve (12) commercial spaces shall become effective, permitting the construction and operation of the Redwood Road Commercial Park, located at 21634 Redwood Road, east side, southeast corner with east bound Highway 580 on ramp, Castro Valley Area of unincorporated Alameda County, bearing Assessor's Parcel Number: 416-0010-017-04. If the General Plan Amendment and /or Rezoning are not approved, then the Site Development Review and Tentative Map are not approved and shall have no force or effect.
2. ~~The property owner or successor in interest shall defend, indemnify, and hold harmless Alameda County or its agents, officers, and employees from any claim, action, or proceeding against Alameda County or its agents, officers or employees to attack, set aside, void, or annul project, PLN-2015-00010, or any prior or subsequent permit, or any combination thereof. Such indemnification shall include, but not be limited to, an award of costs and attorney's fees incurred by Alameda County in its defense. The County shall promptly notify owner or successor of any such challenge.~~
3. Responsibility for fees. The applicant, property owner, or successor shall be responsible for payment of all reasonable costs associated with the necessary permit processing or inspections of

Commented [AVL1]: This is boilerplate language -- staff does not accept this change

the conditions of approval contained in the authorization of the facility, including costs incurred by the Community Development Agency, the County Fire Department, the Building Inspection Division, the Public Works Agency or any other applicable Federal, State or County department or agency. Nonpayment of fees may subject the permit to revocation in accordance with conditions of approval herein and per the Alameda County Zoning Ordinance Section 17.54.030.

4. The use and property improvements shall at all times be in compliance with these Conditions of Approval and standards, and drawings marked "Exhibit C", including materials and color boards, or this Site Development Review shall be void. If found to be in violation of the Zoning Ordinance, citation or revocation proceedings may be commenced.
5. Property owner shall maintain the property, structures, driveways, parking areas, and adjacent sidewalks in a litter-free condition. The fence bordering the open channel shall be maintained in coordination with the Director of Public Works, and the property owner shall be liable for one-half the cost of any replacement fence that may be agreed upon between the Director and the property owner. Any graffiti on the site or structures shall be removed within 24 hours.
6. A separate Site Development Review, Sign Review, application shall be submitted for review and consideration of signage on the site, including a monument or other low profile sign, by the Castro Valley Municipal Advisory Council and approval by the Planning Director.
7. The Property Owner shall participate with County staff and other interested parties in the future design and construction of a safe pedestrian crossing at Redwood Road, in order to maximize vehicular and pedestrian visibility.
8. In perpetuity [For 24 months the Property Owner shall cover the permit costs for the residents of Vegas Avenue, between Redwood Road and Idena Avenue, to participate in the County's Residential Permit Parking Program (RPPP). A plan and schedule for outreach and deposit of adequate \$450.00 funding for this condition shall be provided by the applicant and/or owner upon receipt of a building permit.
9. A fence with adequate lattice shall be installed. An 8' masonry screen wall exists along the southern property line. In order to mitigate impacts to the residents along Vegas Avenue, between Redwood Road and Idena Avenue the Property Owner shall install lattice to the top of the wall if requested by individual residents.
10. Landscaping shall be provided at the southern property line to provide screening and a visual buffer to existing adjacent homes. A minimum of 24" box trees shall be provided, as identified in the approved landscape plan.

Commented [AVL2]: I believe the applicant had agreed to this in perpetuity.

Conditions of Approval for the C-2 (General Commercial) Zoning District

11. All the Permitted and Conditional Uses listed in the C-2 Zoning District shall be allowed except as described in Conditions #12 through #15.

12. No residential use of any kind shall be allowed on the premises.

13. No manufacturing use of any kind shall be allowed on the premises, including cabinetry.

14. Subject to the discretion of the Planning Director, ~~automobile/motorcycle land~~ uses shall not be allowed, including but not limited to: sales, tune up/maintenance, ~~body shop~~, audio installation and testing, ~~service station/fueling~~, or painting.

Commented [AVL3]: Not sure why these uses were crossed out, probably not allowed by C2 zoning anyway, but better safe to leave them in

15. Subject to the discretion of the Planning Director, uses which have the potential to adversely impact parking and traffic shall not be allowed. This includes ~~but is not limited to uses such as~~ organized instruction (schools, day care, tutor centers), schools for martial arts and dance studios.

Commented [AVL4]: I think we need to maintain the discretion and leave it at the PD level

16. Doors shall be closed during commercial activities between the hours of 5:00pm and 7:00am seven days a week. Noise levels shall not at any time exceed the County Noise Level Standards as held in Title 6, Chapter 6.60. Noise ordinance violations can be reported to the Sheriff's Department. Subsequent to that report, Code Enforcement staff can be informed of the reported violation.

Conditions of Approval for Tentative Map, TR-8235

17. The Conditions, Covenants, and Restrictions, (C, C & R's) shall be submitted to the Planning Director and Public Works Agency Director for their approval prior to issuance of a Final Map.

18. The Final Map shall be approved within three years of this approval or the Tentative Map, TR-8235 shall null and void.

PRIOR TO SUBDIVISION OR ISSUANCE OF BUILDING PERMIT

Conditions of Approval for the Site Development Review

19. Building Permits shall be issued within three years of approval of this application, and construction shall commence within three years of approval of this approval, or this Site Development Review shall of no force or effect.

20. Any design modifications required by any party, either prior to the issuance of a building permit or construction, shall be subject to approval by the Planning Director.

21. The property owner shall secure an Encroachment Permit, from the appropriate agency, for all work done in either the Caltrans or Alameda County Redwood Road right-of-way.

22. The property owner shall secure a Flood Encroachment Permit from the Flood Control and Water Conservation District (ACFC) for modifications to the inlets to the box culvert (if needed by PUC) and any other work within the ACFC's easements on the property.

23. The property owner shall submit for approval by the Director of Public Works a Hydromodification Management Plan (HMP) and the supporting hydrology map and hydrology and hydraulics calculations, to identify in detail drainage impacts on adjacent properties and how stormwater runoff from the project will be retained and/or detained during a storm condition. The calculations shall be based upon a 10 year storm and identify the method of dissipation and points of discharge of the augmented runoff due to roof leaders, driveways, and any additional impervious surfaces. The existing 10 inch storm line into the channel will remain. The calculations shall otherwise conform to Alameda County's Subdivision Design Guidelines and Hydrology and Hydraulics Criteria Summary and the requirements of the "C.3 Stormwater Technical Guidance" handbook ("Version 1.0" dated August 31, 2006). The default compliance method for project designers is the use of the Bay Area Hydrology Model (BAHM) software.

Commented [AVL5]: Public works may have to review this change

24. Note on the improvement plans: "An encroachment permit from the Director of Public Works must be acquired prior to the commencement of any work within the Redwood Road right-of-way and for the construction, modification, or connection to the roadway. All workmanship, equipment, and materials shall conform to County standards and specifications".

25. A minimum of 44 on-site parking spaces shall be provided at all times. (Update this number after confirmation of total number of spaces finalized)

26. The trash enclosure shall have a cover, fire-rated walls, a drain connected to the sewer, a water connection, curb protection around three sides and a sloping rise on the fourth side to ensure any liquids flow into the drain. The trash enclosure area shall be designed to ensure that no other area shall drain into the area or out to another area. Drains from trash and/or recycling areas shall not connect to the storm drain. If final building plans include any cafeteria or food service, hot water shall be provided with the water connection.

27. Secure approval from the Director of Public Works of a Grading Permit or an exemption from the County Grading Ordinance. No grading or excavation shall be permitted on this site until erosion and sedimentation control plans have been reviewed by the County and a Stormwater or Grading Permit is issued in accordance with Chapter 15.36.320 of the Alameda County Grading, Erosion and Sediment Control Ordinance. The owner shall comply with the recommendations and requirements of the Public Works Agency Building Department including recommendations of peer review consultants that have reviewed the report. A deposit for peer review of the building plans may be required. Any grading on the site shall provide for balanced cut and fill, if possible. Site grading shall also conform to the provisions of the County's Floodplain Management Ordinance (Chapter 15.40 of the General Ordinance)

28. Landscaping plans, drawn by a licensed landscape architect, providing a buffer to screen surrounding properties, and reduce the impacts that may be created by this development shall be approved by the Planning Director, and included to this file.

29. Detailed Landscape Plans shall be submitted to the County for compliance with the Water Efficient Landscape Ordinance (WELO). The landscaping shall be approved and installed to WELO standards and to the satisfaction of the Planning Director.
30. The Final Landscape Plan shall also include a mechanical irrigation plan, landscape maintenance program, and outdoor and security lighting. All landscaping irrigation shall be designed to minimize runoff, and shall incorporate the use of native and/or pest resistant plants to minimize the need for pesticides and fertilizers, or otherwise follow best practices for sustainable landscaping such as described in the "Bay-Friendly Landscape Guidelines" published by the Alameda County Waste Management Authority.
31. Landscaping and related irrigation shall comply with the State Water-Efficient Landscape Ordinance (required by California Code of Regulations, Title 23, Waters, Division 2, Department of Water Resources, Chapter 2.7), by providing the required documents and/or components of a Landscape Documentation Package, including all project information, and the Water Efficient Landscape Worksheet, comprised of: a) hydrozone information table; and 2) water budget calculations – Maximum Applied Water Allowance (MAWA) and Estimated Total Water Use (ETWU). The Landscape Documentation Package shall also include: soil management report; landscape design plan; irrigation design plan; and grading design plan. The Landscape Documentation shall be provided to the East Bay Municipal Utility District for its approval.
32. The property owner shall submit for approval by the Planning Director and the Director of Public Works a Lighting Plan for the illumination of signage, landscaping, driveways, security, outdoor accessory structures. Said Plan shall ensure that lighting is designed, installed and operated so as not to radiate or emit glare towards the neighboring residential uses to the east, and otherwise contained principally within the site. The intensity of lighting shall be sufficient only for the intended purpose and neither excessive nor unnecessary.

DURING CONSTRUCTION AND PRIOR TO FINAL INSPECTION

33. Limit grading to the period between April 30 and October 1, unless otherwise authorized by the Director of Public Works. Any grading shall conform to provisions of the Alameda County Grading Ordinance.
34. Grading operations and construction activities shall be limited to weekdays (Monday through Friday) and the hours of 7:00 a.m. to 6:00 p.m., unless otherwise authorized by the Director of Public Works.
35. The contractor shall keep adjoining public streets and private drives clean of project dirt, mud, dust, construction materials and debris, to the satisfaction of the Director of Public Works.
36. The property owner shall provide for a verification of the building height to the Planning Director and the Building Official at the time of building framing.

37. Prior to final authorization of gas or electric meter service, a statement shall be submitted to the Building Official from the Planning Department certifying that a) landscaping has been installed in conformance with an approved plan or b) a cash deposit equivalent to the cost of installing these improvements, based upon an estimate submitted by the Landscape Architect or Landscape Contractor, has been obtained to ensure completion of landscaping within a period of time as specified by the Planning Director. The deposit will be returned upon satisfactory completion of the improvements by the developer.

38. A mandatory review shall be conducted ~~five years~~ one year ~~four~~ (4) years from approval for this Permit, PLN2015-00010. As a result of the mandatory review, a permit for renewal and public hearing may be required to review the original conditions of approval to determine compliance with the findings that supported the original permit approval. Any condition of approval modified or added will ensure the activity continues in conformance with the intent and purpose of the zoning ordinance, and shall be of the same force and effect as if originally imposed. ~~Review costs shall be borne by the applicant.~~

Commented [AVL6]: Staff does not agree with this change, 4 years is too long to determine if there are problems associated with this project

39. Final Map shall be approved within three (3) years, or extensions granted by the Planning Director to avoid the expiration of the Vesting Tentative Map.

ENVIRONMENTAL MITIGATION

The following mitigation measures identified in the Mitigated Negative Declaration and that must be carried out during construction shall be implemented by the project developer, as set forth below.

36. MM-AES-1 d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Less than significant with mitigation)

The project site is currently undeveloped; therefore, implementation of the project would create a new source of light and glare in comparison to the previously undeveloped site. The proposed development's exterior would include glass windows that could be reflective in the sunlight. According to the Castro Valley General Plan EIR, glare is typically an impact when there is a substantial increase in the intensities of retail and office uses that would result in development of multi-story glass structures. While the proposed development would include glass windows, the design concept would also include cement plaster and metals materials that would have varying profiles, textures, and colors. Additionally, the development would not exceed 34 feet and would be similar in mass and scale to the existing commercial development nearby. The project is also located adjacent to two transportation corridors (i.e., Redwood Road and I-580). Therefore, streetlights; exterior lighting for residential and commercial uses; and vehicular lights exist along both Redwood Road and I-580. Nonetheless, the introduction of light and glare from the proposed development would be greater than existing conditions, and is considered a potentially significant impact. The project would comply with zoning standards and design standards regarding lighting and glare. However, the following mitigation measures are anticipated to reduce impacts associated with light and glare to a less than-significant level.

Mitigation Measure AES-1: The project developer shall install low-profile, low-intensity lighting directed downward to minimize light and glare.

Mitigation Measure AES-2: High-intensity outdoor lighting on structures shall be prohibited (this prohibition shall be included in the development Covenants, Conditions, and Restrictions (CC&Rs), with specific guidelines as to which lighting is appropriate).

Mitigation Measure AES-3: The project developer shall use shielded fixtures for street lighting and park lighting to minimize glare produced by the lighting on the project site.

37. **MM-AQ-1** Mitigation Measure AQ-1: The contractor shall implement the following best management practices:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure

Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.

- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- Post a publicly visible sign with the telephone number and person to contact at the City County of ~~Burlingame~~ Alameda regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

Commented [AVL7]: I think the applicant should have responsibility here

38. **MM-AQ-2** Selection of equipment during demolition, grading and trenching construction phases to minimize emissions. Such equipment selection would include the following:

- All diesel-powered off-road equipment larger than 50 horsepower and operating on the site for more than two days continuously shall, at a minimum, meet U.S. EPA particulate matter emissions standards for Tier 2 engines or equivalent; and
- All diesel-powered portable equipment (i.e., air compressors, forklifts, and generator sets) and tractors/loaders/backhoes operating on the site for more than two days shall meet U.S. EPA particulate matter emissions standards for Tier 4 engines or equivalent.

Note that the construction contractor could use other measures to minimize construction period diesel particulate matter emissions to reduce the predicted cancer risk below the thresholds. Such measures may be the use of alternative powered equipment (e.g., LPG-powered lifts), alternative fuels (e.g., biofuels), added exhaust devices, or a combination of measures, provided that these measures are approved by the City.

Implementation of Mitigation Measure AQ-1 is considered to reduce exhaust emissions by 5 percent and fugitive dust emissions by over 50 percent. Implementation of Mitigation Measure AQ-2 would further reduce on-site diesel exhaust emissions. The CalEEMod and ISCST3 models were used to evaluate the effect of mitigation on reducing community risk impacts. The computed maximum excess residential child cancer risk with implementation of Mitigation Measures AQ-1 and AQ-2 would be reduced to a child cancer risk of less than 9.0 in one million, which is below the BAAQMD threshold of 10 per one million. The computed PM_{2.5} concentration with implementation of Mitigation Measures AQ-1 and AQ-2 would be reduced to less than 0.12µg/m³, which is also below the BAAQMD significance threshold. After implementation of Mitigation Measures AQ-1 and AQ-2, the community risk impact from construction activities would be reduced to a less-than-significant level.

39. **MM-BIO-1** If construction activities would commence anytime during the nesting/breeding season of native bird species potentially nesting near the site (typically February through August in the project region), a pre-construction survey for nesting birds would be conducted by a qualified biologist within two weeks of the commencement of construction activities.

If active nests are found in areas that could be directly affected or are within 200 feet of construction and would be subject to prolonged construction-related noise, a no-disturbance buffer zone should be created around active nests during the breeding season or until a qualified biologist determines that all young have fledged. The size of the buffer zones and types of construction activities restricted within them will be determined by taking into account factors such as the following:

- Noise and human disturbance levels at the construction site at the time of the survey and the noise and disturbance expected during the construction activity;
- Distance and amount of vegetation or other screening between the construction site and the nest; and
- Sensitivity of individual nesting species and behaviors of the nesting birds.

40. **MM-CUL-1** In the event archaeological resources are encountered during construction, work will be halted within 100 feet of the discovered materials and workers will avoid altering the materials and their context until a qualified professional archaeologist has evaluated the situation and provided appropriate recommendations.

If an archaeological site is encountered in any stage of development, a qualified archeologist will be consulted to determine whether the resource qualifies as an historical resource or a unique archaeological resource. In the event that it does qualify, the archaeologist will prepare a research design and archaeological data recovery plan to be implemented prior to or during site construction. The archaeologist shall also prepare a written report of the finding, file it with the appropriate agency, and arrange for curation of recovered materials.

41. **MM-CUL-2** A discovery of a paleontological specimen during any phase of the project shall result in a work stoppage in the vicinity of the find until it can be evaluated by a professional paleontologist. Should loss or damage be detected, additional protective measures or further action (e.g., resource removal), as determined by a professional paleontologist, shall be implemented to mitigate the impact.

42. **MM-CUL-3** In the event that human remains are discovered during project construction, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains. The county coroner shall be informed to evaluate the nature of the remains. If the remains are determined to be of Native American origin, the

Lead Agency shall work with the Native American Heritage Commission and the applicant to develop an agreement for treating or disposing of the human remains.

43. **MM-GEO-1** The project would be designed following the California Code of Regulations, Title 24, Part 2; California Public Resources Code, Division 2, Chapter 7.8; and the project would comply with the California Building Code Zone 4 Standards. The project would also comply with the Title 15 Alameda County General Ordinance Code.

44. **MM-NOI-1** A qualified acoustical consultant shall review the final site plan, building elevations, and floor plans prior to construction and recommend additional building treatments to ensure that interior noise levels are at 50 dBA or lower. Sound-rated doors, acoustical caulking, protected ventilation openings, etc., shall be considered during final design, and specific determination of necessary treatments shall be conducted on a unit-by-unit basis during final design of the project. Results of the analysis, including the description of the necessary noise control treatments, shall be submitted to the County, along with the building plans and approved design, prior to issuance of a building permit.

45. **MM-NOI-2** As a condition of project approval, the project shall provide a suitable form of forced-air mechanical ventilation, as determined by the local building official, for all units on the project site having direct line-of-sight to I-580 and Redwood Road, so that windows can be kept closed at the occupant's discretion to control interior noise and achieve the interior noise standards.

46. **MM-NOI-3** Due to the number of variables inherent in the mechanical equipment needs of the project (number and type of units, locations, size, housing or enclosures, etc.), the impacts of mechanical equipment noise on nearby noise-sensitive uses shall be assessed during the final stage of project design. Design planning shall take into account the noise criteria associated with such equipment and use site planning to locate equipment in less noise-sensitive areas, where feasible. Other controls could include, but shall not be limited to, fan silencers, enclosures, and screen walls.

47. An acoustical study shall be prepared during final project design to evaluate the potential noise generated by building mechanical equipment and to identify the necessary noise controls that are included in the design to meet the County's 55 dBA daytime and 45 dBA nighttime noise limits. The study shall be submitted to Castro Valley for review and approval prior to issuance of any building permits.

48. **MM-NOI-4** Operational noise disruptive to the nearby neighbors would be significantly reduced by the existing sound wall at the southern property line; however, during excessively noisy operations, the bay doors shall be shut so to not disturb the noise environment at the surrounding sensitive receptors.

NOTE: Minor modifications of this plan, at the discretion of the Planning Director, may be authorized upon the receipt of a request from the applicant in writing for such modifications accompanied by drawings sufficient to show the proposed changes. More substantial changes, at the discretion of the Planning Director, shall require a new Site Development Review.

From: Lepere, Bill
Sent: Friday, October 28, 2016 3:22 PM
To: Lopez, Albert, CDA
Subject: FW: Residential Permit Parking Information

Albert,

Below is the information on the residential parking permits.

Regular permits (decals sticker affixed to the rear bumper): \$25 per permit for the first year + annual renewal fee of \$15 per permit per year

Visitor Permit (hang tag to be hung from the rearview mirror): \$25 per permit per year

Each home is allowed to obtain 2 regular permits + 1 visitor permit each fiscal year (July 1 to June 30 of the following year).

The full residential permit parking ordinance is available here:

<https://www.acgov.org/pwa/programs/parking/ordinance.htm>

Below is a summary of the process to implement residential permit parking or to expand existing residential permit parking area:

1. Residents submit a residential permit parking petition to PWA. The petition must include at least 67% of the properties on each side of the streets.
2. Once the level of community support shown on the petition is verified, PWA will conduct parking study of the streets. Per ordinance, at least 75% of all on-street parking spaces within the proposed area must be occupied during any two one-hour periods between 8:00 a.m. and 6:00 p.m.
3. After PWA confirms minimum 75% parking demand requirement, PWA will conduct a public meeting of the proposed residential permit parking regulation. The public meeting allows the public to ask questions and provide input to PWA.
4. After the public meeting, PWA will finalize the limits of the residential permit parking area and draft ordinance to establish residential permit parking on the selected streets.
5. After the Board of Supervisors adopts the ordinance, PWA will make residential parking permits available to residents.
6. After at least 50% of the residents on the streets have applied and obtained the residential parking permits, PWA will install appropriate residential permit parking signs to inform the public of the parking regulation.



ALAMEDA COUNTY COMMUNITY DEVELOPMENT AGENCY

PLANNING DEPARTMENT

September 8, 2016

Agenda Item: ~~46~~ 47
October 4, 2016

Chris Bazar
Agency Director

Albert Lopez
Planning Director

224
West Winton Ave
Room 111

Hayward
California
94544

phone
510.670.5400
fax
510.785.8793

www.acgov.org/cda

Honorable Board of Supervisors
County of Alameda
1221 Oak Street, Fifth Floor
Oakland, CA 94612

Dear Board Members:

SUBJECT: JAMES KNUPPE, GENERAL PLAN AMENDMENT, SITE DEVELOPMENT REVIEW, TRACT MAP, ZONING UNIT, PLN2015-00010 – Application for a General Plan Amendment from PF, (Public Facility) to CC, (Community Commercial); Rezoning from C-O, (Administrative Office) to C-2, (General Commercial), Site Development Review, and Tentative Tract Map Subdivision (TR-8235) allowing twelve (12) commercial spaces on one (1) parcel in the *Castro Valley General Plan*, located at 21634 Redwood Road, east side, southeast corner with east-bound Highway 580 on ramp, Castro Valley Area of unincorporated Alameda County, bearing Assessor's Parcel Number: 416-0010-017-04.

RECOMMENDATION:

Castro Valley Municipal Advisory Council (CVMAC): The CVMAC heard this application on March 14, 2016, and recommended approval by a 7/0 vote, including conditions of approval limiting hours of operation and requiring landscaping to mitigate noise and traffic impacts.

Planning Commission: On July 18, 2016, the Planning Commission approved the Site Development Review and Tentative Tract Map Subdivision (TR-8235) contingent upon approval of the General Plan Amendment, and Rezoning by the Board of Supervisors. The Planning Commission recommended that the Board of Supervisors approve the General Plan Amendment and Rezoning, as well as the approval of the environmental document. The Planning Commissioners approved the motion by a 4 to 2 vote, with one vacancy.

Planning Department Recommendation: The Planning Department recommends approval of the General Plan Amendment and Rezoning, and certification of the Initial Study, Mitigated Negative Declaration, and Mitigation and Monitoring Measures.

SUMMARY:

Proposal: The proposed project is to construct a pair of 2-story commercial buildings on a deep and narrow vacant parcel with upper level office and lower level workspace/retail/production space. A total of 44 parking spaces would support the project, with two parking spaces for each unit in a tandem configuration and 20 spaces for visitors/customers. The units are intended for individual sale (condos) for commercial and office uses consistent with the C-2 General Commercial zoning district (with some exclusions – see below). Access to the development would be provided by a 26-foot wide driveway along Redwood Road, which narrows to 20 feet as

it reaches the eastern end of the property. The property is a remnant Caltrans parcel, once used as an on-ramp to I-580, but was sold to the current owner as surplus property. The Castro Valley General Plan designates this parcel as PF –Public Facility, necessitating a change to Commercial to allow the project.

The project includes a landscaping buffer on its southern property line to provide a visual barrier between the project and the backyards of adjacent homes. The landscape plan shows shrubs and tall narrow trees that combine to provide adequate visual relief within the project, and to adjacent properties. The rear portion of the project backs onto a concrete lined flood control channel, there is also landscaping there to soften the edge and provide a visual barrier from adjacent properties.

CV MAC: The Council first considered this proposal on July 28, 2014 as an informational item. The project was subsequently revised and presented in February and March of 2016. Throughout these proceedings, the Council discussed and heard testimony about the traffic and noise impacts to the adjacent neighbors, including impacts to pedestrian and vehicular access. As such, the CVMAC recommendation made on March 14, 2016 included conditions of approval which expressly addressed these impacts by limiting certain uses, limiting hours of operation and requiring a landscape buffer between the project and adjacent residences.

Planning Commission: The Commission considered this proposal in June and July of 2016. Public testimony was heard in support and against the project. The Commission considered the CV MAC's recommendation and the applicant's concerns about restrictions on the future uses. The Commission approved the Site Development Review and Subdivision application with conditions to mitigate impacts to the neighbors, but did not limit the hours of operation as recommended by the CVMAC. Specifically, they excluded certain uses such as auto related uses, cabinet making/carpentry, uses with high parking demand such as schools or instruction, and uses that generate substantial noise. These conditions would be made known to the future owners/HOA so that conflicts around basic use types do not arise.

The Commission also recommended that the Board of Supervisors approve the proposed General Plan Amendment, changing the land use designation from "Public Facilities" to "Community Commercial" and rezoning the parcel from the "Commercial Office" zoning district to the "C-2, General Commercial" district. Finally, the Commission adopted the Mitigated Negative Declaration and Mitigation Monitoring Reporting Program as required by the California Environmental Quality Act (CEQA) for potential impacts to the environment. Two Commissioners did not support the project, citing concerns that the types of uses that could be allowed would negatively impact neighbors with activity, noise and potential parking issues.

DISCUSSION:

In order to construct the proposal, the project requires concurrent consideration of four components, an amendment to the Castro Valley General Plan, a rezoning of the parcel, a Site Development Review to evaluate the proposed construction, and a subdivision in order to allow the individual sale of the commercial units. The subject parcel was designated as "Public Facility" during the adoption of the 2012 Castro Valley General Plan because the parcel was owned by a public entity at the time. The Planning Commission approved the Site Development Review and the Subdivision, contingent on your Board's approval of the petition to amend the General Plan and rezone the property.

The community process at both the CVMAC and Planning Commission demonstrated that there is support for the project, but only if impacts to adjacent residential properties can be reduced or avoided

altogether. As a remnant parcel with a deep and narrow configuration near a freeway on-ramp, a commercial uses seems the best use for the site. Conditions placed on the Site Development Review by the Planning Commission such as limiting certain uses, reducing noise-generating businesses and prohibiting uses that have a high parking requirement can be effective in reducing impacts to adjacent properties. Regarding parking, the smooth operation of the project will require the two tandem parking spaces per unit to be made available at all times, and not used for storage or other non-vehicle use. The applicant claims that parking restrictions will be part of the ownership/HOA documents to ensure off-street uncovered parking is made available for visitors and customers only. The allowable land uses are best located where there is ample access (including transit and bike/pedestrian) which is the case in this instance.

The economic development benefits of the project are also significant in that the project provides ownership opportunities (commercial condos) to 12 new businesses in Castro Valley, with additional employment and spillover benefits to adjacent businesses.

CONCLUSION:

The proposed project, as conditioned, would meet the objectives and principles of the Castro Valley Plan by creating new economic development opportunities, and would minimize negative impacts associated with introducing new commercial uses into an established residential community. Staff believes the project has been thoroughly vetted through the community process and therefore recommends approval of the General Plan Amendment and Rezoning.

The complete record is attached.

Very truly yours,



Chris Bazar, Director
Community Development Agency

Attachments

cc: Knuppe, James, Applicant/Owner
Grant, Galen, Architect

ORDINANCE NO. O-2016-XX
AN ORDINANCE AMENDING SECTION 17.02.090 OF TITLE 17
OF THE ALAMEDA COUNTY GENERAL ORDINANCE CODE
RELATING TO ZONING

SECTION I

WHEREAS the Alameda County Board of Supervisors did hear a petition of for a Rezoning from C-O, (Administrative Office) to C-2, (General Commercial), located at 21634 Redwood Road, east side, southeast corner with east-bound Highway 580 on ramp, Castro Valley Area of unincorporated Alameda County, bearing Assessor's Parcel Number: 416-0010-017-04; and

WHEREAS this Board of Supervisors did hold a public hearing on said proposed rezoning at the hour of 1:00 p.m. on Tuesday, the 4th day of October, 2016, in the County of Alameda Administration Building, Board of Supervisors Chamber, 1221 Oak Street, Room 512, Fifth Floor, Oakland, California; and

WHEREAS the Planning Commission did hold duly noticed public hearings on said proposed rezoning at the hour of 6:00 p.m. on Monday, the 6th day of June and the 18th day of July, 2016, in the Public Hearing Room at 224 West Winton Avenue, Hayward, California and recommended approval to the Board of Supervisors; and

WHEREAS this petition to change the zoning designation has been reviewed in accordance with the provisions of the California Environmental Quality Act (CEQA), and an Initial Study and Mitigated Negative Declaration was prepared and certified by the Board of Supervisors on October 4, 2016; and

WHEREAS the developer and its successors are required to adhere to the Mitigation Monitoring Reporting Program prepared in association with the Mitigated Negative Declaration.

NOW THEREFORE

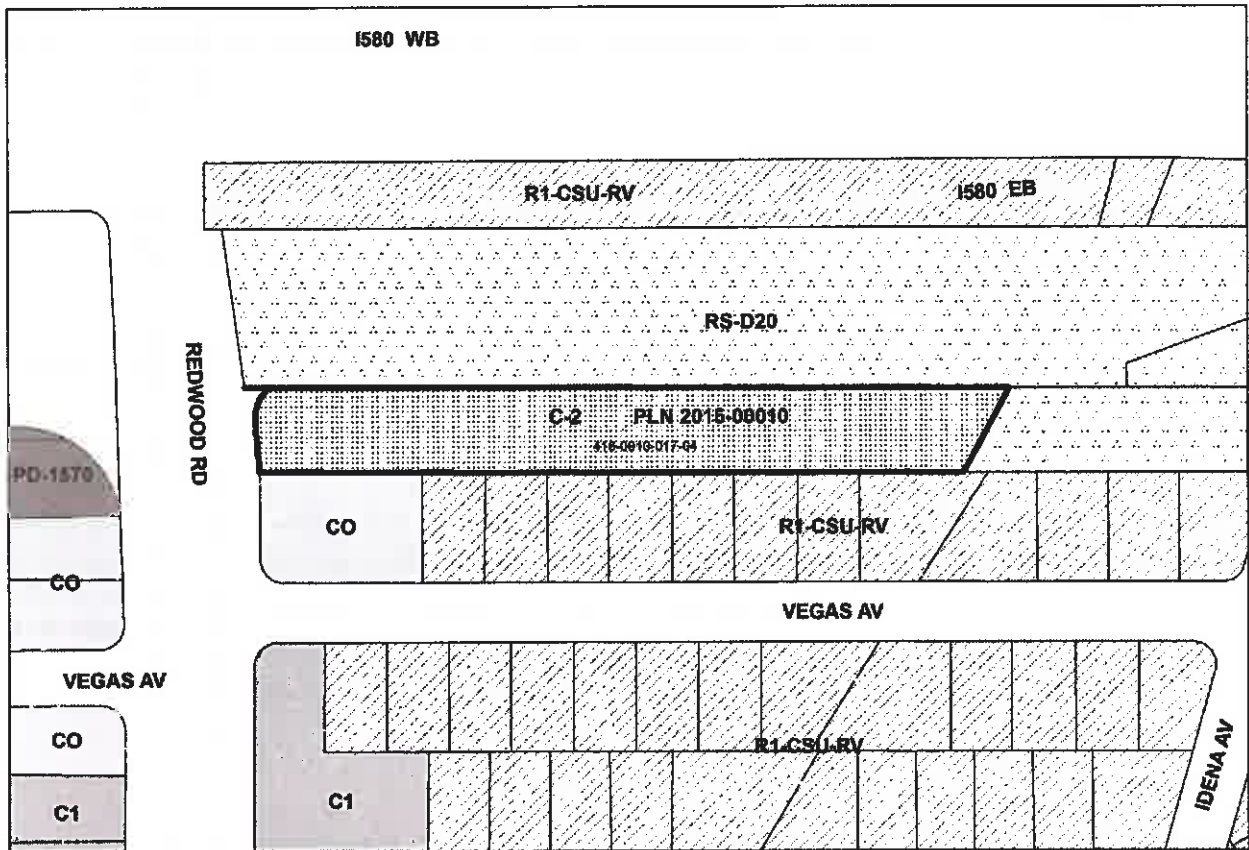
BE IT RESOLVED that the Board of Supervisors does hereby approve the proposed petition to rezone the subject property from a C-O, (Administrative Office) to C-2, (General Commercial) Zoning District, on the 1.04 acre property located approximately 150 feet north of Vegas Avenue, unincorporated Castro Valley, with County assessor's parcel number: 417-0279-039-00; subject to all land use limitations and development standards for the C-2 (General Commercial) except as modified as shown on the Conditions of Approval in the Site Development Review, PLN2015-00010, Zoning Unit PLN2015-00010 on file with the Alameda County Planning Department.

SECTION II

Section 17.02.090 of Title 17 of the Alameda County General Ordinance Code is hereby amended in the following manner:

One parcel containing approximately 1.04 acres, located at 21634 Redwood Road, approximately 150 feet north of Vegas Avenue, Castro Valley area of unincorporated Alameda County, bearing Assessor's Parcel Number: 416-0010-017-04, are hereby reclassified from the C-O (Commercial Office) Zoning District to the C-2 (General Commercial), PLN2015-00010) Zoning District, to allow 12 commercial spaces, subject to the "Conditional Uses" (Exhibit C) within Site Development Review, PLN2015-00010;

A map of the Unit follows:



SECTION III

This Ordinance shall take effect and be in force thirty (30) days from an after the date

AYES: Supervisors

NOES:

EXCUSED: Supervisors

PRESIDENT, BOARD OF SUPERVISORS

ATTEST:

, Clerk
Board of Supervisors

By: _____
Deputy

File: _____
Agenda No: _____
Document No: **R-2016-XX**



I certify that the foregoing is a correct copy of a Resolution adopted by the Board of Supervisors, Alameda County, State of California

ATTEST:
CRYSTAL K. HISHIDA, Clerk
Board of Supervisors

By: _____
Deputy

By Brian Washington, Assistant County Counsel

**THE BOARD OF SUPERVISORS OF THE COUNTY OF ALAMEDA,
STATE OF CALIFORNIA**

RESOLUTION NO. R-2016-XX- AT MEETING HELD OCTOBER 4, 2016

**RESOLUTION ADOPTING INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION
AND APPROVING A GENERAL PLAN AMENDMENT**

WHEREAS the Alameda County Board of Supervisors did hear a petition of for a General Plan Amendment from PF, (Public Facility) to CC, (Community Commercial), located at 21634 Redwood Road, east side, southeast corner with east-bound Highway 580 on ramp, Castro Valley Area of unincorporated Alameda County, bearing Assessor's Parcel Number: 416-0010-017-04; and

WHEREAS this General Plan Amendment has been reviewed in accordance with the provisions of the California Environmental Quality Act and an Mitigated Negative Declaration (IS/MND) has been prepared for this project pursuant to State and County CEQA Guidelines, to evaluate the environmental effects of the proposal; and

WHEREAS the documents were available for public review and comment from December 28, 2015 for a 30-day period ending January 28, 2016; and

WHEREAS the developer and its successors are required to adhere to the Mitigation Monitoring Reporting Program prepared in association with the Mitigated Negative Declaration; and

WHEREAS the Planning Commission did hold duly noticed public hearings on said proposed rezoning at the hour of 6:00 p.m. on Monday, the 6th day of June and the 18th day of July, 2016, in the Public Hearing Room at 224 West Winton Avenue, Hayward, California and recommended approval to the Board of Supervisors; and

WHEREAS, the Alameda County Planning Commission considered Initial Study and Mitigated Negative Declaration; and

WHEREAS, this Board did conduct a public hearing on the 4th day of October 2016, at 1:00 p.m. in the Chambers of the Board of Supervisors, 1221 Oak Street, Oakland, California; and

WHEREAS notice of public hearing was given as required by law; and

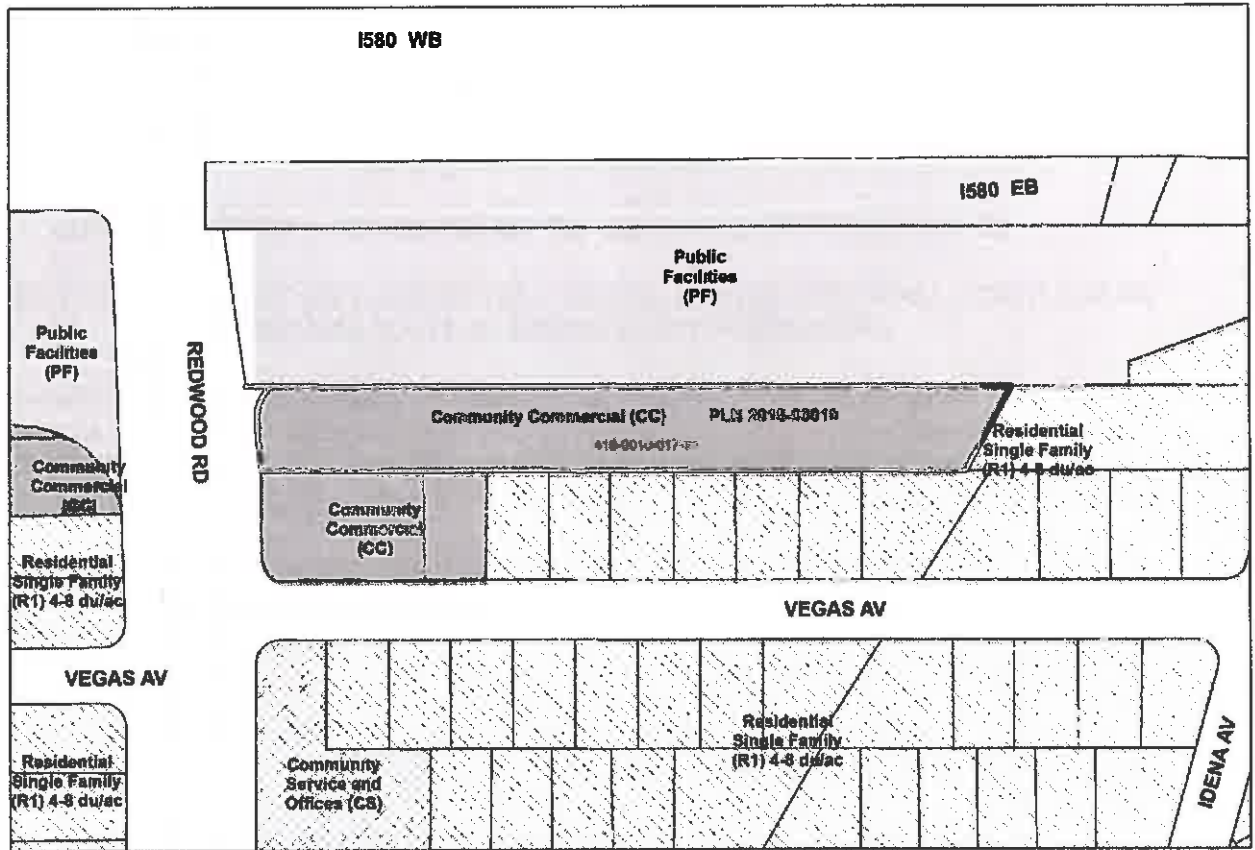
NOW THEREFORE

BE IT RESOLVED that this Board does hereby find on the basis of the whole record before it that there no substantial evidence that the project will have a significant effect on the environment, and that the Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis; and

BE IT FURTHER RESOLVED that this Board does hereby adopt the Initial Study and Mitigated Negative Declaration; and

BE IT FURTHER RESOLVED that this Board does hereby find the land use changes proposed as part of the General Plan Amendment are consistent with the *Castro Valley General Plan*; and

BE IT FURTHER RESOLVED that this Board does hereby approve the General Plan Amendment as depicted on the map below.



Adopted by the Board of Supervisors of the County of Alameda, State of California, on October 4th, 2016, by the following called vote:

AYES: Supervisors

NOES:

EXCUSED:

PRESIDENT, BOARD OF SUPERVISORS

File: _____

Agenda No: _____

Document No: **O-2016-XX**



I certify that the foregoing is a correct copy of a Resolution adopted by the Board of Supervisors, Alameda County, State of California

ATTEST:
ANIKA CAMPBELL-BELTON, Clerk
 Board of Supervisors

By: _____

REDWOOD COMMERCIAL PARK

H. JAMES KNUPPE



APPLICANT

H. James Knuppe
4646 Crow Canyon Pl
Castro Valley, CA 94552
Phone: (916) 727-0492
Fax: (916) 727-0186
Contact: James Knuppe
Email: knuppe@ad.com

ARCHITECT

FCGA Architecture
301 Hertz Ave, Suite 213
Danville, CA 94526
Phone: (925) 820-8123
Fax: (925) 820-8669
Contact: Gael Grant
Email: ggrant@fgca.com

PROPOSED USE

Service Retail, Office, and Storage

21834 REDWOOD RD
CASTRO VALLEY, CA 94546

INTER

ARCHITECTURE

- T Title
- A1 Conceptual Site Plan
- A2 Architectural Site Plan
- A3 Floor Plans
- A4 Aerial Perspective
- A5 Perspectives
- A6 Elevations
- A7 Site Details

CIVIL ENGINEERING

DeBolt Civil Engineering
811 San Ramon Valley Blvd
Danville, CA 94526
Phone: (925) 837-3780
Contact: Jim Higgins
Email: debolciv@earthlink.net

LANDSCAPE ARCHITECTURE

David Geiss & Associates
2871 Crow Canyon Rd.
San Ramon, CA 94583
Phone: (925) 798-8178
Fax: (925) 838-8901
Contact: David Geiss
Email: david@dgeiss.com

CIVIL ENGINEERING

These Drawings Are Preliminary
Some Revisions May Occur Due To
Tentative Requirements.

LANDSCAPE ARCHITECTURE

- L1 Landscaping Plan
- L2 Plant Palette

EXHIBIT 'C'

RECEIVED
MAR 07 2015
BY: SDC
PLN2015-00010

T TITLE SHEET
08.10.2015





21634
REDWOOD RD.



REDWOOD RD

580



REDWOOD

H. JAMES
KNUPPE

COMMERCIAL PARK

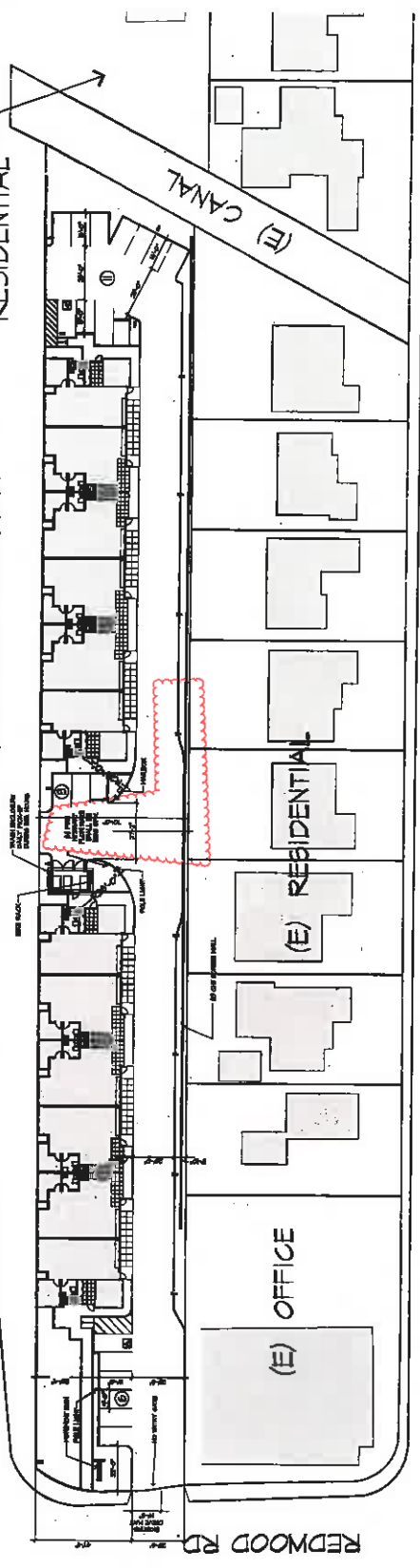
A1
CONTEXTUAL
SITE PLAN
08.10.2015

580 FREEWAY - EAST BOUND LANES

580 FREEWAY ON-RAMP

CALTRANS PROPERTY

MULTI-FAMILY RESIDENTIAL



VEGAS AVE.



SITE DATA:
 APN: 416.10.17.4
 TOTAL SITE AREA: 45,3020 SF

REQUIRED PARKING:
 1ST FLOOR WORK (LT. INDUSTRY): 15,840 SF
 BUILDING AREA: 3,888 SF
 AREA FOR PARKING CALCS.: 11,952 SF
 - 1 CAR/ 1000 SF X 11,952 SF = 111.95 CARS
 2ND FLOOR WORK / STORAGE: 0 CARS
 2ND FLOOR OFFICE: 17.1 CARS
 - 1 CAR/ 250 SF X 4,275 SF = 29.05 CARS
 TOTAL REQUIRED: 16 CARS
 UNCOVERED (STANDARD): 2 CARS
 UNCOVERED (ACCESSIBLE): 2 CARS
 UNCOVERED (COMPACT): 24 CARS
 TOTAL PROVIDED: 44 CARS

REQUIRED PARKING:
 1ST FLOOR WORK (LT. INDUSTRY): 15,840 SF
 BUILDING AREA: 3,888 SF
 AREA FOR PARKING CALCS.: 11,952 SF
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 2ND FLOOR WORK / STORAGE: 0 CARS
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 TOTAL REQUIRED: 16 CARS
 UNCOVERED (STANDARD): 2 CARS
 UNCOVERED (ACCESSIBLE): 2 CARS
 UNCOVERED (COMPACT): 24 CARS
 TOTAL PROVIDED: 44 CARS

SITE PLAN
 SCALE: 1" = 20'

BUILDING AREA:
 FIRST FLOOR:
 UNIT A OR C: 1,360 X 4=
 UNIT B OR D: 1,300 X 8=
 TOTAL FIRST FLOOR: 5,440 SF
 SECOND FLOOR:
 UNIT A OR C: 1,175 X 4=
 UNIT B OR D: 1,130 X 8=
 TOTAL SECOND FLOOR: 10,400 SF
 TOTAL BUILDING AREA: 15,840 SF

BUILDING AREA:
 FIRST FLOOR:
 UNIT A OR C: 1,360 X 4=
 UNIT B OR D: 1,300 X 8=
 TOTAL FIRST FLOOR: 5,440 SF
 SECOND FLOOR:
 UNIT A OR C: 1,175 X 4=
 UNIT B OR D: 1,130 X 8=
 TOTAL SECOND FLOOR: 10,400 SF
 TOTAL BUILDING AREA: 15,840 SF

OCCUPANT LOAD PER UNIT:
 PER CBC TABLE 1004.1.2
 1ST FLOOR: BUSINESS (1/100)= 8.24
 GARAGE (1/200)= 1.62
 WAREHOUSE (1/500)= 1.01
 OFFICE (1/100)= .83
 TOTAL= 11.72

- ALL PROPOSED ACCESS ROAD CURBS SHALL HAVE SIGNS OR RED CURBS STATING "NO PARKING FIRE LANE"
- FIRE SPRINKLERS AT BOTH BUILDINGS.
- A KNOX BOX SHALL BE PROVIDED AT EACH BUILDING

OCCUPANT LOAD PER UNIT:
 PER CBC TABLE 1004.1.2
 1ST FLOOR: BUSINESS (1/100)= 8.24
 GARAGE (1/200)= 1.62
 WAREHOUSE (1/500)= 1.01
 OFFICE (1/100)= .83
 TOTAL= 11.72

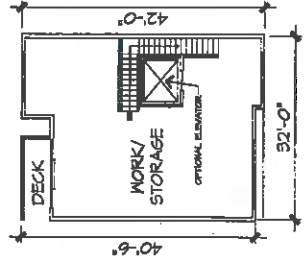
TOTAL BUILDING AREA: 29,580 SF

TOTAL PROVIDED: 44 CARS

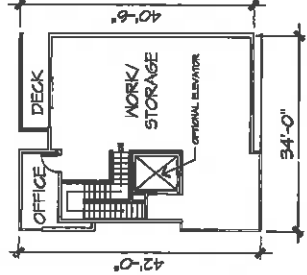
REDWOOD COMMERCIAL PARK

H. JAMES KNUPPE

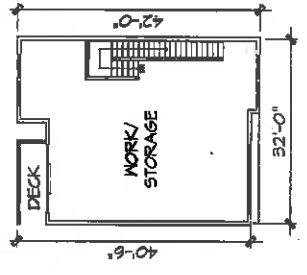
A2 ARCHITECTURAL SITE PLAN
 09.10.2015



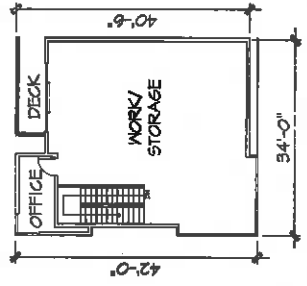
UNIT D- 2ND FLOOR
(MIDDLE UNIT, W/ ELEVATOR)



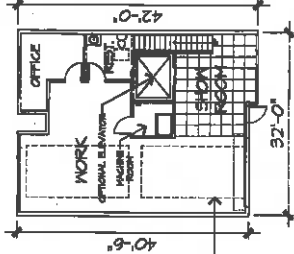
UNIT C- 2ND FLOOR
(CORNER UNIT, W/ ELEVATOR)



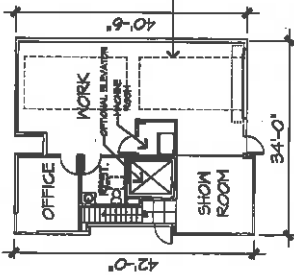
UNIT B- 2ND FLOOR
(MIDDLE UNIT, W/O ELEVATOR)



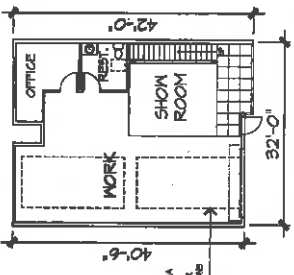
UNIT A- 2ND FLOOR
(CORNER UNIT, W/O ELEVATOR)
SCALE: 1/8" = 1'



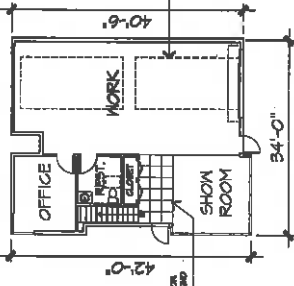
UNIT D- 1ST FLOOR
(MIDDLE UNIT, W/ ELEVATOR)



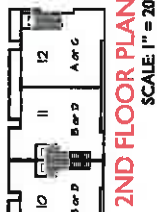
UNIT C- 1ST FLOOR
(CORNER UNIT, W/ ELEVATOR)



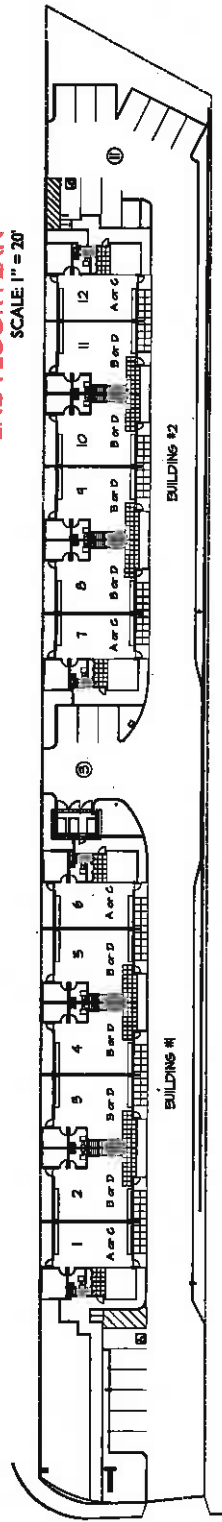
UNIT B- 1ST FLOOR
(MIDDLE UNIT, W/O ELEVATOR)



UNIT A- 1ST FLOOR
(CORNER UNIT, W/O ELEVATOR)



2ND FLOOR PLAN
SCALE: 1" = 20'



1ST FLOOR PLAN
SCALE: 1" = 20'

NOTE: ALL HEIGHTS & DIMENSIONS ARE APPROXIMATE



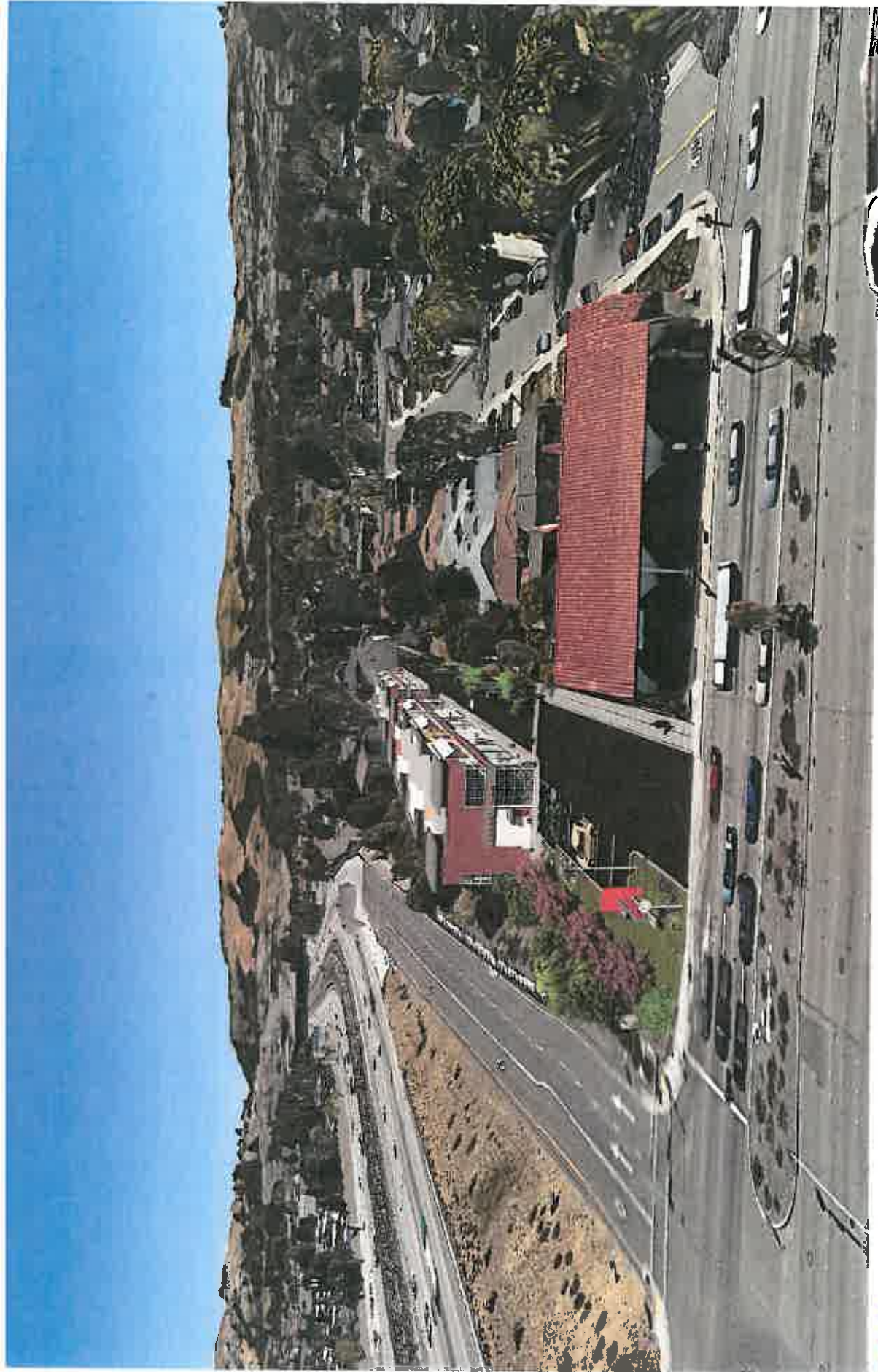
REDWOOD COMMERCIAL PARK

H. JAMES KNUPPE

A3

FLOOR PLANS

08.10.2015



REDWOOD H. JAMES KNUPPE COMMERCIAL PARK

A4

AERIAL
PERSPECTIVE
08.10.2015



VIEW FROM REDWOOD RD. SIDEWALK LOOKING EAST



VIEW FROM REDWOOD RD. LOOKING EAST



REDWOOD COMMERCIAL PARK

H. JAMES
KNUPPE

A5 PERSPECTIVES

08.10.2015

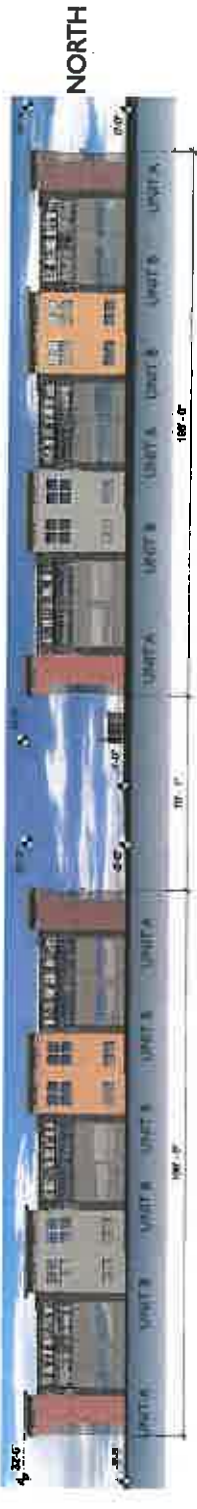


REDWOOD
H. JAMES
KNUPPE
COMMERCIAL PARK

A6 PERSPECTIVES
08.10.2015



SOUTH

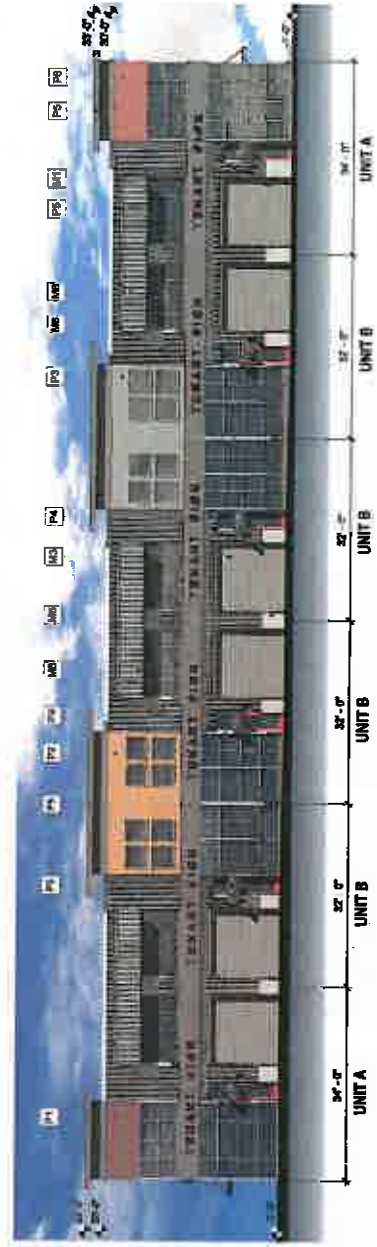


NORTH

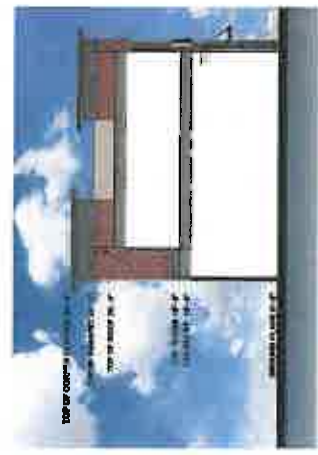
SCALE: 1/16" = 1'



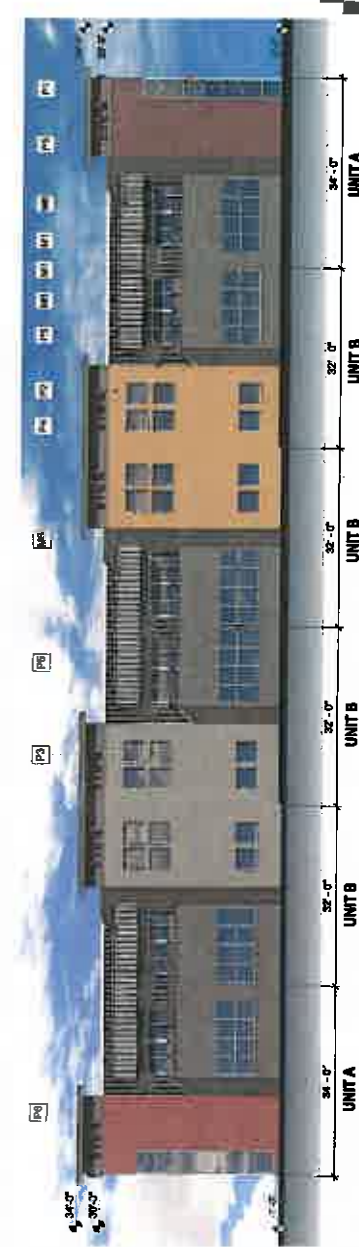
TYP. CORNER UNIT
EAST/WEST
SCALE: 1/8" = 1'



PARTIAL
SOUTH



TYP. SECTION
SCALE: 1/8" = 1'



PARTIAL
NORTH

SCALE: 1/8" = 1'

NOTE: ALL HEIGHTS & DIMENSIONS ARE APPROXIMATE WITH THE EXCEPTION OF THE PRIMARY PARAPETS, WHICH SHALL NOT EXCEED 30'.

REDWOOD

H. JAMES KNUDSEN ARCHITECTURE

COMMERCIAL PARK

A7

ELEVATIONS
08.10.2015



P1 Carriage Door SW7394



P5 Roycroft Pewter SW7248



M1 Anodized Alum.



L1 Wall Sconce
TMS Lighting
Saural II- SA835
Silver (Wattage TBD)



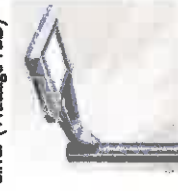
P2 Smoke Topaz SW6117



P6 Cajun Red SW0008



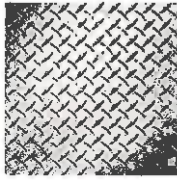
M2 Metal Sales 106 Matte Black



L2 Parking Lot Pole-20'
Gardco Slender Form
Silver/ LED
(Wattage TBD)



P3 Retreat SW6207



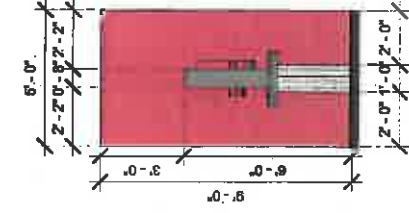
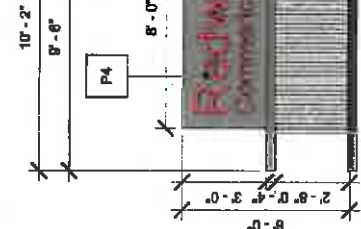
M5 Diamond Plate Siding-Aluminum



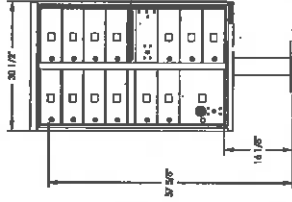
M3 Cookson Doors FinalCote Grey



L3 Recessed Downlight
Zumtobel Basys 6R
Color TBD/ LED
(Wattage TBD)



MAILBOX

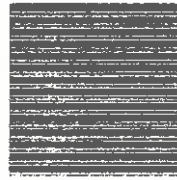


L4 Sign Up-Light
ZX15-01
Bronze/ LED

AF Florence Co.
Vital Cluster Box Unit- Type IV
Anodized Aluminum



P4 Radish SW6861



M6 Corrugated Metal Galvanized



M4 Metal Sales W729 Old Zinc Grey



AC1 Architectural Concrete
Davis Colors
Graphite (#9084)

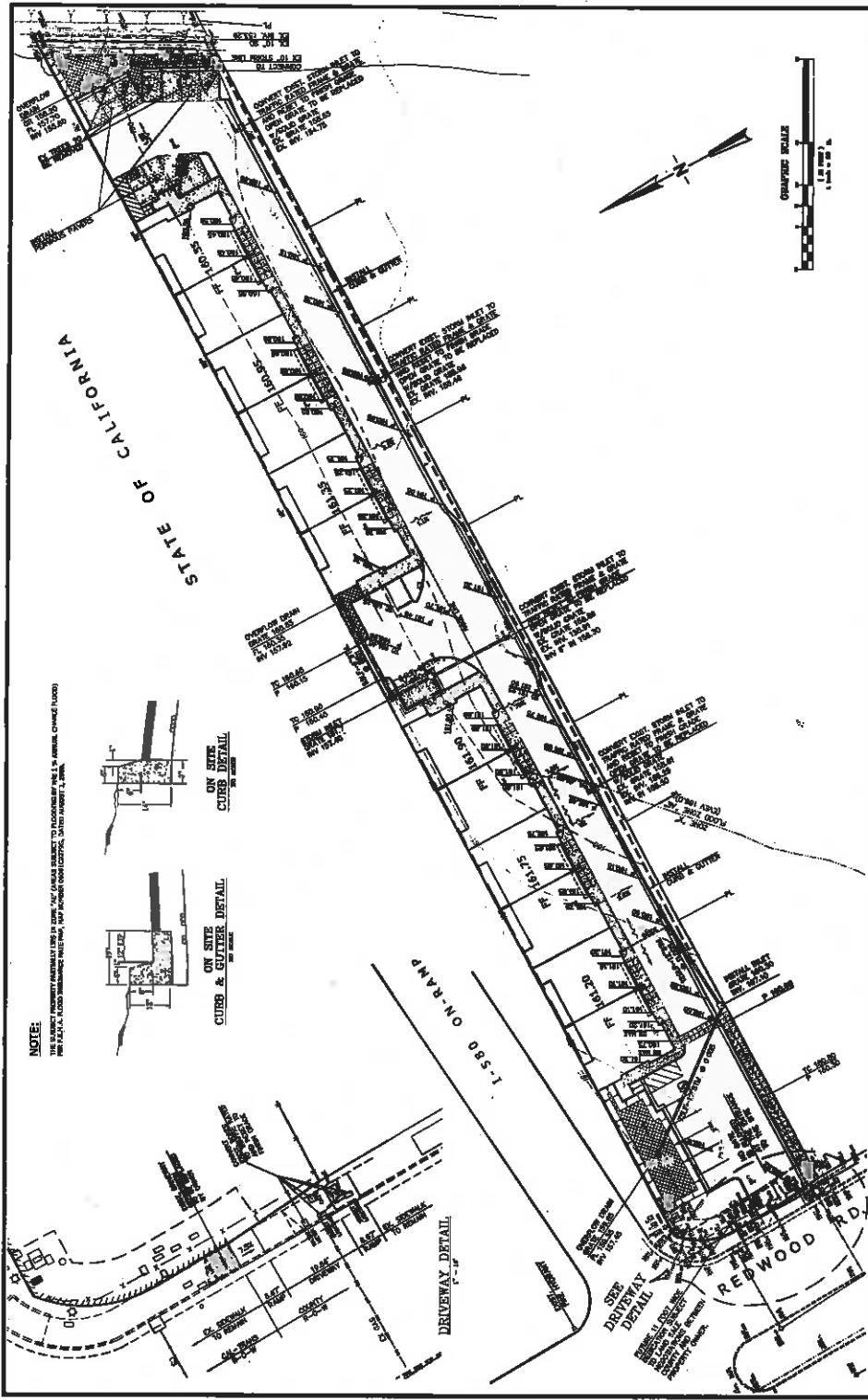
BIKE RACK



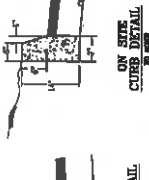
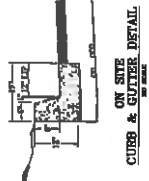
L5 Ground Mounted Floodlight
Color Kinetics
eW Blast
Black/ LED



REDWOOD COMMERCIAL PARK



NOTE:
 1. THE PROPOSED DRIVEWAY SHALL BE CONSTRUCTED TO THE EXISTING DRIVEWAY TO BE REMOVED (TYPED)
 2. THE PROPOSED DRIVEWAY SHALL BE CONSTRUCTED TO THE EXISTING DRIVEWAY TO BE RECONSTRUCTED (TYPED)
 3. THE PROPOSED DRIVEWAY SHALL BE CONSTRUCTED TO THE EXISTING DRIVEWAY TO BE RECONSTRUCTED WITH 12\"/>



PRELIMINARY GRADING PLAN

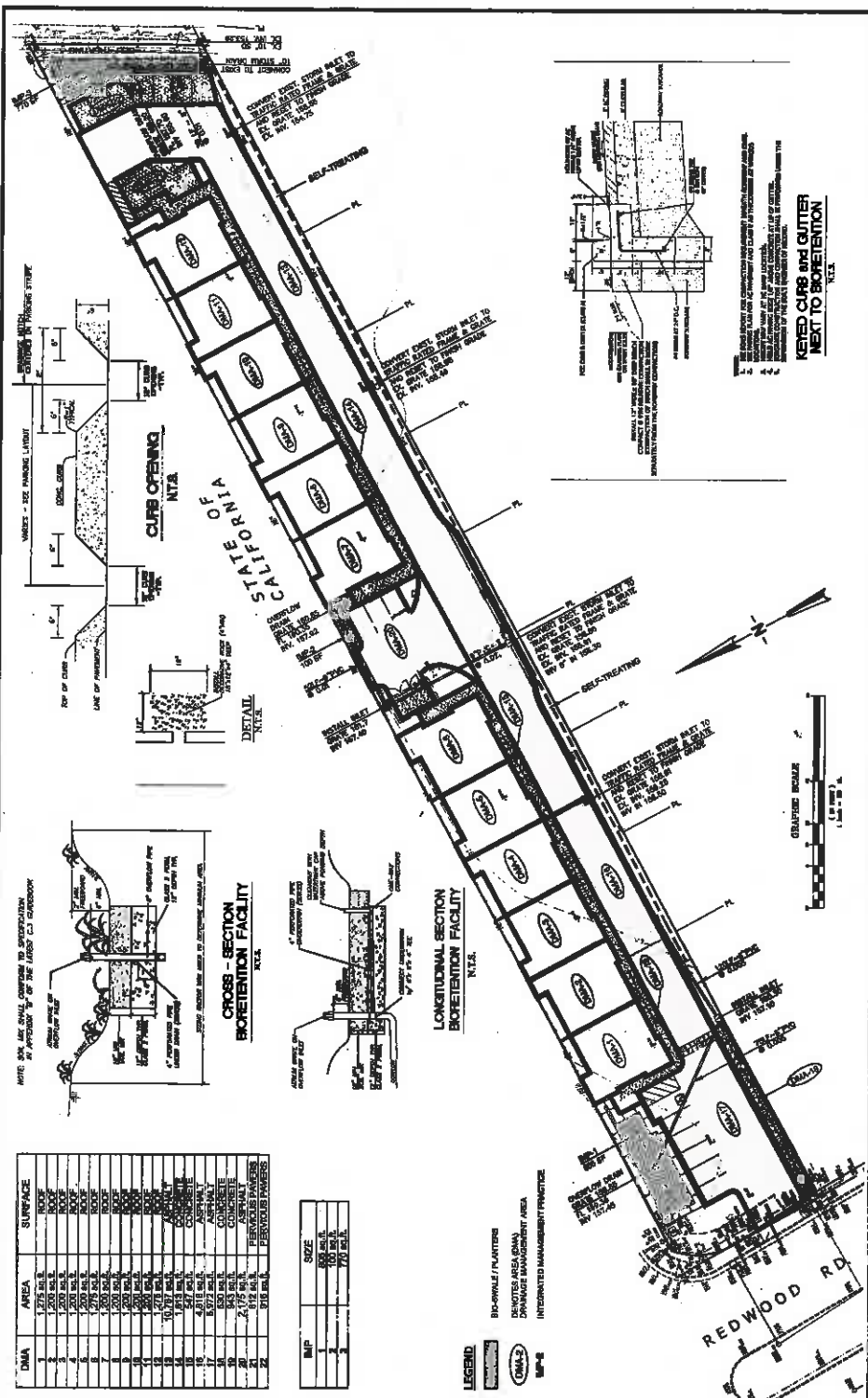
TRACT 8235
 21634 REDWOOD ROAD
 ALAMEDA COUNTY
 CALIFORNIA

DATE	INVESTMENT	PROJECT NO.	SHEET NO.

DeBok Civil Engineering
 811 San Ramon Valley Boulevard
 Danville, California 94526
 Phone (925) 937-4375
 Fax (925) 937-4376



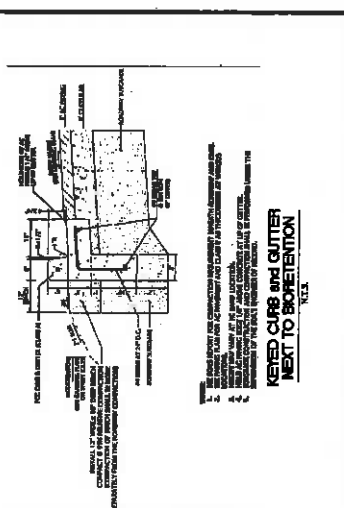
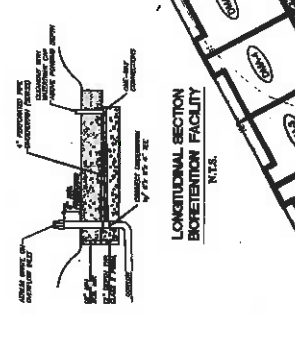
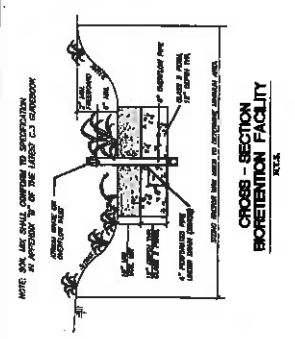
SHEET 1 OF 1 SHEET



DMA	AREA	SURFACE
1	1,275 SQ. FT.	ROCK
2	1,200 SQ. FT.	ROCK
3	1,200 SQ. FT.	ROCK
4	1,200 SQ. FT.	ROCK
5	1,200 SQ. FT.	ROCK
6	1,200 SQ. FT.	ROCK
7	1,200 SQ. FT.	ROCK
8	1,200 SQ. FT.	ROCK
9	1,200 SQ. FT.	ROCK
10	1,200 SQ. FT.	ROCK
11	1,200 SQ. FT.	ROCK
12	1,200 SQ. FT.	ROCK
13	1,200 SQ. FT.	ROCK
14	1,200 SQ. FT.	ROCK
15	1,200 SQ. FT.	ROCK
16	1,200 SQ. FT.	ROCK
17	1,200 SQ. FT.	ROCK
18	1,200 SQ. FT.	ROCK
19	1,200 SQ. FT.	ROCK
20	1,200 SQ. FT.	ROCK
21	1,200 SQ. FT.	ROCK
22	1,200 SQ. FT.	ROCK
23	1,200 SQ. FT.	ROCK
24	1,200 SQ. FT.	ROCK

IMP	SIZE
1	600 DIA.
2	100 DIA.
3	70 DIA.

- LEGEND**
- BIOWHALE / PLANTERS
 - DESIGNATES AREA (DMA)
 - DRAINAGE MANAGEMENT AREA
 - IMP-S
 - INTEGRATED MANAGEMENT PRACTICE



PRELIMINARY STORM WATER CONTROL PLAN

TRACT 8235
21634 REDWOOD ROAD
ALAMEDA COUNTY

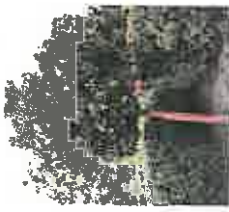
CASTRO VALLEY
CALIFORNIA

DATE: _____
DRAWN: _____
CHECKED: _____
APPROVED: _____

DeBolt Civil Engineering
811 San Ramon Valley Boulevard
Danville, California 94525
Tel: 925/461-1111
Fax: 925/461-1112

SHEET 1 OF 1 SHEET

TREES



Arbutus Menziesii



Lagerstroemia i. 'Tuscarora'

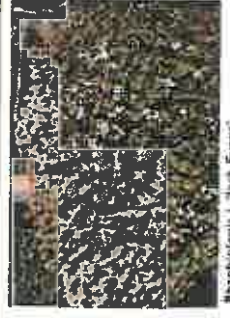
WATER CONSERVATION CONCEPT STATEMENT

- The plant list is preliminary in nature. Species shall be added and subtracted to fill the design and horticultural requirements as necessary.
- Irrigation on grade shall be designed for potable water per City WWCDO and SWSR requirements.
- The landscape system shall be designed with water conservation in mind while achieving the goal of effectively and efficiently providing the site with an aesthetically pleasing and functional landscape system.
- A water efficiency irrigation system shall be specified for the project to control the water allocated to each water group per individual hydro-zones (based on plant type and exposure).
- Sites will not be irrigated by an overhead sprinkler system. Recommendations for horticultural suitability shall be integrated into all irrigation to provide plant growth.
- Plant material locations shown are approximate and may be subject to change to fit the landscape and/or site. Plant locations are to be adjusted in the field as necessary to screen utilities but not to block windows, signal or separate access.
- The design intent of the planting plan is to establish an attractive mature landscape appearance. Plants (plant growth) will routinely be trained, sheared and to some extent removed or topped and shrubs as an ongoing maintenance procedure. The plant list is preliminary in nature. Species shall be added and subtracted to fill the design and horticultural requirements as necessary.

SHRUBS & GROUNDCOVER



Rhynchospora caroliniana



Asaphthalaxis i. 'Jack Evans'



Salvia greggii



Carex divulca



Erigeron karwinskii siliqua

PLANT LIST

PLANT	Common Name	Quantity	Size	Species	Plant Use	Notes
101	Arbutus Menziesii	110%	110%	Arbutus Menziesii	LOW	WCCDO
102	Lagerstroemia i. 'Tuscarora'	110%	110%	Lagerstroemia i. 'Tuscarora'	LOW	WCCDO
103	Rhynchospora caroliniana	110%	110%	Rhynchospora caroliniana	LOW	WCCDO
104	Asaphthalaxis i. 'Jack Evans'	110%	110%	Asaphthalaxis i. 'Jack Evans'	LOW	WCCDO
105	Salvia greggii	110%	110%	Salvia greggii	LOW	WCCDO
106	Carex divulca	110%	110%	Carex divulca	LOW	WCCDO
107	Erigeron karwinskii siliqua	110%	110%	Erigeron karwinskii siliqua	LOW	WCCDO
108	Lamandra longifolia	110%	110%	Lamandra longifolia	LOW	WCCDO
109	Leymus c. 'Canyon Prince'	110%	110%	Leymus c. 'Canyon Prince'	LOW	WCCDO
110	Hemerocallis 'Happy Returns'	110%	110%	Hemerocallis 'Happy Returns'	LOW	WCCDO
111	Distictis buccinatoria	110%	110%	Distictis buccinatoria	LOW	WCCDO



Hemerocallis 'Happy Returns'

VINES



Distictis buccinatoria



Leymus c. 'Canyon Prince'



Lamandra longifolia



Teucrium lucidum



REDWOOD COMMERCIAL PARK

**MINUTES OF MEETING
ALAMEDA COUNTY PLANNING COMMISSION
June 6, 2016
(Approved June 18, 2016)**

REGULAR MEETING

CALL TO ORDER: *The Chair called the meeting to order at 6:00 p.m.*

MEMBERS PRESENT: Commissioners Jim Goff; Hal Gin; Jeff Moore; and Larry Ratto, Chair.

OTHERS PRESENT: Albert Lopez, Planning Director; Rodrigo Orduna, Acting Assistant Deputy Director; Brian Washington, County Counsel's Office; Maria Palmeri, Recording Secretary.

MEMBERS EXCUSED: Dimitris Kastriotis and Richard Rhodes.

There were approximately 10 people in the audience.

PLEDGE OF ALLEGIANCE

ANNOUNCEMENTS BY THE CHAIR: *None*

OPEN FORUM: Open forum is provided for any member of the public wishing to speak on an item not listed on the agenda. Each speaker is limited to three (3) minutes.

The Girl Scout Troop 32058 gave a power point presentation on habitat and renewable energy. They visited the Buena Vista windfarm site and viewed old and new turbines. The presentation focused the need to use new technology in order to better protect local wildlife and ecosystems.

Mia Johnson spoke on item #4. She understood that the item is being continued and asked that interested parties be notified of the meeting date at least two weeks in advance so they may prepare for it.

COMMITTEE REPORT: *None*

FIELD TRIP REPORT: Member Goff reported.

1. **RUTISHAUSER/DRG BUILDERS, INC – HEATON, GENERAL PLAN AMENDMENT, REZONING and TENTATIVE TRACT MAP, TR-8218, PLN2014-00173**
- Petition to allow a General Plan Amendment (open space to residential), rezoning and subdivision of one site from a PD (Planned Development) District allowing Neighborhood Commercial uses to a PD District allowing seven single family dwellings; and to adopt the Mitigated Negative Declaration and Initial Study, located on Villareal Drive, south side, approximately 75 feet west of Clement Drive, unincorporated Castro Valley area of Alameda County, bearing Assessor's Parcel Number: 085A-6405-166. **Staff Planner: Christine Greene**

2. **JAMES KNUPPE, GENERAL PLAN AMENDMENT, ZONING UNIT, TRACT MAP, SITE DEVELOPMENT REVIEW and ADOPTION OF A MITIGATED NEGATIVE DECLARATION, PLN2015-00010** – Application to allow a General Plan Amendment from a Public Facility to Community Commercial land use designation, Rezoning from C-O (Commercial Office) District to C-2 (General Commercial) zoning district , a Subdivision to air-space condominiums allowing 12 commercial properties plus a common lot, and a Site Development Review for the development, in a C-O (Commercial Office) C-O District, located at 21634 Redwood Road, east side approximately 150 feet north of Vegas Avenue, Castro Valley area of unincorporated Alameda County, designated Assessor's Parcel Number: 416-0010-017-04. **Staff Planner: Richard Tarbell.**

APPROVAL OF MINUTES FROM PREVIOUS MEETINGS

3. **APPROVAL OF COMMISSION MINUTES** – May 23, 2016. Member Moore moved to approve the minutes as submitted. Member Goff seconded the motion. Motion carried 4/0.

CONSENT CALENDAR: *There were no items*

REGULAR CALENDAR:

4. **RUTISHAUSER/DRG BUILDERS, INC – HEATON, GENERAL PLAN AMENDMENT, REZONING and TENTATIVE TRACT MAP, TR-8218, PLN2014-00173** Petition to allow a General Plan Amendment (open space to residential), rezoning and subdivision of one site from a PD (Planned Development) District allowing Neighborhood Commercial uses to a PD District allowing seven single family dwellings; and to adopt the Mitigated Negative Declaration and Initial Study, located on Villareal Drive, south side, approximately 75 feet west of Clement Drive, unincorporated Castro Valley area of Alameda County, bearing Assessor's Parcel Number: 085A-6405-166. **Staff Planner: Christine Greene**

The Chair informed the audience that this item is being continued to a future date and notices will be mailed notifying stakeholders of the new meeting date.

5. **JAMES KNUPPE, GENERAL PLAN AMENDMENT, ZONING UNIT, TRACT MAP, SITE DEVELOPMENT REVIEW and ADOPTION OF A MITIGATED NEGATIVE DECLARATION, PLN2015-00010** – Application to allow a General Plan Amendment from a Public Facility to Community Commercial land use designation, Rezoning from C-O (Commercial Office) District to C-2 (General Commercial) zoning district , a Subdivision to air-space condominiums allowing 12 commercial properties plus a common lot, and a Site Development Review for the development, in a C-O (Commercial Office) C-O District, located at 21634 Redwood Road, east side approximately 150 feet north of Vegas Avenue, Castro Valley area of unincorporated Alameda County, designated Assessor's Parcel Number: 416-0010-017-04. **Staff Planner: Richard Tarbell.**

Rodrigo Orduna presented the staff report. He stated that the Castro Valley Municipal Advisory Council recommended approval of the project. Staff is recommending that the Planning

Commission take public testimony and recommend approval of the General Plan Amendment, Rezoning, and Mitigated Negative Declaration to the Board of Supervisors, and approve the subdivision and Site Development Review contingent upon approval of the General Plan Amendment and Rezoning. Staff specified hours of operation and types of business allowed at the site. The conditions of approval would ensure that residential properties to the south maintain a level quietness, peace and enjoyment of their property. Staff feels that this is a good project for this area.

Member Goff asked about the disconnection in zoning designation for this parcel. It is both public facility and commercial office. Rodrigo Orduna explained that prior to Caltrans owning the parcel it was zoned for different uses, and then it was changed to public facility. Discussion ensued on the commercial building that was previously located on this parcel.

Public testimony was called for.

Mr. Galen Grant, representing the applicant, spoke on the project. He asked that the Planning Commissioners consider the hours of operation as some business might want to work beyond the hours specified on the conditions of approval. For some tenants these hours would not be appropriate. He asked that the hours be extended to 8, 10 or Midnight, or even Saturday or Sunday if it is a quiet use. Discussion amongst Mr. Grant and the commissioners ensued on privacy and noise to adjacent neighbors, landscape to provide privacy, type of trees, limiting types of uses under Co, C1 and C2, quiet uses, and limiting hours.

Mr. Bruce Johnson and Mr. Jim Grassi spoke in favor of the project.

Alice Rhodes spoke against the project and expressed her concern with limited parking, which some of the spaces are located inside the individual buildings. She also spoke on the difficulty of exit from the site with a right only turn which is planned for this corner. She questioned how the Fire Department will get to this site quickly and difficulty of access.

Mr. Christopher Ehrman, resident adjacent to the proposed project, spoke on his concern with privacy, noise, parking, exit from site and access to 580 North, and traffic.

Mr. James Knuppe thanked the commissioners and asked for approval of the project. Mr. Grant said the applicant has made a strong effort into addressing all the complaints mentioned by the adjacent neighbors tonight. He agreed that parking is limited but the tenancy has to fit and the applicant is committed to that.

The Chair expressed his doubt that anyone coming to this site will be using the parking inside the building. He agreed that Mr. Knuppe is a good developer and will address every concern expressed here from the neighbors.

Member Moore said it is always a balance between the neighbors and the community. This is a tough site and the applicant has done a great job and this is a great design. The applicant has addressed every concern regarding traffic, privacy and fire. It comes down to how the applicant will limit the type of uses and how is this going to be done. Rodrigo Orduna said this is

addressed in the draft resolution, under #7, 8, 9, 10 and 11. Member Moore said it is a great project. Member Gin said he agrees with Member Moore. It is up to the owners to make sure that some of these issues are enforced by the applicant.

Member Goff expressed his approval of the design. He said the parking is still an issue. He believes that maybe limiting the business or decrease the number of offices. To depend on the owners is an issue because one never knows how future owners will deal with it. Discussion ensued on uses and parking issues. The applicant said that there will be a manager on site to make sure conditions of approvals are followed. Member Goff asked if there is a condition of approval to have a manager on site. Rodrigo Orduna said it can be added to the conditions.

Member Moore made a motion to approve the Site Development Review, and Tentative Map and General Plan Amendment, Initial Study and zoning. He also recommended that one of the units be occupied by a manager to enforce conditions of approval and to be the main contact for any neighbors' issues.

Michael Knuppe expressed his concern with placing too many restrictions on the uses for this site and limiting economic viability. They already committed to a Psychologist but the hours of operation need to be extended. Discussion ensued limiting uses.

Member Moore repeated the motion and added a general condition that would add classroom or organized instruction. County Counsel suggested that the language could be "organized instruction such as dance instruction, karate school, or similar uses." The Chair said he does not want limiting hours.

Member Moore repeated the motion to approve Site Development Review, and Tentative Map and General Plan Amendment, Initial Study and zoning. He also recommended that one of the units be occupied by a manager to enforce conditions of approval and as well as be the main contact for any neighbors' issues. No limiting hours and adding a condition that would not allow organized instruction such as dance instruction, karate school or similar uses. The Chair seconded the motion. Member Goff opposed. Motion failed 3/1.

Member Goff made a motion to continue the item to a meeting date to be determined by staff. The consensus was to have the item continued to a future date. Rodrigo Orduna asked if the members would like this to be an evening meeting. Staff will poll the Planning Commissioners to assure a quorum for the meeting.

STAFF COMMENTS & CORRESPONDENCE: *None*

CHAIRS REPORT: *None*

COMMISSION ANNOUNCEMENT, COMMENTS AND REPORTS: Member Goff asked about District 5 appointment, with one member down it makes it hard to have a project approved.

ADJOURNMENT: *There being no further business meeting was adjourned at 7:56 p.m.*

ALBERT LOPEZ, SECRETARY
COUNTY PLANNING COMMISSION OF ALAMEDA COUNTY



**ALAMEDA COUNTY COMMUNITY
DEVELOPMENT AGENCY
PLANNING DEPARTMENT**

STAFF REPORT

TO: ALAMEDA COUNTY PLANNING COMMISSION

HEARING DATE: JUNE 6, 2016

GENERAL INFORMATION

**APPLICATION
TYPE AND**

NUMBER: General Plan Amendment, Rezoning, Site Development Review, and Subdivision, PLN2015-00010

OWNER/

APPLICANT: Knuppe, James

PROPOSAL: General Plan Amendment from PF, (Public Facility) to CC, (Community Commercial); Rezoning from C-O, (Administrative Office) to C-2, (General Commercial), Site Development Review, Subdivision allowing twelve (12) commercial spaces.

ADDRESS AND

SIZE OF PARCEL: 21634 Redwood Road, east side, southeast corner with east bound Highway 580 on ramp, Castro Valley Area of unincorporated Alameda County, bearing Assessor's Parcel Number: 416-0010-017-04.

ZONING: "C-O" (Administrative Office) Zoning District.

GENERAL PLAN

DESIGNATION: The site lies within the boundaries of the *Castro Valley General Plan* adopted by the County of Alameda Board of Supervisors, March 2012. Designated "Public Facility" – The purpose of this designation is to provide locations for uses that support government, civic, cultural, health and infrastructure aspects of the community. These facilities have been located in a manner intended to best serve Castro Valley and the rest of the County.

The designation indicates public ownership as well as public use and covers uses such as the water treatment plant, fire stations, police stations, post offices, libraries, hospitals and publicly-owned office buildings. Public uses may include ancillary non-public uses that support the primary use. Public uses are scattered throughout Castro Valley. Public uses are also allowed in areas with residential and commercial designations. The maximum FAR for Public uses is 1.5.

ENVIRONMENTAL REVIEW: This project requires an Initial Study (IS) be drafted as required under the California Environmental Quality Act (CEQA) per the CEQA Guidelines §15063. The Initial Study, which is a study conducted to determine potential effects to the environment resulting from a project, has been drafted for the proposed General Plan Amendment, Rezoning, Site Development Review, and Subdivision for the twelve (12) commercial spaces. The Draft Initial Study and Mitigated Negative Declaration were available for public review from December 28, 2015 through January 28, 2016.

RECOMMENDATION

Recommendation to the Planning Commission is to take testimony for this application to allow a General Plan Amendment, Rezoning, Site Development Review, and Subdivision for twelve (12) commercial spaces, recommend approval of the General Plan Amendment, Rezoning, and Mitigated Negative Declaration to the Board of Supervisors, and approve the Subdivision and Site Development Review contingent upon approval of the General Plan Amendment and Rezoning.

RESULTS OF THE PREVIOUS MEETING

March 14, 2016, the Castro Valley MAC heard this matter and voted seven (7) to zero (0) to approve the project with some additions, and changes to the Conditions of Approval. Those changes will be included in this report.

PARCEL ZONING HISTORY

August 1957, the 141st Zoning Unit established the initial Zoning for the Castro Valley area.

May 1988, the 1695th Zoning Unit rezoned the subject property and surrounding area to the R-1-CSU (Single Family Residence, Conditional Secondary Unit) District.

June 1988, 1812th Zoning Unit, rezoned the subject property and surrounding area to the R-1-CSU-RV (Single Family Residence, Conditional Secondary Unit, Recreational Vehicle) District.

March 2012, Castro Valley General Plan was adopted by the Board of Supervisors, which changed the General Plan land use designation of the subject parcel from C-O, (Office Commercial) to the current "Public Facility".

SITE AND CONTEXT DESCRIPTION

Physical Features: The property is a generally a long narrow rectangular shaped lot, having 66'-7" of frontage on Redwood Road. Redwood Road is considered to be a major thoroughfare running in a north-south direction connecting downtown Hayward to Highway 580 and Castro Valley, as well as serving local residences. The property is currently vacant, with stormwater discharge located at the rear (east) side of the channelized creek.

The 1.04 acre (45,302 square feet (sf)) project site is vacant other than vegetation consisting of seasonal grass and weeds and cypress trees located adjacent to the Castro Valley Creek culvert. The site is relatively flat with a slight gradient downward to the east and south. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), a portion of the project site is located within Zone AE, (Areas subject to inundation by the 1-percent-annual-chance flood event determined by detailed methods. Mandatory flood insurance purchase requirements and floodplain management

JUNE 6, 2016

ALAMEDA COUNTY PLANNING COMMISSION STAFF REPORT

PLN2015-00010

standards apply). Access to the site is provided by single curb cut off Redwood Road.

Adjacent Area: The project site is located within the unincorporated Castro Valley area of Alameda County. The project site is located adjacent to the south of the Highway 580 (I-580) eastbound on-ramp from Redwood Road on an undeveloped parcel that was formerly owned by Caltrans (Assessor Parcel Number (APN) 416-0010-017-04). Caltrans previously used this site for construction staging during the construction of the I-580 on-ramp at Redwood Road. A residential community borders the project limits to the south and east. A Castro Valley Creek culvert, which conveys excess stormwater under I-580, borders the eastern end of the site. Redwood Road is the border to the west. A soundwall divides the site from the residential community to the south. Residential and commercial properties are located along Redwood Road, including an Allstate insurance office, public Storage facility, chiropractic offices, Castro Valley Eye Center, a Health and Wellness Center, and Castro Valley Psychic. The Castro Valley Boulevard commercial corridor is located less than a mile to the north.

Bicycle lanes are located on both northbound and southbound Redwood Road. Additionally, and there are sidewalks on most streets in the area. Two public transit operators provide service within the area, Bay Area Rapid Transit (BART) and Alameda-Contra Costa Transit District (AC Transit). The Castro Valley BART station is less than a 0.25-mile from the project site and provides regional transportation connections to the San Francisco Bay Area (Bay Area). AC Transit routes provide bus service to and from the project site.

This general area is characterized by contrasting mixed uses that include residential, industrial, transportation corridor/public transit, retail, office, and commercial.

PROJECT DESCRIPTION

The application is a project to construct twelve (12) commercial development units within two (2) building structures of the site. Each building would be two stories. The highest point would be at 30 feet. Architectural features could exceed that height. The total built area would cover approximately 29,580 square feet of the 45,302 square-foot site. The units are intended for commercial and office uses such as contracted businesses, chiropractor, barber/beauty shop, music/dance studio cabinetry, architects or landscape architect office.

The application includes a General Plan Amendment from "Public Facility" to "Community Commercial"; Rezoning from C-O, (Administrative Office) to C-2, (General Commercial); Site Development Review, to include the actual construction improvements; and Subdivision allowing twelve (12) commercial spaces.

REFERRAL RESPONSES

Public Works Agency, Land Development, J. Rogers: The response dated February 2, 2016 was received stating:

- The basic design of the depressed sidewalk is conditionally acceptable, pending the following:
 - The owners of each of the splice/valve boxes in the current sidewalk (EBMUD, Caltrans, Comcast, and PG&E) must approve the adjustment/replacement of these boxes.
- The removal of the portion of the existing driveway entrance that is within the Caltrans ROW must be approved by Caltrans, through the issuance of a Caltrans Encroachment Permit. As indicated above, this permit may also be required to cover the adjustment of the 2 existing Caltrans splice boxes.
- The existing County-held Irrigation and Access Easement across the frontage of the property

must be amended to cover the realignment of the access (the relocation of the driveway entrance). Given that the purpose of this easement is to allow Caltrans to operate and maintain their irrigation system in this area, an alternative would be to rewrite the easement as a Caltrans easement. Another possible consideration is the replacement of this easement with a dedication that would cover the possible future widening of the roadway.

- The County will determine the extent and timing of the pavement replacement being proposed by the developer.
- The County project will include the replacement of the curb drain shown on the DeBolt layout – along with reconstruction of curb/gutter/sidewalk/curb ramp at the corner of the SR 580 entrance ramp, and the upgrading of the signal equipment, including new traffic loops in Redwood Rd.
- The County right-of-way improvement project will likely block access to some or all of the frontage of the subject property. The County project is not blocking the driveway. Right now the status of the County project is that the Public Works Agency is awaiting Caltrans technical approval of the necessary changes to the Caltrans signal equipment.

These issues will require plans to be prepared, submitted, and reviewed by all agencies at both the County and Caltrans. At this time that process has not been started or gone out for bid.

Public Works Agency, Land Development: The response dated March 12, 2015 was received stating:

1. The Roads Department of Alameda County Public Works Agency currently is in the final design stage for a project involving the improvements of Redwood Road within the vicinity of the 1-580 eastbound ramps. Among the work involved is the installation of a new crosswalk across Redwood Road south of the 1-580 ramps that will prevent the relocation of the presently existing driveway for the 21634 Redwood Road property and the eventual widening of Redwood Road to accommodate a dedicated right turn lane from northbound Redwood Road to the eastbound I-580 ramp that will necessitate the dedication of at least 11 feet of right-of-way from the frontage of the 21634 Redwood Road property.

Roads Department will be able to provide more detailed comments when plans have been submitted and reviewed by the departments of Alameda County and Caltrans.

2. The Applicant's dedication of 11 feet of right-of-way to the County will be required as a condition of approval and as a requirement prior to the recordation of final map.
3. Alameda County Fire Department will be required to review and provide plans sign-off for this project.
4. This project will be subject to State NPDES regulations and to the NOI requirements and as such, ACPW A would be required to verify from the Applicant that the State has been notified accordingly and appropriately.
5. A Joint Maintenance Agreement for all common improvements will be needed for this project. This should be recorded either prior to, or concurrent with the final map recordation.
6. As per FEMA's Flood Insurance Rate Map dated August 2009, part of the project site is in a Zone "AE" with a Base Flood Elevation of 159.50. All building finish grade elevation will need to be designed at least a foot above this BFE.

Comments on Civil Plans by DeBolt Engineering:

7. The existing 10-inch storm drain line that is proposed to be retained or utilized for this project will have to be provided with TV /video inspection in order to verify its structural integrity.
8. For the project to be allowed to discharge to the existing 10-inch storm drain line located on the property that was originally constructed by Caltrans, the Applicant will be required to demonstrate that

the said line will have adequate capacity and hydraulic freeboard based on the proposed developed condition.

9. Outfall of the on-site storm drain line into the Alameda County Flood Control District's concrete-lined channel located at the easterly boundary of the project site will only be allowed provided the minimum pipe size is 12-inch diameter and pipe material is reinforced concrete. Outfall detail drawing showing among others, pipe invert elevation in relation with the channel flow line elevation will be required to be included in the improvement plans.

10. Collected storm runoff from all impervious areas based on the site's developed condition will need to be conveyed first to bio-retention facilities for stormwater treatment before discharging into underground storm drain and into the District's channel downstream.

11. All proposed bio-retention facilities should be located in areas that will provide unimpeded access for future regular inspections.

The Public Works Agency also had general comments included in the attached referral response letter.

More detailed comments will be provided once revised civil plan drawings and drainage calculations are submitted for the Public Works Agency's review.

Public Works Agency, Grading Division: Has responded on September 4, 2015 with: We are in receipt of a copy of the Administrative Draft Initial Study along with your referral letter, dated August 13, 2015, for the subject application for our review and recommendation. Based on our review, we have one comment as follows:

Regarding "VI. Geology and Soils", (a) (iii), we believe that "*Significant Unless Mitigation Incorporated*" is more appropriate than "*less-than-significant impact*" at this time with a mitigation measure requiring a geotechnical assessment report addressing the liquefaction hazard be prepared by a qualified engineer and reviewed by the County per the provisions of Seismic Hazards Mapping Act and the Special Publication 117A.

The Applicant has been provided this information and will apply to the Grading Department for an independent review to support the Geotechnical Investigation Report submitted that established the "less-than-significant impact" in the Initial Study that was submitted.

The Grading Division has agreed that the independent review will replace the above comment.

A grading permit will be required prior to the start of work. A geotechnical/geologic investigation report will be required in accordance with the Alameda County Grading Ordinance Chapter 15.36.320. The report shall contain all of the elements listed under the Alameda county Grading Ordinance Chapter 15.36.350 as they may applicable to the project. No grading work is allowed during the rainy season, and the applicant shall submit to the Building Inspection Department for the proposed retaining walls. All areas shall be graded and drained so that water will not pond or accumulate.

Building Inspection Department: Has responded on March 25, 2015 with the Referral Conclusion: "no objection" with proceeding with the planning process. New buildings will need to comply with the current California Building Codes and County Ordinances.

Special Project Conditions for the Building Permit Application:

1. Soils report and/or geological study may be required if any geological hazards on the site is identified according to the latest SP117.
2. New proposed structures shall comply with Alameda County Green Building Ordinance, Construction & Demolishing Debris Management program and California Green Building Code.

3. New trash enclosure shall be covered and comply with Alameda County clean water requirements AC 15.08.190.
4. A site permit may be required for onsite stormwater system, underground utilities, parking lot lighting, and accessible path of travel.

General Conditions for the Building Permit Application:

1. Comply with building codes in effective and submittal requirements at time of submitting for building permits – 2013 California Building Codes effective on January 1, 2014.
2. A California licensed architect or engineer shall be designated as the design professional in responsible charge for the project submittal.

Alameda County Fire Department: The Fire Department responded on March 7, 2016 after it reviewed project plan revisions in response to previous Fire Department comments referencing access road width base on building height, and emergency vehicle turn around design. The Department stating in the referral that: Review of Planning referrals are usually based on information and plans that lack sufficient information and details for specific comments. The primary focus of our review is to assure fire access to the site. Specific fire and building code issues will be addressed during the regular building permit submittal and review process.

Conditions of Approval

The following conditions shall be met prior the issuance of a building permit and fire clearance for occupancy.

1. Automatic sprinklers shall be provided in the buildings as stated on the plans.
2. A key box is required for each building as stated on the plans.
3. The required fire flow for the proposed fire hydrant is 1500 gpm.
4. With the alternative hammerhead meeting California Fire Code (CFC 2013) requirements of 70 foot length and minimum of 20 foot width, no “End of emergency vehicle access road” signage is required.

Public Works Traffic Engineering: Has responded as of October 19, 2015 that the Public Works Traffic Division is moving forward with preparation of plans to improve the intersection at the corner of Redwood Road and where the Highway 580 east bound on and off ramps meet. This project would provide a pedestrian crosswalk crossing Redwood Road just south of the intersection of I-580 on/off ramps, and related changes to the traffic signal system. The project will schedule to begin when the plans submitted to Caltrans are approved and an encroachment permit is issued.

California Department of Transportation, District 4: Provided a response on September 28th and on October 16, 2015, which stated: the close proximity of the project entrance to State facilities may result in access management conflicts and affect the operation of I-580 ramps. As the lead agency, the County of Alameda is responsible for all project mitigation, including any needed improvements to State highways. The project’s fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be discussed for all proposed mitigation measures. Consideration of safety design features, address improvements and modifications as existing conditions, County to submit Encroachment Permit application, as needed, for work to facilitate walking, bicycling, and taking transit to and from the project, reducing vehicle trips. Bicycling parking for customer and employees should be provided to reduce vehicle trips.

Additional comments are included in the attached Caltrans referral response letters.

Castro Valley Sanitary District: Has responded on March 4, 2016 with: Castro Valley Sanitary District (CVSan) has received a request for conformation of capacity to serve new construction at the subject property. Based on the review of the submitted plans and our records files, CVSan grants a condition commitment to provide sanitary sewer service. The final approval for sanitary sewer service by CVSan will occur only after conditions have been met:

Prior to Construction:

1. All fees and charges are paid before connection to the system.

During and after construction the applicant must meet these terms:

1. The owner agrees to accept and abide by all ordinances and regulations.
2. The owner agrees to notify CV Sanitary before connecting to the sewer.
3. The owner agrees to maintain the building sewer at no expense to CVSan, and right to enter onto the property at all times.
4. That other government or quasi-government agencies having jurisdiction do not retrain CVSan directly or indirectly from providing sanitary sewer service to the subject property.

These terms are valid for a period of one (1) year from date of issuance.

Neighboring Properties: A property owner on Brecon Court spoke at the MAC meeting on February 22, 2016 about the existing traffic patterns that exist at the intersection of Brecon Court and Redwood Road, and the current back up at the signal in the location that is proposed for the access point for this project. It was stated that the proposed project, if approved, would contribute to that problem as well as at the turn-around point at Brecon Court and Redwood Road.

The Traffic Impact Analysis, and the determination in the Initial Study of "Less than significant impact", provide the studied result of this projects' potential effect on Redwood Road at this location.

CONFORMANCE WITH THE GENERAL PLAN

The site lies within the *Castro Valley General Plan (CVGP)* adopted by the Board of Supervisors on March 2012. Under the CVGP the property is designated PF, (Public Facilities). The property was owned by the California Department of Transportation, (Caltrans) at the time of the General Plan revision was in progress and completed in 2012. The ownership of the property by a public agency would support the Public Facilities, (PF) designation for the property. This PF designation indicates public ownership as well as public use and covers uses such as: 1) water treatment plant, 2) fire stations, 3) police stations, 4) post offices, 5) libraries, 6) hospitals and publicly-owned office buildings.

The current General Plan designation is currently out of conformance with the land use proposed with this application. An Amendment to the General Plan would be required to allow the proposed use and development of the parcel.

This application includes an amendment to the General Plan to the Community Commercial (CC). This designation is intended for retail and service uses that meet the local, sub-regional, and regional demand. The land uses allowed in the Community Commercial are best located where there is the highest level of automobile access the best serve the community.

Once the general plan designation changes are approved as proposed, the project would be made consistent with General Plan.

The change to the CC Zoning District would provide a wide variety of land uses that could provide goods and services to the surrounding neighborhood and community. Developers would be more likely to consider the potential of the property for this type of development.

The property is no longer owned by Caltrans, and the private developer recognizes the location as a prime location for commercial use; not for residential use because of the proximity to the freeway access ramp.

CONFORMANCE WITH THE ZONING ORDINANCE

As described herein, the current Zoning Designation is C-O (Administrative Office). That designation would not be in conformance with the proposed commercial uses on the site. The Rezoning is proposed with this application to change the designated land use from the C-O to C-2 (General Commercial) to allow the commercial uses intended with this development.

The Planning Department can support the C-2 Zoning Designation over the C-O Zoning Designation because of the additional variety of uses allowed in the C-2 District, which include by definition any principal uses permitted in a C-O District. The added variety provides this property with a better function to serve the community in the future.

The suggested business types including: janitorial service business, counseling office, professional offices, barber shop, cabinetry, landscape, nail salon, dance studio, pet groomer, and similar uses would result. The existing land use designation and zoning are not consistent with the desired land uses of the project. The proposed General Plan Land Use Amendment would designate the parcel as Community Commercial. Likewise, the proposed zoning would designate the parcel with General Commercial (C-2) zoning. Uses permitted on land with C-2 zoning include: all uses allowed by C-O, comparison retail shopping and office uses, wholesale business, storage of household goods, retail service shops, auto repair garage, ambulance service, automobile rental, catering, job printing, interior decorating, tailoring, and laboratory. Once the general plan and zoning designation changes are approved, the project would be consistent with all Planning land use regulations.

The Zoning Ordinance, Section 17.40.010, permits the following principal uses in a C-2 district:

Any principal use permitted in a C-O district, pursuant to Section 17.34.020, or a C-1 district pursuant to Section 17.38.020;

- A. Wholesale business, storage of household goods, storage garage;
- B. Contractor's office for businesses that are characterized by the installation of materials or equipment on the property of the purchaser; including interior storage of equipment and materials;
- C. Retail service shops, including cabinet shop, furniture repair and refinishing; upholstery of furniture and automobiles; residential appliance repair; business machine repair; small mechanical equipment and component parts repair and service; bicycle, motorcycle, lawnmower and locksmith shops; auto repair garage and tire recapping;
- D. Ambulance service; automobile rental; clinic, catering, job printing; interior decorating, tailoring, laboratory.
- E. In addition to the uses listed in Sections 17.52.480 and 17.52.580, the following are conditional uses in C-2 districts and shall be permitted only if approved by the board of zoning adjustments as provided in Section 17.54.130:

In addition to the uses listed in Sections 17.52.480 and 17.52.580, the following are Conditional Uses in C-2 districts and shall be permitted only if approved by the board of zoning adjustments as provided in Section 17.54.130:

- A. Animal hospital, kennel;
- B. Mortuary;
- C. Community facility;
- D. Drive-in theater, drive-in business; recreation facility;
- E. Service station, Type A and Type B;
- F. Automobile, camper, boat and trailer sales, storage or rental lot;
- G. Plant nursery including the sale of landscaping materials, excluding wet-mix concrete sales, providing all equipment supplies and merchandise other than plant materials are kept within a completely enclosed building;
- H. Auto sales and service agency;
- I. Advertising sign, provided that no single sign shall exceed three hundred (300) feet in area and no sign shall be flashing or intermittent, contain moving parts or be located so as to be directed towards lands in any adjacent R district, except pursuant to Section 17.52.515(A)(3) and in conformance with Section 17.54.226;
- J. Tavern;
- K. In-patient and out-patient health facilities as licensed by the State Department of Health Services;
- L. Tattoo studio;
- M. Alcohol outlets;
- N. Firearms sales;
- O. Trade school; and
- P. Unattended collection box(es) placed in conjunction with an approved community facility as defined in Section 17.04.010.

The Zoning Ordinance Section 17.40.035 provides for Conditional uses - Planning Commission. The following are conditional uses and shall be permitted in a C-2 district only if approved by the planning commission, sitting as a board of zoning adjustments, as provided in Sections 17.54.135 and 17.40.010:

- A. Hospital;
- B. Adult entertainment activity provided, however, that no adult entertainment activity shall be located closer than one thousand (1,000) feet to the boundary of any residential zone or closer than one thousand (1,000) feet to any other adult entertainment activity.
- C. Superstore.

CALIFORNIA ENVIRONMENTAL QUALITY ACT ANALYSIS

The California Environmental Quality Act (CEQA) is the authority by which the Initial Study was conducted for the project and resulted in the Mitigated Negative Declaration being prepared.

The Determination, on the basis of this initial evaluation, was found that the proposed project could have significant effects on the environment, but mitigations identified in the Initial Study will reduce these impacts to less than significant level, and a Mitigated Negative Declaration will be prepared.

The Initial Study identified significant impacts resulting from the project in the following areas unless mitigation measures were put in place: Aesthetics; Air Quality; Cultural Resources; Biological Resources; Geology and Soils; and Noise. Mitigation Measures have been proposed in the Initial Study. Those mitigation measures are included as conditions of approval for this project.

The Initial Study, Mitigated Negative Declaration, was circulated for public comment for a required 30 day review from December 28, 2015 through January 28, 2016. Following that 30 day period, to date, no comments have been received by staff.

The mitigations identified to reduce the Impacts to less than significant are as follows:

Aesthetics: The mitigation measure to reduce the potential light or glare to less than significant with mitigation will include: 1) installation of low-profile, low-intensity lighting directed downward to minimize light and glare; 2) High-intensity outdoor lighting on structures shall be prohibited; 3) the use shielded fixtures for street lighting and park lighting to minimize glare produced by the lighting on the project site.

Air Quality: The mitigation measure of “best management practices” will make for less than significant with mitigation will include: 1) All exposed surfaces shall be watered two times per day; 2) All haul trucks transporting soil, sand, or other loose material off-site shall be covered; 3) All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day; 4) All vehicle speeds on unpaved roads shall be limited to 15 miles per hour; 5) All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used; 6) Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes; 7) All construction equipment shall be maintained and properly tuned in accordance with manufacturer’s specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation; 8) Post a publicly visible sign with the telephone number and person to contact at the County of Alameda regarding dust complaints; 9) Selection of equipment during demolition, grading and trenching construction phases to minimize emissions, all diesel-powered off-road equipment larger than 50 horsepower and operating on the site for more than two days continuously shall, at a minimum, meet U.S. EPA particulate matter emissions standards for Tier 2 engines or equivalent, and all diesel-powered portable equipment (i.e., air compressors, forklifts, and generator sets) and tractors/loaders/backhoes operating on the site for more than two days shall meet U.S. EPA particulate matter emissions standards for Tier 4 engines or equivalent.

Biological Resources: If construction activities would commence anytime during the nesting/breeding season of native bird species potentially nesting near the site (typically February through August in the project region), a pre-construction survey for nesting birds would be conducted by a qualified biologist within two weeks of the commencement of construction activities.

If active nests are found in areas that could be directly affected or are within 200 feet of construction and would be subject to prolonged construction-related noise, a no-disturbance buffer zone should be created around active nests during the breeding season or until a qualified biologist determines that all young have fledged. Take into consideration: 1) noise and human disturbance levels at the construction site at the time of the survey and the noise and disturbance expected during the construction activity; 2) distance and amount of vegetation or other screening between the construction site and the nest; and 3) sensitivity of individual nesting species and behaviors of the nesting birds.

Cultural Resources: In the event archaeological resources are encountered during construction, work will be halted within 100 feet of the discovered materials and workers will avoid altering the materials and

their context until a qualified professional archaeologist has evaluated the situation and provided appropriate recommendations.

Noise: To reduce mitigation measure to reduce to less than significant with mitigation, a qualified acoustical consultant shall review the final site plan, building elevations, and floor plans prior to construction and recommend additional building treatments to ensure that interior noise levels are at 50 dBA or lower. As a condition of project approval, the project shall provide a suitable form of forced-air mechanical ventilation, as determined by the local building official. Due to the number of variables inherent in the mechanical equipment needs of the project (number and type of units, locations, size, housing or enclosures, etc.), the impacts of mechanical equipment noise on nearby noise-sensitive uses shall be assessed during the final stage of project design. Design planning shall take into account the noise criteria associated with such equipment and use site planning to locate equipment in less noise-sensitive areas, where feasible.

An acoustical study shall be prepared during final project design to evaluate the potential noise generated by building mechanical equipment and to identify the necessary noise controls that are included in the design to meet the County's 55 dBA daytime and 45 dBA nighttime noise limits. The study shall be submitted to Castro Valley for review and approval prior to issuance of any building permits.

Operational noise disruptive to the nearby neighbors would be significantly reduced by the existing sound wall at the southern property line; however, during excessively noisy operations, the bay doors shall be shut so to not disturb the noise environment at the surrounding sensitive receptors.

STAFF ANALYSIS

The applicant has submitted the application for a project for the construction of two structures having a total building area of 29,580 square foot, in two stories of commercial uses, with related parking infrastructure and landscaping. This would include a combination of a General Plan amendment from Public Facility to the Community Commercial land use designation; Rezoning from C-O, (Administrative Office) to C-2, (General Commercial) Zoning District, Site Development Review, and Subdivision allowing twelve (12) commercial spaces. There would be the possibility of offices over a shop area.

The project site has a General Plan land use designation of "Public Facility". The public facilities land use designation allows for uses that support government, civic, cultural, health and infrastructure aspects of the community; including uses such as a water treatment plant, fire stations, police stations, post offices, libraries, hospitals and publicly-owned office buildings. The site also has a zoning designation of Office Commercial (C-O), which permits offices for professional services with low volume of consumer contact and no retail sales. Occupancy allowed under C-O includes accountant, advertising, architect, attorney, engineer, insurance, and real estate office establishments. While the Castro Valley General Plan has designated the project site as "Public Facility"; the project site is included in the Castro Valley General Plan's Community Development Strategy as an area for potential commercial renovation and development. In order to accommodate the proposed land use, the applicant is requesting a General Plan Amendment and Rezoning for the project site. The proposed changes required to accomplish development of this project would result in a positive commercial addition in the area.

The Site Review

The project would develop two new structures consisting of 12 commercial units each approximately 1,000 to 1,350 square feet in area. The two, two-story buildings proposed at a height of 30-feet for the site would consist of six units each, with a total building area of 29,580 square feet.

The project site is surrounded by residential development to the east and south, with Redwood Road to

the west. Although implementation of the project would develop a vacant and undeveloped site, no new roads would be constructed. Residential properties to the south are already separated from the project site with an existing soundwall that would remain in place. Residents located adjacent to the project site would continue using existing roads upon completion of the project. The project proposes to provide the existing community with access to commercial businesses on this unique site, which could potentially bring the community together and result in benefits to the Castro Valley community.

Site improvements would include surface parking for 44 vehicles, (20 uncovered parking spaces located at the front of the site, and 24 parking spaces in garages), a bicycle rack for bicycle commuters, parking lot lighting, mailbox, a monument sign at the entry, a covered trash enclosure, Landscaping, and utility connections (stormwater, sewer, water, gas, etc.). Vehicular access to the Commercial Park would be provided from Redwood Road, on the western side of the site. The pedestrian entrance to the Commercial Park would be from this same area adjacent to the parking. There would be systems installed to address stormwater runoff and compliance to the Stormwater Treatment Regulations, also known as "C-3" regulations. New landscape material to be included will be reviewed for compliance the Water Efficient Landscape Ordinance (WELO). This plant material, approved and installed to WELO standards, is low maintenance, and requires less water. The site plans show that pedestrian access, and required on-site parking, for the site will be provided at this frontage location from the Redwood Road. Relocating the current curb-cut as a result of improvements at the intersection at the corner of the property, will require encroachment permits from Caltrans for work to be done in its Right-of-Way. Primary signage will face to the north to provide visibility from the freeway. Secondary signage will face south toward the customer service driveway to identify each tenant space. The signage element will be considered will separate review process.

The complete project design is intended to consider the unique shape and location of the parcel the surrounding elements of the community.

The Subdivision

The proposed twelve (12) commercial units would be part of the subdivision proposed on the parcel. This would be an air-space condominium subdivision that would create individual titles/deeds for each of the twelve condominiums, and as such, the potential property sale, and individual ownership of each building space. The approved subdivision would include a set of rules as part of an owners association for the development. The potential for impact to the neighbors adjacent to the project is reduced with building located on the north side away from the residential lots.

Building Construction

The two-story building design would be wood frame construction, and developed with a contemporary façade that would include a combination materials to include stucco, stone, metal, and plaster. The conceptual elevations of the Commercial Park building show the building to be located to the north side of the site, closest to the freeway on-ramp. This provides for the location of the building entrance to be better provided away from the freeway on-ramp.

Design features and architectural treatments on this proposed building location are intended to showcase the Castro Valley business corridor. The color pallet was considered as presented on the exhibit. If needed, additional features or changes may be suggested. The design includes overhead doors, man doors of metal, and a color combination intended to enhance the vertical and horizontal elements to accent the multiple tower features created by high storefronts at the showroom locations. An example of the metal siding proposed was presented and approved by the MAC members.

Site Improvements

The development of the project site must fully comply with Provision C.3 of the Municipal Regional Stormwater Permit. An on-site storm drainage system must integrate post-construction stormwater control measures into the design so that storm runoff will be treated first before flowing to a downstream detention storage which then discharges into public flood control facilities further downstream. The Bay Area Hydrologic Model, (BAHM) program would be used to size the on-site detention storage to mitigate hydromodification effects due to the change in storm runoff characteristics from a watershed caused by a change in the relationship of its pervious and impervious areas due to development. BAHM is a tool that generates flow duration curves for the pre- and post-project condition and then sizes a flow duration control 'basin' or 'vault' and outlet structure to match the pre-project curve.

Shown on the Grading Plan, the proposed development of a water runoff system located on the south side of the site will be the proposal of choice. The design of both the stormwater control measures and the on-site detention storage will have to be reviewed and approved by the Alameda County Public Works Agency and should be subject to a District stormwater permit prior to construction. Any existing on-site storm drain system will require modification in order to prevent the discharge of untreated runoff to Castro Creek.

SUMMARY

The project could be compatible to its residential neighbors to the south and a use well situated next to a highway on-ramp. The building and commercial land uses would be a welcome addition to the community at this location due to its proximity to an existing commercial corridor. The proposal would provide needed commercial services that would be accessible by pedestrian, bicycle, and public transportation. The proposal brings economic development, and the design brings improved visual quality.

The process of amending the General Plan and Rezoning actions are both procedures that do not require "Findings" to be made or "Conditions of Approval" to be put in place. They have established regulations that govern the land use. These are both procedures that propose changes from one existing designation to another designated land use with established adopted regulations for the land use. Therefore, "Findings" or "Conditions of Approval" are not required at this time.

The Site Development Review considers the location, size and scale, as well as the design elements proposed for this unique location, with proximity to both State highway on one side and residential land uses on the other side to the south.

The creation of twelve (12) individual condominium parcels with the subdivision on this parcel would attract investors and tenants with a mutual interest in have a successful commercial operation for the location.

PRE-HEARING RECOMMENDATION

Staff recommends that the Planning Commission recommend approval to the Board of Supervisors of the proposal for General Plan Amendment from PF, (Public Facility) to CC, (Community Commercial); and Rezoning from C-O, (Administrative Office) to C-2, (General Commercial). Staff further recommends that the Planning Commission approve the Site Development Review and Subdivision allowing twelve (12) commercial spaces based on attached exhibits and the following Conditions of Approval, including Conditions of Approval stating that approval of the Site Development Review and Tentative Map Subdivision is contingent upon approval of the General Plan Amendment and Rezoning by the Board of

Supervisors. Staff further recommends that the Planning Commission recommend that the Board of Supervisors adopt the Initial Study and Mitigated Negative Declaration, and the Mitigation and Monitoring Measures for the project located at 21634 Redwood Road, east side, southeast corner with east bound Highway 580 on ramp, Castro Valley Area of unincorporated Alameda County, bearing Assessor's Parcel Number: 416-0010-017-04.

ATTACHMENTS

Exhibit "C"

Conditions of Approval for the Subdivision and Site Development Review

Planning Commission Resolution

Initial Study

Mitigation Monitoring and Reporting Program

Referral Responses

PREPARED BY: Richard Tarbell, Planner
REVIEWED BY: Rodrigo Orduña, Senior Planner

**SUMMARY MINUTES OF MEETING
CASTRO VALLEY MUNICIPAL ADVISORY COUNCIL
MARCH 14, 2016
(APPROVED 03-28-16)**

The Regular Meeting was held at the hour of 6:00 p.m. in the Alameda County Library, Chabot Room, 3600 Norbridge Avenue, Castro Valley, California, 94546.

REGULAR MEETING: 6:00 p.m.

MEMBERS PRESENT: Chair, Marc Crawford; Vice Chair, Members, Sheila Cunha, Dave Sadoff, Chuck Moore, Janet Everson, Linda Tangren, and Ken Carbone. **MEMBERS EXCUSED:** None.

OTHERS PRESENT: Sonia Urzua, Senior Planner; Paul Saftner, Assistant to Supervisor Nate Miley; and Yvonne Bea Grundy, Recording Secretary.

There were approximately 57 people in the audience.

CALL TO ORDER: The meeting was called to order by the Chair at 6:00 p.m.

ANNOUNCEMENTS BY THE CHAIR: The Chair made no special announcements.

OPEN FORUM: Open forum is provided for any members of the public wishing to speak on an item not listed on the agenda. Each speaker is limited to three (3) minutes. No one requested to be heard under open forum.

APPROVAL OF MINUTES: The Minutes of February 22, 2016 were continued.

CONSENT CALENDAR: There were no items on the Consent Calendar.

REGULAR CALENDAR:

1. **JAMES KNUPPE, GENERAL PLAN AMENDMENT, SITE DEVELOPMENT REVIEW, TRACT MAP, ZONING UNIT, PLN2015-00010** – Application to allow a General Plan Amendment from a Public Facility to Community Commercial Zoning from C-O (Commercial Office) District to C-2 (General Commercial) a Site Development Review, and Subdivision allowing 12 commercial spaces, in a C-O (Commercial Office) C-O District, located at 21634 Redwood Road, east side approximately 150 feet north of Vegas Avenue, Castro Valley area of unincorporated Alameda County, designated Assessor's Parcel Number: 416-0010-017-04. **Staff Planner: Richard Tarbell.** (Continued from February 22, 2016).

The Application was before the Council on February 22, 2016. The proposal is to change the General Plan designation from P-F (Public Facility) to C-C (Community Commercial). The zoning would be changed from C-O (Commercial Office) District to C-2 (General Commercial). A Site Development Review would determine requirements for the proposed structure. A Subdivision is also proposed that would allow 12 commercial spaces. The height of the two story building will be 30 feet. Forty four parking spaces will be provided. The CEQA process is complete. Proposed mitigations are included as Conditions of Approval. The Council expressed concern at the prior hearing in response to Fire Department comments regarding driveway width and turnaround. Alameda County Fire Department reviewed a plan on March 02, 2016. On March 09, 2016 the Fire Department more expressly provided specific comment a 70 foot lane and a

hammerhead turnaround must be provided. The entry driveway must be a minimum 12 feet in width based on the 30 foot height to the building roof line. Another follow-up was initiated via Public Works to Caltrans in regard to potential liability issues. As of today there is no new information from Public Works. Public Works did not object to the initial Caltrans comment regarding liability. Frontage improvements will be made to existing property lines. This will be relocation of the driveway. The Applicant will make land available now for future improvements 11 feet to the east. Public Works has assured the Planning Department it will not hold the project back. Ten to 35 years in the future when Public Works has a final design for frontage improvements, including a crosswalk. The land will already be available to Caltrans through the dedication.

A correction shall be made to the staff report to state the zoning will be changing from P-F (Public Facility) to C-C (Community Commercial). Staff then distributed revised Conditions of Approval which include recommendations made by the Council, such as no residential uses on the property. Conditions of Approval related Fire Department are also referenced in Conditions. The auto related uses that are to be restricted can be reviewed by the Council. In response the Chair said a brief recess prior to a motion may be required to review Conditions of Approval more thoroughly. Public testimony was opened.

Applicant, James Knuppe thanked the Council for crossing all the T's and dotting the I's. All of the questions that were outstanding have now been answered. He requested the Council approve the Application.

Patricia Dominguez lives behind the project. She was opposed. The height of the structure will impose on her privacy and block natural sunlight

David Kent lives in the neighborhood. There is already a lot of lot of traffic and noise. Caltrans did not deliver promised improvements like a crosswalk when the last neighborhood project was done. There will be no way to monitor Conditions of Approval. Parking will also be an issue. He is definitely opposed to the project.

Anna Dominguez lives on Vegas Avenue. There will be an issue of privacy. The project will impact too many people. She is opposed.

Chris Ehrman has lived on the last home on Vegas Avenue for 17 years. His biggest concern is the number of parking spaces. Forty four parking spaces are proposed. If there are pipe fitters, etc. the average time patrons will spend at a business will be one and a half hours. Cars will park somewhere else. The closest street is Vegas Avenue. People riding BART already use Vegas Avenue because they do not want to pay the fee. Vehicles leaving the facility will make a u turn or cars trying to get into the facility will go to Lessley Avenue then come back to Vegas Avenue to get back to the entry. The Allstate building is in the area too. If a turn lane is added a blind corner would be created obstructing visibility of any cars exiting the Allstate Building. It now takes him 5 minutes to exit Vegas Avenue. Noise generated by possible business are also concern. The proposal will put a commercial building next to residential homes. He works in a machine shop. They can run 24 hours a day. He does not want to hear an air compressor and machinery. He and his children have to sleep.

Mrs. Brenda Ehrman said no one on Vegas Avenue knew anything about the project. They were not notified. She does not a 30 foot building in her backyard. The parking structure makes it 30 feet in height. There are no 3 story buildings in their neighborhood in Castro Valley the r backyard. The business will be in her nbackyard shining light into her backyard. The building can be a single story. Activity should be limited to Monday through Friday. The residents pay taxes. They should be respected.

Alice Rose lives on Vegas Avenue. She is concerned about home values. Placing a driveway next to a freeway entrance is ridiculous. Congestion is bad enough. It a poor place to put something.

Project Architect Galen Grant said there had been hard work on the project. All Knuppe Family projects have done have been good for the community and neighborhood. This project is considerate of the neighborhood. The building will be a noise buffer against the roar of the freeway. There will be no residential component to the project. Privacy is hindered somewhat as there will be two stories looking onto neighboring backyards. However the second story will be used for storage for commercial uses. An 8 foot wall will run the length of the project to provide privacy. The proposed number of parking spaces exceed zoning requirements for low volume traffic uses. Per the staff recommendation, low glare light fixtures will be used.

Council questions were as follows:

- Is the proposal considered a commercial project
- Will auto repair uses be allow
- Was an ambient noise study conducted
- What are the proposed Hours of Operation
- Is the property located in a flood zone
- Is there an underground drainage ditch on the site
- Where will water flow on the site be directed
- What trees are proposed and where will they be located
- What construction material will be used for the 8 foot fence

Staff said the project would allow commercial services or related retail type activities for example business services with retail related activities, a plumber with a tile showroom. No manufacturing activities on-site or paint booths. The District has Performance Standards. The C-2 Standards mitigate impacts such as dust, odor and noise. Mitigation Measures identified in the CEQA study are included as Conditions of Approval. The Chair pointed out that second line cabinetry is allowed in the C-2 District. This work can include routers and sanding. A cabinet shop might be okay if neighbors do not hear this type of activity at 11 p.m. Staff said the Council can assign Hours of Operation that would be appropriate. Signage can be addressed at a later time in a separate site development review.

The Architect told the Council an Ambient Noise Study was not conducted. Most of the uses in the zoning classification are more related to 9 a.m. to 5 p.m. hours. Some office uses like architectural and/or accounting and law offices work 10 hour days but do not generate noise. The institution of Hours of Operation is acceptable if the Council is also cognizant of they may impact office related uses. The lowest finished grade per requirements must be one foot above the 100 year flood plain. The finished grade will be above that. There is a Caltrans flood wall with a channel behind the property. A camera scope was inserted into the channel. It is clear. After completion, the project wall will create a boundary. The Caltrans wall/channel will not be inside the project site. The planters located behind the building will act as bioswales. There are other areas established at the end of the property just before the storm channel to meet C-3 requirements. The landscape strip is narrow. Cypress trees are proposed. They provide verticality and a tight high canopy. They Chair noted Cypress is more bush like than tree like. Spacing typically is intermittent. Cypress may create a barrier over time but will take a while to grow. Anything selected should be able to grow over 12 foot tall and provide a barrier. Mr. Knuppe interjected. He is willing to bring in full grown trees. The 8 foot fence will be comprised of concrete.

The Chair did not have an issue with the number of proposed parking spaces. In addition to interior parking spaces there will be twenty on-site parking spaces.

In regard to noise, Member Moore thought non-intensive auto use was okay for example someone restoring a single vehicle at a time. Intense auto uses would not be acceptable.

Member Tangren was unsure of how limitations and Conditions of Approval would be enforced. Trees on the site should create privacy. She would like residents behind the development protected so there are not disturbed. Commercial uses are needed but they must blend into the neighborhood. An even keel between commercial uses must be kept so homeowners can also have peace in their homes. Everything must be done to reduce noise, and blend-in. She is still concerned about future road improvements. The County must address public safety.

The Vice Chair had further questions regarding the difference between commercial and industrial uses. For example a cabinet shop in his opinion is an industrial use, a manufacturer. The site is near BART. It may attract new light tech businesses. Redwood Road has a lot of noise. There has to be a way to limit more heavily impactful uses and allow more acceptable uses. For example uses like appliance repair are needed services would have less of an impact. A lot of these types of service businesses have to work from storage containers and drive in from other areas. That does not make any sense.

Mr. Knuppe interjected flexibility was an important component in order to be available for a wide range of business types. The proposed CCR's will provide an enforcement mechanism. The Chair did not believe an HOA can be relied upon to police itself neither can County Code Enforcement can be relied on as an enforcement mechanism.

Member Moore had a home near the freeway for many years. The sound was loud. One solution may be to keep bay doors closed after 6 p.m.

Member Cunha did not believe auto repair, auto rental, ambulance service etc. was appropriate for the site. Perhaps auto uses could be completely removed.

Staff further explained the language under consideration for this application is the C-2 District. In adoption you accept the existing zoning language. Customizing exactly what is allowed is more of a Planned Development which is not appropriate in this case. The C-2 District does have standards encompassed in the language. For example for cabinetry use, there are limits to noise level, and all work is required to be performed indoors. The development standards would not likely support a rental business as there is no place to put anything. The site itself limits already limits a lot of potential development. Conditions of Approval can limit hours of operation. A Site Development Review considers impacts of the use. Any impactful use identified by the Council is subject to further review. Auto repair cannot be removed from the C-2 language however the Site Development Review can stipulate any auto related use application is required to go through Council review. The Council can then ask specific questions consider impacts and offer restrictions that can mitigate impacts. The Council can add as a stipulation in the Site Development Review for the building any type of business stipulated must come back to the Council for an additional Site Development Review. A deed restriction can be placed on the property that if sold stipulates uses listed must come to the Council for review. Both the deed restriction, and the Site Development Review are needed.

Council discussion continued:

Staff will work with the project Landscape Architect to confirm the on-site tree varieties must create a canopy without any gaps.

A restriction of the hours of usage at facility is not necessary Mitigation Measure #37 MM-NOI-4: *Operational noise disruptive to the nearby neighbors would be significantly reduced by the existing sound wall at the southern property line; however, during excessively noisy operations, the bay doors shall be shut so to not disturb the noise environment at the surrounding sensitive receptors;* is a requirement of the Application. The County Noise Ordinance will also be in effect.

Tutoring uses have high parking use requirements. Music schools will generate noise. Day and child care are community facilities which require a Conditional Use Permit and must be located in R-1 Districts therefore cannot locate on the site.

The list of uses that require a Site Development Review were as follows:

*Any auto and motorcycle related use;
Any manufacturing that would have the potential to create excessive noise, including cabinetry;
Ambulance;
Music School; and
Tutoring Use.*

The Chair motioned to approve, JAMES KNUPPE, GENERAL PLAN AMENDMENT, SITE DEVELOPMENT REVIEW, TRACT MAP, ZONING UNIT, PLN2015-00010 as modified per the above discussion:

Any auto and motorcycle related use;
Any manufacturing that would have the potential to create excessive noise, including cabinetry;
Ambulance;
Music School; and
Tutoring Use.

Member Cunha seconded the motion. The motion to approve, JAMES KNUPPE, GENERAL PLAN AMENDMENT, SITE DEVELOPMENT REVIEW, TRACT MAP, ZONING UNIT, PLN2015-00010 as modified passed 7/0.



**ALAMEDA COUNTY COMMUNITY
DEVELOPMENT AGENCY
PLANNING DEPARTMENT**

STAFF REPORT

TO: CASTRO VALLEY MUNICIPAL ADVISORY COUNCIL

HEARING DATE: MARCH 14, 2016

GENERAL INFORMATION

**APPLICATION
TYPE AND**

NUMBER: General Plan Amendment, Rezoning, Site Development Review, and Subdivision, PLN2015-00010

**OWNER/
APPLICANT:** Knuppe, James

PROPOSAL: General Plan Amendment from PF, (Public Facility) to CC, (Community Commercial); Rezoning from C-O, (Administrative Office) to C-2, (General Commercial), Site Development Review, Subdivision allowing twelve (12) commercial spaces.

ADDRESS AND

SIZE OF PARCEL: 21634 Redwood Road, east side, southeast corner with east bound Highway 580 on ramp, Castro Valley Area of unincorporated Alameda County, bearing Assessor's Parcel Number: 416-0010-017-04.

ZONING: "C-O" (Administrative Office) Zoning District.

GENERAL PLAN

DESIGNATION: The site lies within the boundaries of the *Castro Valley General Plan* adopted by the County of Alameda Board of Supervisors, March 2012. Designated "Public Facility" – The purpose of this designation is to provide locations for uses that support government, civic, cultural, health and infrastructure aspects of the community. These facilities have been located in a manner intended to best serve Castro Valley and the rest of the County.

The designation indicates public ownership as well as public use and covers uses such as the water treatment plant, fire stations, police stations, post offices, libraries, hospitals and publicly-owned office buildings. Public uses may include ancillary non-public uses that support the primary use. Public uses are scattered throughout Castro Valley. Public uses are also allowed in areas with residential and commercial designations. The maximum FAR for Public uses is 1.5.

ENVIRONMENTAL REVIEW: This project requires an Initial Study (IS) be drafted as required under the California Environmental Quality Act (CEQA) per the CEQA Guidelines §15063. The Initial Study, which is a study conducted to determine potential effects to the environment resulting from a project, has been drafted for the proposed General Plan Amendment, Rezoning, Site Development Review, and Subdivision for the twelve (12) commercial spaces. The Draft Initial Study and Mitigated Negative Declaration were available for public review from December 28, 2015 through January 28, 2016.

RECOMMENDATION

Recommendation to the Castro Valley Municipal Advisory Council (CVMAC) is to take testimony for this this application to allow a General Plan Amendment, Rezoning, Site Development Review, and Subdivision for twelve (12) commercial spaces, and recommend approval of all aspects of the project.

PARCEL ZONING HISTORY

August 1957, the 141st Zoning Unit established the initial Zoning for the Castro Valley area.

May 1988, the 1695th Zoning Unit rezoned the subject property and surrounding area to the R-1-CSU (Single Family Residence, Conditional Secondary Unit) District.

June 1988, 1812th Zoning Unit, rezoned the subject property and surrounding area to the R-1-CSU-RV (Single Family Residence, Conditional Secondary Unit, Recreational Vehicle) District.

March 2012, Castro Valley General Plan was adopted by the Board of Supervisors, which changed the General Plan land use designation of the subject parcel from C-O, (Office Commercial) to the current "Public Facility".

SITE AND CONTEXT DESCRIPTION

Physical Features: The property is a generally a long narrow rectangular shaped lot, having 66'-7" of frontage on Redwood Road. Redwood Road is considered to be a major thoroughfare running in a north-south direction connecting downtown Hayward to Highway 580 and Castro Valley, as well as serving local residences. The property is currently vacant, with stormwater discharge located at the rear (east) side of the channelized creek.

The 1.04 acre (45,302 square feet (sf)) project site is vacant other than vegetation consisting of seasonal grass and weeds and cypress trees located adjacent to the Castro Valley Creek culvert. The site is relatively flat with a slight gradient downward to the east and south. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), a portion of the project site is located within Zone AE, (Areas subject to inundation by the 1-percent-annual-chance flood event determined by detailed methods. Mandatory flood insurance purchase requirements and floodplain management standards apply). Access to the site is provided by single curb cut off Redwood Road.

Adjacent Area: The project site is located within the unincorporated Castro Valley area of Alameda County. The project site is located adjacent to the south of the Highway 580 (I-580) eastbound on-ramp from Redwood Road on an undeveloped parcel that was formerly owned by Caltrans (Assessor Parcel Number (APN) 416-0010-017-04). Caltrans previously used this site for construction staging during the construction of the I-580 on-ramp at Redwood Road. A residential community borders the project limits to the south and east. A Castro Valley Creek culvert, which conveys excess stormwater under I-580,

borders the eastern end of the site. Redwood Road is the border to the west. A soundwall divides the site from the residential community to the south. Residential and commercial properties are located along Redwood Road, including an Allstate insurance office, public Storage facility, chiropractic offices, Castro Valley Eye Center, a Health and Wellness Center, and Castro Valley Psychic. The Castro Valley Boulevard commercial corridor is located less than a mile to the north.

Bicycle lanes are located on both northbound and southbound Redwood Road. Additionally, and there are sidewalks on most streets in the area. Two public transit operators provide service within the area, Bay Area Rapid Transit (BART) and Alameda-Contra Costa Transit District (AC Transit). The Castro Valley BART station is less than a 0.25-mile from the project site and provides regional transportation connections to the San Francisco Bay Area (Bay Area). AC Transit routes provide bus service to and from the project site.

This general area is characterized by contrasting mixed uses that include residential, industrial, transportation corridor/public transit, retail, office, and commercial.

PROJECT DESCRIPTION

The application is a project to construct twelve (12) commercial development units within two (2) building structures of the site. Each building would be two stories. The highest point would be at 30 feet. Architectural features could exceed that height. The total built area would cover approximately 29,580 square feet of the 45,302 square-foot site. The units are intended for commercial and office uses such as contracted businesses, chiropractor, barber/beauty shop, music/dance studio cabinetry, architects or landscape architect office.

The application includes a General Plan Amendment from "Public Facility" to "Community Commercial"; Rezoning from C-O, (Administrative Office) to C-2, (General Commercial); Site Development Review, to include the actual construction improvements; and Subdivision allowing twelve (12) commercial spaces.

REFERRAL RESPONSES

Public Works Agency, Land Development, J. Rogers: The response dated February 2, 2016 was received stating:

- The basic design of the depressed sidewalk is conditionally acceptable, pending the following:
 - The owners of each of the splice/valve boxes in the current sidewalk (EBMUD, Caltrans, Comcast, and PG&E) must approve the adjustment/replacement of these boxes.
- The removal of the portion of the existing driveway entrance that is within the Caltrans ROW must be approved by Caltrans, through the issuance of a Caltrans Encroachment Permit. As indicated above, this permit may also be required to cover the adjustment of the 2 existing Caltrans splice boxes.
- The existing County-held Irrigation and Access Easement across the frontage of the property must be amended to cover the realignment of the access (the relocation of the driveway entrance). Given that the purpose of this easement is to allow Caltrans to operate and maintain their irrigation system in this area, an alternative would be to rewrite the easement as a Caltrans easement. Another possible consideration is the replacement of this easement with a dedication that would cover the possible future widening of the roadway.
- The County will determine the extent and timing of the pavement replacement being proposed by the developer.

- The County project will include the replacement of the curb drain shown on the DeBolt layout — along with reconstruction of curb/gutter/sidewalk/curb ramp at the corner of the SR 580 entrance ramp, and the upgrading of the signal equipment, including new traffic loops in Redwood Rd.
- The County right-of-way improvement project will likely block access to some or all of the frontage of the subject property. The County project is not blocking the driveway. Right now the status of the County project is that the Public Works Agency is awaiting Caltrans technical approval of the necessary changes to the Caltrans signal equipment.

These issues will require plans to be prepared, submitted, and reviewed by all agencies at both the County and Caltrans. At this time that process has not been started or gone out for bid.

Public Works Agency, Land Development: The response dated March 12, 2015 was received stating:

1. The Roads Department of Alameda County Public Works Agency currently is in the final design stage for a project involving the improvements of Redwood Road within the vicinity of the 1-580 eastbound ramps. Among the work involved is the installation of a new crosswalk across Redwood Road south of the 1-580 ramps that will prevent the relocation of the presently existing driveway for the 21634 Redwood Road property and the eventual widening of Redwood Road to accommodate a dedicated right turn lane from northbound Redwood Road to the eastbound I-580 ramp that will necessitate the dedication of at least 11 feet of right-of-way from the frontage of the 21634 Redwood Road property.

Roads Department will be able to provide more detailed comments when plans have been submitted and reviewed by the departments of Alameda County and Caltrans.

2. The Applicant's dedication of 11 feet of right-of-way to the County will be required as a condition of approval and as a requirement prior to the recordation of final map.
3. Alameda County Fire Department will be required to review and provide plans sign-off for this project.
4. This project will be subject to State NPDES regulations and to the NOI requirements and as such, ACPW A would be required to verify from the Applicant that the State has been notified accordingly and appropriately.
5. A Joint Maintenance Agreement for all common improvements will be needed for this project. This should be recorded either prior to, or concurrent with the final map recordation.
6. As per FEMA's Flood Insurance Rate Map dated August 2009, part of the project site is in a Zone "AE" with a Base Flood Elevation of 159.50. All building finish grade elevation will need to be designed at least a foot above this BFE.

Comments on Civil Plans by DeBolt Engineering:

7. The existing 10-inch storm drain line that is proposed to be retained or utilized for this project will have to be provided with TV /video inspection in order to verify its structural integrity.
8. For the project to be allowed to discharge to the existing 10-inch storm drain line located on the property that was originally constructed by Caltrans, the Applicant will be required to demonstrate that the said line will have adequate capacity and hydraulic freeboard based on the proposed developed condition.
9. Outfall of the on-site storm drain line into the Alameda County Flood Control District's concrete-lined channel located at the easterly boundary of the project site will only be allowed provided the minimum pipe size is 12-inch diameter and pipe material is reinforced concrete. Outfall detail drawing showing among others, pipe invert elevation in relation with the channel flow line elevation will be required to be included in the improvement plans.

10. Collected storm runoff from all impervious areas based on the site's developed condition will need to be conveyed first to bio-retention facilities for stormwater treatment before discharging into underground storm drain and into the District's channel downstream.

11. All proposed bio-retention facilities should be located in areas that will provide unimpeded access for future regular inspections.

The Public Works Agency also had general comments included in the attached referral response letter.

More detailed comments will be provided once revised civil plan drawings and drainage calculations are submitted for the Public Works Agency's review.

Public Works Agency, Grading Division: Has responded on September 4, 2015 with: We are in receipt of a copy of the Administrative Draft Initial Study along with your referral letter, dated August 13, 2015, for the subject application for our review and recommendation. Based on our review, we have one comment as follows:

Regarding "VI. Geology and Soils", (a) (iii), we believe that "*Significant Unless Mitigation Incorporated*" is more appropriate than "*less-than-significant impact*" at this time with a mitigation measure requiring a geotechnical assessment report addressing the liquefaction hazard be prepared by a qualified engineer and reviewed by the County per the provisions of Seismic Hazards Mapping Act and the Special Publication 117A.

The Applicant has been provided this information and will apply to the Grading Department for an independent review to support the Geotechnical Investigation Report submitted that established the "less-than-significant impact" in the Initial Study that was submitted.

The Grading Division has agreed that the independent review will replace the above comment.

A grading permit will be required prior to the start of work. A geotechnical/geologic investigation report will be required in accordance with the Alameda County Grading Ordinance Chapter 15.36.320. The report shall contain all of the elements listed under the Alameda county Grading Ordinance Chapter 15.36.350 as they may applicable to the project. No grading work is allowed during the rainy season, and the applicant shall submit to the Building Inspection Department for the proposed retaining walls. All areas shall be graded and drained so that water will not pond or accumulate.

Building Inspection Department: Has responded on March 25, 2015 with the Referral Conclusion: "no objection" with proceeding with the planning process. New buildings will need to comply with the current California Building Codes and County Ordinances.

Special Project Conditions for the Building Permit Application:

1. Soils report and/or geological study may be required if any geological hazards on the site is identified according to the latest SP117.
2. New proposed structures shall comply with Alameda County Green Building Ordinance, Construction & Demolishing Debris Management program and California Green Building Code.
3. New trash enclosure shall be covered and comply with Alameda County clean water requirements AC 15.08.190.
4. A site permit may be required for onsite stormwater system, underground utilities, parking lot lighting, and accessible path of travel.

General Conditions for the Building Permit Application:

1. Comply with building codes in effective and submittal requirements at time of submitting for building permits – 2013 California Building Codes effective on January 1, 2014.

2. A California licensed architect or engineer shall be designated as the design professional in responsible charge for the project submittal.

Alameda County Fire Department: The Fire Department responded on March 7, 2016 after it reviewed project plan revisions in response to previous Fire Department comments referencing access road width base on building height, and emergency vehicle turn around design. The Department stating in the referral that: Review of Planning referrals are usually based on information and plans that lack sufficient information and details for specific comments. The primary focus of our review is to assure fire access to the site. Specific fire and building code issues will be addressed during the regular building permit submittal and review process.

Conditions of Approval

The following conditions shall be met prior the issuance of a building permit and fire clearance for occupancy.

1. Automatic sprinklers shall be provided in the buildings as stated on the plans.
2. A key box is required for each building as stated on the plans.
3. The required fire flow for the proposed fire hydrant is 1500 gpm.
4. With the alternative hammerhead meeting California Fire Code (CFC 2013) requirements of 70 foot length and minimum of 20 foot width, no "End of emergency vehicle access road" signage is required.

Public Works Traffic Engineering: Has responded as of October 19, 2015 that the Public Works Traffic Division is moving forward with preparation of plans to improve the intersection at the corner of Redwood Road and where the Highway 580 east bound on and off ramps meet. This project would provide a pedestrian crosswalk crossing Redwood Road just south of the intersection of I-580 on/off ramps, and related changes to the traffic signal system. The project will schedule to begin when the plans submitted to Caltrans are approved and an encroachment permit is issued.

California Department of Transportation, District 4: Provided a response on September 28th and on October 16, 2015, which stated: the close proximity of the project entrance to State facilities may result in access management conflicts and affect the operation of I-580 ramps. As the lead agency, the County of Alameda is responsible for all project mitigation, including any needed improvements to State highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be discussed for all proposed mitigation measures. Consideration of safety design features, address improvements and modifications as existing conditions, County to submit Encroachment Permit application, as needed, for work to facilitate walking, bicycling, and taking transit to and from the project, reducing vehicle trips. Bicycling parking for customer and employees should be provided to reduce vehicle trips.

Additional comments are included in the attached Caltrans referral response letters.

Castro Valley Sanitary District: Has responded on March 4, 2016 with: Castro Valley Sanitary District (CVSan) has received a request for conformation of capacity to serve new construction at the subject property. Based on the review of the submitted plans and our records files, CVSan grants a condition commitment to provide sanitary sewer service. The final approval for sanitary sewer service by CVSan will occur only after conditions have been met:

Prior to Construction:

1. All fees and charges are paid before connection to the system.

During and after construction the applicant must meet these terms:

1. The owner agrees to accept and abide by all ordinances and regulations.
2. The owner agrees to notify CVSan before connecting to the sewer.
3. The owner agrees to maintain the building sewer at no expense to CVSan, and right to enter onto the property at all times.
4. That other government or quasi-government agencies having jurisdiction do not retrain CVSan directly or indirectly from providing sanitary sewer service to the subject property.

These terms are valid for a period of one (1) year from date of issuance.

Neighboring Properties: A property owner on Brecon Court spoke at the MAC meeting on February 22, 2016 about the existing traffic patterns that exist at the intersection of Brecon Court and Redwood Road, and the current back up at the signal in the location that is proposed for the access point for this project. It was stated that the proposed project, if approved, would contribute to that problem as well as at the turn-around point at Brecon Court and Redwood Road.

The Traffic Impact Analysis, and the determination in the Initial Study of "Less than significant impact", provide the studied result of this projects' potential effect on Redwood Road at this location.

CONFORMANCE WITH THE GENERAL PLAN

The site lies within the *Castro Valley General Plan (CVGP)* adopted by the Board of Supervisors on March 2012. Under the CVGP the property is designated PF, (Public Facilities). The property was owned by the California Department of Transportation, (Caltrans) at the time of the General Plan revision was in progress and completed in 2012. The ownership of the property by a public agency would support the Public Facilities, (PF) designation for the property. This PF designation indicates public ownership as well as public use and covers uses such as: 1) water treatment plant, 2) fire stations, 3) police stations, 4) post offices, 5) libraries, 6) hospitals and publicly-owned office buildings.

The current General Plan designation is currently out of conformance with the land use proposed with this application. An Amendment to the General Plan would be required to allow the proposed use and development of the parcel.

This application includes an amendment to the General Plan to the Community Commercial (CC). This designation is intended for retail and service uses that meet the local, sub-regional, and regional demand. The land uses allowed in the Community Commercial are best located where there is the highest level of automobile access the best serve the community.

Once the general plan designation changes are approved as proposed, the project would be made consistent with General Plan.

The change to the CC Zoning District would provide a wide variety of land uses that could provide goods and services to the surrounding neighborhood and community. Developers would be more likely to consider the potential of the property for this type of development.

The property is no longer owned by Caltrans, and the private developer recognizes the location as a prime location for commercial use; not for residential use because of the proximity to the freeway access ramp.

CONFORMANCE WITH THE ZONING ORDINANCE

As described herein, the current Zoning Designation is C-O (Administrative Office). That designation would not be in conformance with the proposed commercial uses on the site. The Rezoning is proposed with this application to change the designated land use from the C-O to C-2 (General Commercial) to allow the commercial uses intended with this development.

The Planning Department can support the C-2 Zoning Designation over the C-O Zoning Designation because of the additional variety of uses allowed in the C-2 District, which include by definition any principal uses permitted in a C-O District. The added variety provides this property with a better function to serve the community in the future.

The suggested business types including: janitorial service business, counseling office, professional offices, barber shop, cabinetry, landscape, nail salon, dance studio, pet groomer, and similar uses would result. The existing land use designation and zoning are not consistent with the desired land uses of the project. The proposed General Plan Land Use Amendment would designate the parcel as Community Commercial. Likewise, the proposed zoning would designate the parcel with General Commercial (C-2) zoning. Uses permitted on land with C-2 zoning include: all uses allowed by C-O, comparison retail shopping and office uses, wholesale business, storage of household goods, retail service shops, auto repair garage, ambulance service, automobile rental, catering, job printing, interior decorating, tailoring, and laboratory. Once the general plan and zoning designation changes are approved, the project would be consistent with all Planning land use regulations.

The Zoning Ordinance, Section 17.40.010, permits the following principal uses in a C-2 district:

Any principal use permitted in a C-O district, pursuant to [Section 17.34.020](#), or a C-1 district pursuant to [Section 17.38.020](#);

- A. Wholesale business, storage of household goods, storage garage;
- B. Contractor's office for businesses that are characterized by the installation of materials or equipment on the property of the purchaser; including interior storage of equipment and materials;
- C. Retail service shops, including cabinet shop, furniture repair and refinishing; upholstering of furniture and automobiles; residential appliance repair; business machine repair; small mechanical equipment and component parts repair and service; bicycle, motorcycle, lawnmower and locksmith shops; auto repair garage and tire recapping;
- D. Ambulance service; automobile rental; clinic, catering, job printing; interior decorating, tailoring, laboratory.
- E. In addition to the uses listed in Sections [17.52.480](#) and [17.52.580](#), the following are conditional uses in C-2 districts and shall be permitted only if approved by the board of zoning adjustments as provided in [Section 17.54.130](#):

In addition to the uses listed in Sections [17.52.480](#) and [17.52.580](#), the following are Conditional Uses in C-2 districts and shall be permitted only if approved by the board of zoning adjustments as provided in [Section 17.54.130](#):

- A. Animal hospital, kennel;
- B. Mortuary;
- C. Community facility;
- D. Drive-in theater, drive-in business; recreation facility;

- E. Service station, Type A and Type B;
- F. Automobile, camper, boat and trailer sales, storage or rental lot;
- G. Plant nursery including the sale of landscaping materials, excluding wet-mix concrete sales, providing all equipment supplies and merchandise other than plant materials are kept within a completely enclosed building;
- H. Auto sales and service agency;
- I. Advertising sign, provided that no single sign shall exceed three hundred (300) feet in area and no sign shall be flashing or intermittent, contain moving parts or be located so as to be directed towards lands in any adjacent R district, except pursuant to [Section 17.52.515\(A\)\(3\)](#) and in conformance with [Section 17.54.226](#);
- J. Tavern;
- K. In-patient and out-patient health facilities as licensed by the State Department of Health Services;
- L. Tattoo studio;
- M. Alcohol outlets;
- N. Firearms sales;
- O. Trade school; and
- P. Unattended collection box(es) placed in conjunction with an approved community facility as defined in [Section 17.04.010](#).

The Zoning Ordinance Section 17.40.035 provides for Conditional uses - Planning Commission. The following are conditional uses and shall be permitted in a C-2 district only if approved by the planning commission, sitting as a board of zoning adjustments, as provided in Sections [17.54.135](#) and [17.40.010](#):

- A. Hospital;
- B. Adult entertainment activity provided, however, that no adult entertainment activity shall be located closer than one thousand (1,000) feet to the boundary of any residential zone or closer than one thousand (1,000) feet to any other adult entertainment activity.
- C. Superstore.

CALIFORNIA ENVIRONMENTAL QUALITY ACT ANALYSIS

The California Environmental Quality Act (CEQA) is the authority by which the Initial Study was conducted for the project and resulted in the Mitigated Negative Declaration being prepared.

The Determination, on the basis of this initial evaluation, was found that the proposed project could have significant effects on the environment, but mitigations identified in the Initial Study will reduce these impacts to less than significant level, and a Mitigated Negative Declaration will be prepared.

The Initial Study identified significant impacts resulting from the project in the following areas unless mitigation measures were put in place: Aesthetics; Air Quality; Cultural Resources; Biological Resources; Geology and Soils; and Noise. Mitigation Measures have been proposed in the Initial Study. Those mitigation measures are included as conditions of approval for this project.

The Initial Study, Mitigated Negative Declaration, was circulated for public comment for a required 30

day review from December 28, 2015 through January 28, 2016. Following that 30 day period, to date, no comments have been received by staff.

The mitigations identified to reduce the Impacts to less than significant are as follows:

Aesthetics: The mitigation measure to reduce the potential light or glare to less than significant with mitigation will include: 1) installation of low-profile, low-intensity lighting directed downward to minimize light and glare; 2) High-intensity outdoor lighting on structures shall be prohibited; 3) the use shielded fixtures for street lighting and park lighting to minimize glare produced by the lighting on the project site.

Air Quality: The mitigation measure of "best management practices" will make for less than significant with mitigation will include: 1) All exposed surfaces shall be watered two times per day; 2) All haul trucks transporting soil, sand, or other loose material off-site shall be covered; 3) All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day; 4) All vehicle speeds on unpaved roads shall be limited to 15 miles per hour; 5) All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used; 6) Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes; 7) All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation; 8) Post a publicly visible sign with the telephone number and person to contact at the County of Alameda regarding dust complaints; 9) Selection of equipment during demolition, grading and trenching construction phases to minimize emissions, all diesel-powered off-road equipment larger than 50 horsepower and operating on the site for more than two days continuously shall, at a minimum, meet U.S. EPA particulate matter emissions standards for Tier 2 engines or equivalent, and all diesel-powered portable equipment (i.e., air compressors, forklifts, and generator sets) and tractors/loaders/backhoes operating on the site for more than two days shall meet U.S. EPA particulate matter emissions standards for Tier 4 engines or equivalent.

Biological Resources: If construction activities would commence anytime during the nesting/breeding season of native bird species potentially nesting near the site (typically February through August in the project region), a pre-construction survey for nesting birds would be conducted by a qualified biologist within two weeks of the commencement of construction activities.

If active nests are found in areas that could be directly affected or are within 200 feet of construction and would be subject to prolonged construction-related noise, a no-disturbance buffer zone should be created around active nests during the breeding season or until a qualified biologist determines that all young have fledged. Take into consideration: 1) noise and human disturbance levels at the construction site at the time of the survey and the noise and disturbance expected during the construction activity; 2) distance and amount of vegetation or other screening between the construction site and the nest; and 3) sensitivity of individual nesting species and behaviors of the nesting birds.

Cultural Resources: In the event archaeological resources are encountered during construction, work will be halted within 100 feet of the discovered materials and workers will avoid altering the materials and their context until a qualified professional archaeologist has evaluated the situation and provided appropriate recommendations.

Noise: To reduce mitigation measure to reduce to less than significant with mitigation, a qualified acoustical consultant shall review the final site plan, building elevations, and floor plans prior to construction and recommend additional building treatments to ensure that interior noise levels are at 50 dBA or lower. As a condition of project approval, the project shall provide a suitable form of forced-air

mechanical ventilation, as determined by the local building official. Due to the number of variables inherent in the mechanical equipment needs of the project (number and type of units, locations, size, housing or enclosures, etc.), the impacts of mechanical equipment noise on nearby noise-sensitive uses shall be assessed during the final stage of project design. Design planning shall take into account the noise criteria associated with such equipment and use site planning to locate equipment in less noise-sensitive areas, where feasible.

An acoustical study shall be prepared during final project design to evaluate the potential noise generated by building mechanical equipment and to identify the necessary noise controls that are included in the design to meet the County's 55 dBA daytime and 45 dBA nighttime noise limits. The study shall be submitted to Castro Valley for review and approval prior to issuance of any building permits.

Operational noise disruptive to the nearby neighbors would be significantly reduced by the existing sound wall at the southern property line; however, during excessively noisy operations, the bay doors shall be shut so to not disturb the noise environment at the surrounding sensitive receptors.

STAFF ANALYSIS

The applicant has submitted the application for a project for the construction of two structures having a total building area of 29,580 square foot, in two stories of commercial uses, with related parking infrastructure and landscaping. This would include a combination of a General Plan amendment from Public Facility to the Community Commercial land use designation; Rezoning from C-O, (Administrative Office) to C-2, (General Commercial) Zoning District, Site Development Review, and Subdivision allowing twelve (12) commercial spaces. There would be the possibility of offices over a shop area.

The project site has a General Plan land use designation of "Public Facility". The public facilities land use designation allows for uses that support government, civic, cultural, health and infrastructure aspects of the community; including uses such as a water treatment plant, fire stations, police stations, post offices, libraries, hospitals and publicly-owned office buildings. The site also has a zoning designation of Office Commercial (C-O), which permits offices for professional services with low volume of consumer contact and no retail sales. Occupancy allowed under C-O includes accountant, advertising, architect, attorney, engineer, insurance, and real estate office establishments. While the Castro Valley General Plan has designated the project site as "Public Facility"; the project site is included in the Castro Valley General Plan's Community Development Strategy as an area for potential commercial renovation and development. In order to accommodate the proposed land use, the applicant is requesting a General Plan Amendment and Rezoning for the project site. The proposed changes required to accomplish development of this project would result in a positive commercial addition in the area.

The Site Review

The project would develop two new structures consisting of 12 commercial units each approximately 1,000 to 1,350 square feet in area. The two, two-story buildings proposed at a height of 30-feet for the site would consist of six units each, with a total building area of 29,580 square feet.

The project site is surrounded by residential development to the east and south, with Redwood Road to the west. Although implementation of the project would develop a vacant and undeveloped site, no new roads would be constructed. Residential properties to the south are already separated from the project site with an existing soundwall that would remain in place. Residents located adjacent to the project site would continue using existing roads upon completion of the project. The project proposes to provide the existing community with access to commercial businesses on this unique site, which could potentially bring the community together and result in benefits to the Castro Valley community.

Site improvements would include surface parking for 44 vehicles, (20 uncovered parking spaces located at the front of the site, and 24 parking spaces in garages), a bicycle rack for bicycle commuters, parking lot lighting, mailbox, a monument sign at the entry, a covered trash enclosure, Landscaping, and utility connections (stormwater, sewer, water, gas, etc.). Vehicular access to the Commercial Park would be provided from Redwood Road, on the western side of the site. The pedestrian entrance to the Commercial Park would be from this same area adjacent to the parking. There would be systems installed to address stormwater runoff and compliance to the Stormwater Treatment Regulations, also known as "C-3" regulations. New landscape material to be included will be reviewed for compliance the Water Efficient Landscape Ordinance (WELo). This plant material, approved and installed to WELo standards, is low maintenance, and requires less water. The site plans show that pedestrian access, and required on-site parking, for the site will be provided at this frontage location from the Redwood Road. Relocating the current curb-cut as a result of improvements at the intersection at the corner of the property, will require encroachment permits from Caltrans for work to be done in its Right-of-Way. Primary signage will face to the north to provide visibility from the freeway. Secondary signage will face south toward the customer service driveway to identify each tenant space. The signage element will be considered will separate review process.

The complete project design is intended to consider the unique shape and location of the parcel the surrounding elements of the community.

The Subdivision

The proposed twelve (12) commercial units would be part of the subdivision proposed on the parcel. This would be an air-space condominium subdivision that would create individual titles/deeds for each of the twelve condominiums, and as such, the potential property sale, and individual ownership of each building space. The approved subdivision would include a set of rules as part of an owners association for the development. The potential for impact to the neighbors adjacent to the project is reduced with building located on the north side away from the residential lots.

Building Construction

The two-story building design would be wood frame construction, and developed with a contemporary façade that would include a combination materials to include stucco, stone, metal, and plaster. The conceptual elevations of the Commercial Park building show the building to be located to the north side of the site, closest to the freeway on-ramp. This provides for the location of the building entrance to be better provided away from the freeway on-ramp.

Design features and architectural treatments on this proposed building location are intended to showcase the Castro Valley business corridor. The color pallet was considered as presented on the exhibit. If needed, additional features or changes may be suggested. The design includes overhead doors, man doors of metal, and a color combination intended to enhance the vertical and horizontal elements to accent the multiple tower features created by high storefronts at the showroom locations. An example of the metal siding proposed was presented and approved by the MAC members.

Site Improvements

The development of the project site must fully comply with Provision C.3 of the Municipal Regional Stormwater Permit. An on-site storm drainage system must integrate post-construction stormwater control measures into the design so that storm runoff will be treated first before flowing to a downstream detention storage which then discharges into public flood control facilities further downstream. The Bay Area Hydrologic Model, (BAHM) program would be used to size the on-site detention storage to mitigate

hydromodification effects due to the change in storm runoff characteristics from a watershed caused by a change in the relationship of its pervious and impervious areas due to development. BAHM is a tool that generates flow duration curves for the pre- and post-project condition and then sizes a flow duration control 'basin' or 'vault' and outlet structure to match the pre-project curve.

Shown on the Grading Plan, the proposed development of a water runoff system located on the south side of the site will be the proposal of choice. The design of both the stormwater control measures and the on-site detention storage will have to be reviewed and approved by the Alameda County Public Works Agency and should be subject to a District stormwater permit prior to construction. Any existing on-site storm drain system will require modification in order to prevent the discharge of untreated runoff to Castro Creek.

SUMMARY

The project could be compatible to its residential neighbors to the south and a use well situated next to a highway on-ramp. The building and commercial land uses would be a welcome addition to the community at this location due to its proximity to an existing commercial corridor. The proposal would provide needed commercial services that would be accessible by pedestrian, bicycle, and public transportation. The proposal brings economic development, and the design brings improved visual quality.

The process of amending the General Plan and Rezoning actions are both procedures that do not require "Findings" to be made or "Conditions of Approval" to be put in place. They have established regulations that govern the land use. These are both procedures that propose changes from one existing designation to another designated land use with established adopted regulations for the land use. Therefore, "Findings" or "Conditions of Approval" are not required at this time.

The Site Development Review considers the location, size and scale, as well as the design elements proposed for this unique location, with proximity to both State highway on one side and residential land uses on the other side to the south.

The creation of twelve (12) individual condominium parcels with the subdivision on this parcel would attract investors and tenants with a mutual interest in have a successful commercial operation for the location.

PRE-HEARING RECOMMENDATION

Staff recommends that the Castro Valley Municipal Advisory Council, (MAC) recommend approval of the proposal for General Plan Amendment from PF, (Public Facility) to CC, (Community Commercial); Rezoning from C-O, (Administrative Office) to C-2, (General Commercial); Site Development Review; and Subdivision allowing twelve (12) commercial spaces based on attached exhibits and the following Conditions of Approval. Staff further recommends that the MAC recommend that the Board of Supervisors adopt the Initial Study and Mitigated Negative Declaration, and the Mitigation and Monitoring Measures for the project located at 21634 Redwood Road, east side, southeast corner with east bound Highway 580 on ramp, Castro Valley Area of unincorporated Alameda County, bearing Assessor's Parcel Number: 416-0010-017-04.

ATTACHMENTS

Exhibit "C"

Conditions of Approval for the Subdivision and Site Development Review

Initial Study

**Mitigation Monitoring and Reporting Program
Referral Responses**

PREPARED BY: Richard Tarbell, Planner
REVIEWED BY: Rodrigo Orduña, Senior Planner

EXHIBIT A

Redwood Commercial Park Project

INITIAL STUDY

Prepared By:

Circlepoint

1814 Franklin Street, Suite 1000

Oakland, CA 94612

Prepared For:

County of Alameda

Community Development Agency

224 West Winton Avenue, Hayward, CA 94544

February 2016

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Redwood Commercial Park Project

PROPOSED MITIGATED NEGATIVE DECLARATION (MND)

February 2016

Pursuant to the California Environmental Quality Act (CEQA)
Division 13, Public Resources Code

Alameda County Community Development Agency
Planning Department
224 W. Winton Avenue
Hayward, CA 94544

Project Description

The project site is located within Castro Valley, an unincorporated sub-area of Alameda County. The project site is located immediately south of the Interstate 580 (I-580) eastbound on-ramp from Redwood Road on an undeveloped parcel that was formerly owned by Caltrans (Assessor Parcel Number (APN) 416-0010-017-04). Caltrans previously used this site for construction staging during the construction of the I-580 on-ramp at Redwood Road. A residential community borders the project limits to the south and east; a Castro Valley Creek culvert, which conveys excess stormwater under I-580, borders the site to the east; Redwood Road borders the project to the west. A soundwall divides the project site from the residential community to the south. Residential and commercial properties are located along Redwood Road.

The 1.04-acre (45,302-square-foot [sf]) project site is undeveloped with limited vegetation consisting of patches of seasonal grass and weeds and four trees that are located adjacent to the Castro Valley Creek culvert. The project site is relatively flat with a slight gradient to the east and south. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), a portion of the project site is located within Zone AE. Access to the existing project site is permitted through a single access point on Redwood Road.

The project site is designated public facility land use by the *Castro Valley General Plan* (general plan) from March 2012. The public facilities land use designation allows for uses that support government, civic, cultural, health, and infrastructure aspects of the community; including uses such as a water treatment plant, fire stations, police stations, post offices, libraries, hospitals, and publicly-owned office buildings. The parcel is also zoned as Office Commercial (C-O), which permits offices for professional services with low volume of consumer contact and no retail sales. Occupancy allowed under C-O includes accountant, advertising, architect, attorney, engineer, insurance, and real estate office establishments. The project site is included in the general plan's Community Development Strategy as an area for potential commercial renovation and development.

The project includes the construction of 12 commercial development units within 2 building structures on the project site. Each building would be two stories, totaling approximately 34 feet in height. The total build area would cover approximately 27,646 sf of the 45,302-sf site. Anticipated commercial uses for these units would include dance/music studio, barbershop, cabinetry, landscape, chiropractor office, and pest control types of establishments.

In order to accommodate anticipated land uses at the project site, a General Plan Land Use Amendment and rezoning would be required as a part of project approval. The proposed General Plan Land Use Amendment would designate the parcel as Community Commercial, which would allow for a wide range of commercial goods and services to meet community needs generally in an auto-oriented setting. Typical uses include community-serving retail and commercial services, comparison retail, and office uses. Likewise, the proposed zoning would designate the parcel with General Commercial (C-2) zoning. Uses permitted on land with C-2 zoning include: professional offices, wholesale business, storage of household goods, retail service shops, auto repair garage, ambulance service, automobile rental, catering, job printing, interior decorating, tailoring, and laboratory.

Construction of the project would not require demolition or extensive grading. The existing vegetation would be removed during construction. Grading would consist of excavation and fill activities and would be balanced on site (approximately 800 cubic feet). The duration of construction would be approximately six months. No pile driving would be required. Prior to construction, a traffic control plan would be put in place to ensure safe flow of traffic during construction.

Determination

A Mitigated Negative Declaration (MND) is proposed by the County of Alameda for the project. The Initial Study and supporting documents have been prepared to determine if the project would result in potentially significant or significant impacts to the environment (**Exhibit A, Initial Study**). On the basis of the Initial Study, it has been determined that the proposed action, with the incorporation of the mitigation measures described below, would not have a significant effect on the environment. The 14 mitigation measures identified in the Initial Study are listed in **Table 1a** below. The public review period occurred from December 28, 2015 to January 28, 2016. On the basis of the whole record, there is no substantial evidence that the project would have a significant effect on the environment and this MND reflects the lead agency's independent judgment and analysis. The supporting technical reports that constitute the record of proceedings upon which this determination is made are available for public review at the Alameda County Development Agency office at 224 West Winton Avenue, Room 111, Hayward, CA 94544, between 8:30 am and 5:00 pm, Monday through Friday.

Environmental Factor	Mitigation Measures	Level of Environmental Impact	Responsible Party	Timing
Aesthetics	Mitigation Measure AES-1: The project developer shall install low-profile, low-intensity lighting directed downward to minimize light and glare.	Less than Significant with Mitigation Incorporated	Project Applicant	Project design and construction
Aesthetics	Mitigation Measure AES-2: High-intensity outdoor lighting on structures shall be prohibited (this prohibition shall be included in the development Covenants, Conditions, and Restrictions [CC&Rs], with specific guidelines as to which lighting is appropriate).	Less than Significant with Mitigation Incorporated	Project Applicant	Project design and construction
Aesthetics	Mitigation Measure AES-3: The project developer shall use shielded fixtures for street lighting and park lighting to minimize glare produced by the lighting on the project site.	Less than Significant with Mitigation Incorporated	Project Applicant	Project design and construction
Air Quality	<p>Mitigation Measure AQ-1: The contractor shall implement the following best management practices:</p> <ul style="list-style-type: none"> • All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. • All haul trucks transporting soil, sand, or other loose material off site shall be covered. • All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. • All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph). • All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. 	Less than Significant with Mitigation Incorporated	Project Applicant	During construction

Environmental Factor	Mitigation Measures	Level of Environmental Impact	Responsible Party	Timing
	<ul style="list-style-type: none"> • Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points. • All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. • A publicly visible sign shall be posted with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations. 			
Air Quality	<p>Mitigation Measure AQ-2: Selection of equipment during demolition, grading, and trenching construction phases to minimize emissions. Such equipment selection would include the following:</p> <ul style="list-style-type: none"> • All diesel-powered off-road equipment larger than 50 horsepower and operating on the site for more than two days continuously shall, at a minimum, meet U.S. EPA particulate matter emissions standards for Tier 2 engines or equivalent. • All diesel-powered portable equipment (i.e., air compressors, forklifts, and generator sets) and tractors/loaders/backhoes operating on the site for more than two days 	Less than Significant with Mitigation Incorporated	Project Applicant	During construction

Environmental Factor	Mitigation Measures	Level of Environmental Impact	Responsible Party	Timing
	shall meet U.S. EPA particulate matter emissions standards for Tier 4 engines or equivalent.			
Biology	<p>Mitigation Measure BIO-1: If construction activities would commence any time during the nesting/breeding season of native bird species potentially nesting near the site (typically February through August in the project region), a pre-construction survey for nesting birds would be conducted by a qualified biologist within two weeks of the commencement of construction activities.</p> <p>If active nests are found in areas that could be directly affected or are within 200 feet of construction and would be subject to prolonged construction-related noise, a no-disturbance buffer zone should be created around active nests during the breeding season or until a qualified biologist determines that all young have fledged. The size of the buffer zones and types of construction activities restricted within them will be determined by taking into account factors such as the following:</p> <ul style="list-style-type: none"> • Noise and human disturbance levels at the construction site at the time of the survey and the noise and disturbance expected during the construction activity; • Distance and amount of vegetation or other screening between the construction site and the nest; and • Sensitivity of individual nesting species and behaviors of the nesting birds. 	Less than Significant with Mitigation incorporated	Project Applicant/ County	Prior to construction and before issuance of permits
Cultural Resources	<p>Mitigation Measure CUL-1: In the event archaeological resources are encountered during construction, work will be halted within 100 feet of the discovered materials and workers will avoid altering the materials and their context until a qualified professional archaeologist has evaluated the situation and provided appropriate recommendations.</p>	Less than Significant with Mitigation incorporated	Project Applicant/ Qualified Archaeologist/ County	During construction

Environmental Factor	Mitigation Measures	Level of Environmental Impact	Responsible Party	Timing
	<p>If an archaeological site is encountered in any stage of development, a qualified archaeologist will be consulted to determine whether the resource qualifies as an historical resource or a unique archaeological resource. In the event that it does qualify, the archaeologist will prepare a research design and archaeological data recovery plan to be implemented prior to or during site construction. The archaeologist shall also prepare a written report of the finding, file it with the appropriate agency, and arrange for curation of recovered materials.</p>			
Cultural Resources	<p>Mitigation Measure CUL-2: A discovery of a paleontological specimen during any phase of the project shall result in a work stoppage in the vicinity of the find until it can be evaluated by a professional paleontologist. Should loss or damage be detected, additional protective measures or further action (e.g., resource removal), as determined by a professional paleontologist, shall be implemented to mitigate the impact.</p>	<p>Less than Significant with Mitigation Incorporated</p>	<p>Project Applicant / Qualified Paleontologist/County</p>	<p>During construction</p>
Cultural Resources	<p>Mitigation Measure CUL-3: In the event that human remains are discovered during project construction, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains. The county coroner shall be informed to evaluate the nature of the remains. If the remains are determined to be of Native American origin, the Lead Agency shall work with the Native American Heritage Commission and the applicant to develop an agreement for treating or disposing of the human remains.</p>	<p>Less than Significant with Mitigation Incorporated</p>	<p>Project Applicant / County</p>	<p>During construction</p>

Environmental Factor	Mitigation Measures	Level of Environmental Impact	Responsible Party	Timing
Geology and Soils	Mitigation Measure GEO-1: The project shall be designed following the California Code of Regulations, Title 24, Part 2; California Public Resources Code, Division 2, Chapter 7.8; and the project would comply with the California Building Code Zone 4 Standards. The project shall also comply with the Title 15 Alameda County General Ordinance Code.	Less than Significant with Mitigation Incorporated	Project Applicant/County	Project design
Noise	Mitigation Measure NOI-1: A qualified acoustical consultant shall review the final site plan, building elevations, and floor plans prior to construction and recommend additional building treatments to ensure that interior noise levels are at 50 dBA L _{eq} (1-hr) or lower. Sound-rated doors, acoustical caulking, protected ventilation openings, etc., shall be considered during final design, and specific determination of necessary treatments shall be conducted on a unit-by-unit basis during final design of the project. Results of the analysis, including the description of the necessary noise control treatments, shall be submitted to the City, along with the building plans and approved design, prior to issuance of a building permit.	Less than Significant with Mitigation Incorporated	Project Applicant/ Acoustical Consultant/ County	Project design, prior to issuance of building permit
Noise	Mitigation Measure NOI-2: As a condition of project approval, the project shall provide a suitable form of forced-air mechanical ventilation, as determined by the local building official, for all units on the project site having direct line-of-sight to I-580 and Redwood Road, so that windows can be kept closed at the occupant's discretion to control interior noise and achieve the interior noise standards.	Less than Significant with Mitigation Incorporated	Project Applicant/ County	Project design, prior to issuance of building permit
Noise	Mitigation Measure NOI-3: Due to the number of variables inherent in the mechanical equipment needs of the project (number and type of units, locations, size, housing or enclosures, etc.), the impacts of mechanical equipment noise on nearby noise-sensitive uses shall be assessed during the final stage of project design. Design planning shall take into account the noise criteria	Less than Significant with Mitigation Incorporated	Project Applicant/ Acoustical Consultant/ County	Project design, prior to issuance of building permit

Environmental Factor	Mitigation Measures	Level of Environmental Impact	Responsible Party	Timing
	<p>associated with such equipment and use site planning to locate equipment in less noise-sensitive areas, where feasible. Other controls could include, but shall not be limited to, fan silencers, enclosures, and screen walls.</p> <p>An acoustical study shall be prepared during final project design to evaluate the potential noise generated by building mechanical equipment and to identify the necessary noise controls that are included in the design to meet the County's 55 dBA daytime and 45 dBA nighttime noise limits. The study shall be submitted to Castro Valley for review and approval prior to issuance of any building permits.</p>			
Noise	<p>Mitigation Measure NOI-4: Operational noise disruptive to the nearby neighbors would be significantly reduced by the existing soundwall at the southern property line; however, during excessively noisy operations, the bay doors shall be shut so to not disturb the noise environment at the surrounding sensitive receptors.</p>	Less than Significant with Mitigation Incorporated	Project Applicant	Post-construction

Richard Tarbell
Planner

February 22, 2016

NICHOLAS ENGINEERING CONSULTANTS

*6743 Dublin Boulevard, Suite 15*Dublin*California 94568
Tel. (925) 829-8090, nicholasengineering@comcast.net*

**GEOTECHNICAL INVESTIGATION
PROPOSED REDWOOD ROAD COMMERCIAL PARK
PARCEL MAP 416-10-17-4
21634 REDWOOD ROAD
CASTRO VALLEY, CALIFORNIA**

FOR

**Mr. Jim Knuppe
AAAAA Rent A Space
4545 Crow Canyon Place
Castro Valley, CA 94552**

BY

**NICHOLAS ENGINEERING CONSULTANTS
Project No. 2291
6 February 2015**

NICHOLAS ENGINEERING CONSULTANTS

6743 Dublin Boulevard, Suite 15*Dublin*California 94568
Tel. (925) 839-8090, nicholasengineering@comcast.net

Project No. 2291
6 February 2015

Mr. Jim Knuppe
AAAAA Rent A Space
4545 Crow Canyon Place
Castro Valley, CA 94552

Subject: Proposed Redwood Road Commercial Park
Parcel Map 416-10-17-4
21634 Redwood Road
Castro Valley, California
Geotechnical Investigation

Dear Mr. Knuppe:

In response to your request and authorization, we have completed a geotechnical investigation for the above project.

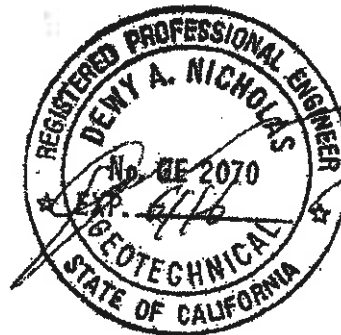
It is our opinion based on our findings that the site is suitable for the proposed commercial development provided that the recommendations of this report are carefully followed and are included into the project plans and specifications.

We appreciate the opportunity to be of service to you. If you have any questions concerning our findings and conclusions please contact our office at your convenience.

Respectfully submitted,
NICHOLAS ENGINEERING
CONSULTANTS

Dewy A. Nicholas, GE
Geotechnical Engineer

Copies: 1 to Mr. Jim Knuppe



8.0 POTENTIAL GEOLOGIC HAZARDS

Fault Rupture:

No active faults have been mapped to cross the site (See Figure 3 attached).

Seismic Shaking:

The site is located in the seismically active San Francisco Bay Area. Several major earthquakes, which have been produced by movement on one of the principal active faults, affected the region during historic time. These earthquakes include the 1868 earthquake on the Hayward Fault and the 1906 San Francisco and recent 1989 Loma Prieta earthquakes originating on the San Andreas Fault.

Considering the past seismic history of the region, the site will be affected by strong seismic shaking during the expected lifetime of the proposed buildings. The intensity of shaking is determined by the distance of the site to the seismic source and the properties of the material along the path of the transmitted energy.

To mitigate the shaking effects, all structures should be designed using engineering judgement and the latest Building Code requirements and the latest standards of practice design methods.

Seismic design provisions of current building codes generally prescribe minimum forces applied statically to the structure, combined with the gravity forces of dead and live loads. The code-prescribed lateral forces are generally considered to be substantially smaller than the forces that would be associated with major earthquake. Therefore, structures should be able: (1) resist minor earthquake without damage, (2) resist moderate earthquakes without structural damage but with some nonstructural damage and (3) resist major earthquakes without collapse but with some structural as well as nonstructural damage. Conformance to building code recommendations does not constitute any kind of guarantee that significant structural damage would not occur in the event of a maximum magnitude earthquake. However, it is reasonable to assume that a well designed and well-constructed structure will not collapse or cause loss of life in a major earthquake.

Lurching:

Ground lurching is a result of the rolling imparted to the ground during energy released by an earthquake. Such rolling motion causes ground cracks to form. The potential for the formation of these cracks is considered greater at contacts between deep alluvium and bedrock. Such an occurrence is possible at other locations in the Bay Area, but based on the site location, it is our opinion that the offset is expected to be nil.

Liquefaction:

Soil liquefaction is a phenomenon in which saturated, cohesionless, loose soil experience a temporary, but essentially total loss of shear strength when subjected to reversing cyclic shear stresses caused by earthquake ground shaking.

The soil material encountered in the borings drilled within the site generally consist of sandy clay and clayey sand. The sandy deposits are generally dense with the exception of a layer

between 24 and 29 feet encountered at boring 1. This layer is medium dense. Groundwater was encountered in all borings at 10 feet and was measured at 6.5 to 8.5 feet.

Evaluation of liquefaction potential of the on-site sand encountered in the borings were conducted. The methodology employed was in accordance with the "Recommended Procedures For Implementation of DMG Special Publication 117 Guidelines for Analyzing and Mitigating Liquefaction Hazards in California". The Hayward Fault, located about 1.16 miles from the site, is predicted to be capable of producing a maximum earthquake of moment magnitude of 7.1 (See Figure 3.4 of SHZR 091 for the Hayward Quadrangle). A weighted pseudo-peak acceleration of 0.58 may be used for the site for liquefaction opportunity evaluation (Table 3.5 of SHZR 091 for the Hayward Quadrangle).

Based on our analysis, only the 5 feet layer of medium dense sand between 24 & 29 feet encountered at boring 1 is considered subject to liquefaction. All other layers are have a high clay content and/or are Dense to Very Dense and are not considered subject to liquefaction.

Therefore, densification of the medium dense layer during earthquake shaking can conceivably cause settlement of the overlying ground surface. Our calculations based on the above reference & based on Tokimatsu & Seed indicate that the densification is about 1.25 inches in settlement. The densification of this sand layer should be mitigated by consideration in the structural design of the foundation.

In addition, the presence of more than sufficient thickness of non-liquefiable surface layers will prevent the effects of at-depth liquefaction from reaching the surface (No surface manifestation).

Lateral Spreading:

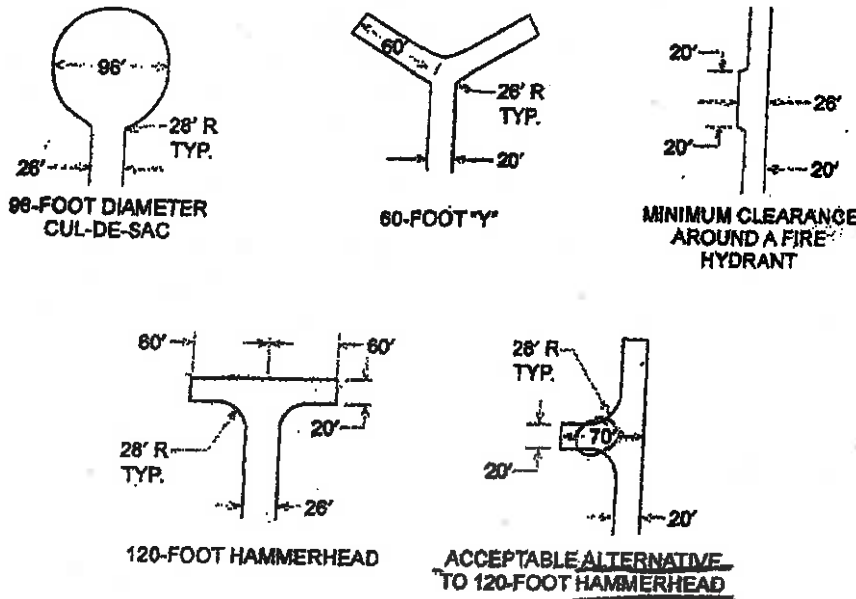
Lateral Spreading is a failure within the soil zone (possibly due to liquefaction) which causes the overlying soil mass to move towards a free surface or down a gentle slope. However, since the liquefiable layer is deep and no nearby slopes extend that deep, lateral spreading is considered unlikely.

Tsunamis and Seiches:

Tsunamis, which are large ocean waves generated by strong earthquakes, can be damaging to lowland coastal areas. Since the site is far from the coast and at a relatively high elevation, the risk of damage due to a tsunami is very low.

Large earthquakes can also generate oscillating waves in enclosed bodies of water, such as lakes and reservoirs. Since the site is not located near any lakes or reservoirs, the probability of a seiche affecting the property is very low.

APPENDIX D



For SI: 1 foot = 304.8 mm.

FIGURE D103.1
DEAD-END FIRE APPARATUS ACCESS ROAD TURNAROUND

- Manual opening gates shall not be locked with a padlock or chain and padlock unless they are capable of being opened by means of forcible entry tools or when a key box containing the key(s) to the lock is installed at the gate location.
- Locking device specifications shall be submitted for approval by the fire code official.
- Electric gate operators, where provided, shall be listed in accordance with UL 325.
- Gates intended for automatic operation shall be designed, constructed and installed to comply with the requirements of ASTM F 2200.

D103.6 Signs. Where required by the fire code official, fire apparatus access roads shall be marked with permanent NO PARKING—FIRE LANE signs complying with Figure D103.6. Signs shall have a minimum dimension of 12 inches (305 mm) wide by 18 inches (457 mm) high and have red letters on a white reflective background. Signs shall be posted on one or both sides of the fire apparatus road as required by Section D103.6.1 or D103.6.2.

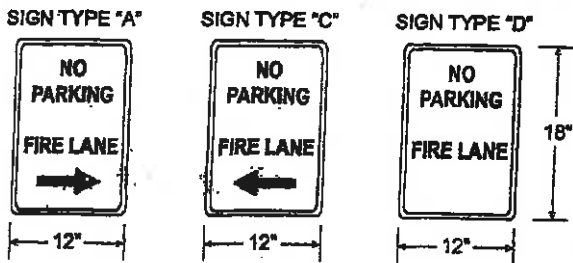


FIGURE D103.6
FIRE LANE SIGNS

D103.6.1 Roads 20 to 26 feet in width. Fire lane signs as specified in Section D103.6 shall be posted on both sides of fire apparatus access roads that are 20 to 26 feet wide (6096 to 7925 mm).

D103.6.2 Roads more than 26 feet in width. Fire lane signs as specified in Section D103.6 shall be posted on one side of fire apparatus access roads more than 26 feet wide (7925 mm) and less than 32 feet wide (9754 mm).

SECTION D104

COMMERCIAL AND INDUSTRIAL DEVELOPMENTS

D104.1 Buildings exceeding three stories or 30 feet in height. Buildings or facilities exceeding 30 feet (9144 mm) or three stories in height shall have at least two means of fire apparatus access for each structure.

D104.2 Buildings exceeding 62,000 square feet in area. Buildings or facilities having a gross building area of more than 62,000 square feet (5760 m²) shall be provided with two separate and approved fire apparatus access roads.

Exception: Projects having a gross building area of up to 124,000 square feet (11 520 m²) that have a single approved fire apparatus access road when all buildings are equipped throughout with approved automatic sprinkler systems.

D104.3 Remoteness. Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the lot or area to be served, measured in a straight line between accesses.

Richard.tarbell@acgov.org
RASSA@aol.com
galen@fcgainc.com

March 4, 2016
Job No.13238

DeBolt Civil Engineering



811 San Ramon Valley Boulevard
Danville, California 94526
Tel: 925/837-3780
Fax: 925/837-4378

Mr. Richard Tarbell
Alameda County Community Development Agency
Planning Department

Re: 21634 Redwood Road
PLN 2015-00010
Castro Valley, CA

Dear Mr. Tarbell:

The on-site roadway for the project is 20 feet in width minimum. The drive aisle widens to 24 feet when it is adjacent to the parking stalls.

Due to constraints with the Cal-Trans right-of-way, the driveway approach is 20 feet in width as required, but consists of 19.66 feet which is flat, and 0.34 feet (4 inches) which lies within the bottom portion of an accessible access ramp. Access over the 4 inch sloped portion is only slightly steeper than the cross slope of a standard roadway.

I hope this provides the information you needed. Should you have any questions or need additional information, please give me a call.

DE BOLT CIVIL ENGINEERING

James E. Diggins



March 4, 2016

Alameda County Community Development Agency
Planning Department
Attn: Richard Tarbell
224 W. Winton Ave., Room 111
Hayward, CA 94544

Ralph Johnson
President

Melody Appleton
President Pro Tem

Timothy McGowan
Secretary

Daniel M. Akagi
Secretary Pro Tem

Dave Sadoff
Board Member

Roland P. Williams, Jr.
General Manager

Subject: PLN2015-00010, 21634 Redwood Road, Castro Valley, CA

Dear Mr. Tarbell:

Castro Valley Sanitary District (CVSan) has received a request for confirmation of capacity to serve new construction at the subject property. Based on the review of the submitted plans and our record files, CVSan grants a conditional commitment to provide sanitary sewer service. The final approval for sanitary sewer service by CVSan will occur only after the following conditions have been met:

Prior to construction the following must be completed:

1. All fees and charges associated with provision of service are paid before connection to the public collection system.

During and after construction the applicant must meet these terms:

1. The owner agrees to accept and abide by all existing provisions of the CVSan Code and all other relevant ordinances or regulations of CVSan that may be adopted in the future.
2. The owner agrees to notify CVSan before connection to the public sewer. Notification must also be provide when installation of the building sewer is complete and ready for inspection, yet before any portion of the work is covered.
3. The owner agrees to maintain the building sewer at no expense to CVSan, and recognizes the right of the CVSan to enter onto the subject property, at any and all reasonable times, for the purpose of inspection and/or monitoring of said utility, should the need arise.
4. That other governmental or quasi-governmental agencies having jurisdiction do not restrain CVSan directly or indirectly from providing sanitary sewer service to the subject property.

This letter is valid for a period of one (1) year from date of issuance.

S:\Address History\Redwood Road\21634\21634 Redwood Rd_Service Provision_2016-03-04.docx

Tarbell, Richard, CDA

From: Cho, Andy Hyun-Jae
Sent: Monday, February 08, 2016 2:06 PM
To: Tarbell, Richard, CDA
Subject: FW: PLN2015-00010, 21634 Redwood Road, Castro Valley

FYI

From: Cho, Andy Hyun-Jae
Sent: Friday, September 04, 2015 11:06 AM
To: Tarbell, Richard <richtarbell@comcast.net>
Cc: Rogers, John <johnr@acpwa.org>
Subject: PLN2015-00010, 21634 Redwood Road, Castro Valley

Richard,

We are in receipt of a copy of the Administrative Draft Initial Study along with your referral letter, dated August 13, 2015, for the subject application for our review and recommendation. Based on our review, we have one comment as follow:

- Regarding "VI. Geology and Soils", (a) (iii), we believe that "Significant Unless Mitigation Incorporated" is more appropriate than "less-than-significant impact" at this time with a mitigation measure requiring a geotechnical assessment report addressing the liquefaction hazard be prepared by a qualified engineer and reviewed by the County per the provisions of Seismic Hazards Mapping Act and the Special Publication 117A.

Feel free to contact me if you have any questions.

Regards,



Public Works Agency
Alameda County

Andy Cho, P.E.
Assistant Engineer
Construction & Development Services Department
899 Elmhurst Street, Room 141, Hayward, CA 94544
Phone 510.670.6451, Fax 510.670.5767, email andyhjc@acpwa.org

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DEPARTMENT OF TRANSPORTATION

DISTRICT 4

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Help save water!*

October 16, 2015

ALA580889

ALA-580-PM 29.37

Mr. Richard Tarbell
Alameda County
Planning Department
224 West Winton Ave Room 111
Hayward, CA 94544

PLN2015-00010 Redwood Commercial Park Project - Project Referral and Transportation Impact Analysis

Dear Mr. Tarbell:

Thank you for including the California Department of Transportation (Caltrans) in the application review process for the Redwood Commercial Park Project. Caltrans' new mission, vision, and goals signal a modernization of our approach to California's transportation system, in which we seek to reduce statewide Vehicle Miles Traveled (VMT) and increase non-auto modes of active transportation. Our comments seek to promote the State's smart mobility goals and are based on the Project Referral and Traffic Impact Analysis (TIA).

Project Location

The proposed project would construct 12 commercial development units enclosed in two two-story structures on a 45,302 sq ft site located at 21634 Redwood Road. The parcel is located in the southeastern quadrant of the intersection at Redwood Road and eastbound (EB) Interstate (I-) 580 ramps. Access to the project site would be gained via an existing driveway on Redwood Road, which is partially located within access controlled State Right of Way (ROW). Regional access would be provided via EB and westbound (WB) I-580 ramps that are adjacent to the project site. The existing Land Use Designation for the project site is Public Facilities, and the project proposes to re-designate the site as Community Commercial. Rezoning and a General Plan Land Use amendment would be required as a part of project approval.

Mitigation Responsibility

As the lead agency, the County of Alameda is responsible for all project mitigation, including any

needed improvements to State highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

A fair share contribution is required for future improvements at the intersection of Redwood Road and EB I-580 ramps. The close proximity of the project entrance to State facilities may result in access management conflicts and affect the operations of I-580 ramps. Access management considerations are multimodal, and interchange areas are often a challenge to drivers, cyclists and pedestrians. Care must be employed to assure system users perceive the design and operating conditions in sufficient detail and time to react in a safe manor.

Traffic Safety

Please revise Section XVI Transportation/Traffic of Appendix G (p. 54) to address the following:

- In Section XVI (d), regarding safety design features, the requirement of a guardrail is not discussed. At the EB I-580 on-ramp on Redwood Road, a guardrail is required when a fixed object is introduced to an adjacent setting. In this case, fixed objects include two building structures, and trees and shrubs located along the perimeter of the project.
- Please redo Section XVI (a), (b), (e) and (f) to address the following improvements and modifications as existing conditions. The County submitted an Encroachment Permit Application to Caltrans on December 14, 2014 and October 6, 2015 (#0414-NMC-2455) to do the following work at the intersection of Redwood Road and EB I-580 ramps: installation of marked crosswalk, curb ramps; and modification of the existing traffic signal system, storm drainage system, and pavement markings.

Pedestrian and Bicycle Improvements

- The Traffic Study should reference Caltrans Encroachment Permit number 0414-NMC 2455, applied for by the County, which proposes to stripe a crosswalk at the southern leg of the Redwood Road/I-580 EB on- and off-ramps intersection. This new crosswalk can facilitate walking, bicycling, and taking transit to and from the project, and can reduce vehicle trips and impacts to the State highway system (SHS), thereby having impacts on project-related traffic.
- The project should provide on-site bicycle parking for customers and employees to encourage active transportation, improve access and reduce vehicle trips.

Vehicle Trip Reduction

Caltrans encourages you to enhance Transportation Demand Management (TDM), including improved transit and pedestrian/bike facilities to reduce regional VMT; thereby reducing traffic impacts on the SHS. Specifically, improved headways on AC Transit Route 48, and connecting

Mr. Richard Tarbell
September 28, 2015
Page 3

streets configured to facilitate walking and biking to promote active transportation. Further TDM measures are presented below. Such measures are critical in supporting the Metropolitan Transportation Commission's (MTC) Regional Transportation Plan/Sustainable Community Strategy, which identifies transportation system performance targets to increase non-auto mode share by 10 percentage points and decrease VMT per capita by 10 percent. Additionally, access management considerations should support a multi-modal transportation network.

- Project design to encourage walking, bicycling, and convenient transit access;
- On-site showers and bicycle racks to accommodate employees using modes of active transportation;
- An aggressive trip reduction target with Lead Agency monitoring and enforcement;
- Employer subsidy contributions to promote the use of public transit; and
- Public-private partnerships or employer contributions to provide improved transit or shuttle service in the project area.

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the State ROW requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted to the following address: David Salladay, District Office Chief, Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. See the website linked below for more information:

<http://www.dot.ca.gov/hq/traffops/developserv/permits>.

Should you have any questions regarding this letter or require additional information, please contact Cole Iwamasa at (510) 286-5534 or by email at: cole.iwamasa@dot.ca.gov.

Sincerely,


for

PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

Mr. Richard Tarbell
September 28, 2015
Page 4

bcc:PMaurice/CIwamasa/ChronFile/ETang/PLau/SStanton/PCox/ASmith

DEPARTMENT OF TRANSPORTATION

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September 28, 2015

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ALA-580-PM 29.37

Mr. Richard Tarbell
Planning Division
Alameda County Community
Development Agency
224 West Winton Ave Room 111
Hayward, CA 94544

PLN2015-00010 Redwood Commercial Park Project - Project Referral

Dear Mr. Tarbell:

Thank you for including the California Department of Transportation (Caltrans) in the application review process for the Redwood Commercial Park Project. Caltrans' new mission, vision, and goals signal a modernization of our approach to California's transportation system, in which we seek to reduce statewide Vehicle Miles Traveled (VMT) and increase non-auto modes of active transportation. Our comments seek to promote the State's smart mobility goals and are based on the Project Referral.

Project Understanding

The proposed project would construct 12 commercial development units within two two-story structures on the 45,302 sq ft site. The anticipated commercial uses for this site include, but are not limited to: dance/music studio, barbershop, cabinetry, landscape, chiropractor office, and pest control. A General Plan Land Use amendment and rezoning would be required as a part of project approval. The existing Land Use Designation for this site is Public Facilities, and the project proposes to designate the site as Community Commercial. In addition, the site is currently zoned as Office Commercial (C-O) and the project proposes to use the parcel for General Commercial (C-2). The duration of construction would be approximately six months.

Primary highway access to the project site would be provided via the Interstate 580 (I-580) off-ramp located on Redwood Road. I-580 is also the project site's northern boundary. Primary road access for the project site would be provided via Redwood Road, which is the site's western boundary.

Mr. Richard Tarbell
September 28, 2015
Page 2

Transportation Impacts

Please provide Caltrans with an electronic and/or hard copy of the full Traffic Impact Analysis (TIA) (dated May 2015), Site Plan and Administrative Draft Initial Study with included appendices. Project review will begin once we have received these documents. The project site is directly adjacent to Caltrans facilities and it is vital that we assess project-related traffic impacts to I-580 on- and off-ramps located on Redwood Road.

Lead Agency

As the lead agency, the County of Alameda is responsible for all project mitigation, including any needed improvements to State highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Where mitigation is a condition of approval, CEQA requires a Mitigation Monitoring and Reporting Program (MMRP). Required information is listed below. Further information on the MMRP is available on the following website:

http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa.html

- Lead Agency contact name, address, and telephone number,
- Location, type and implementation schedule for each mitigation measure, and
- Signed and dated certification that the mitigation has been implemented, and all other reporting requirements have been adhered to, in accordance with Public Resources Code Sections 21081.6 and 21081.7.

Vehicle Trip Reduction

Caltrans encourages you to enhance Transportation Demand Management (TDM), including improved transit and pedestrian/bike facilities to reduce regional Vehicle Miles Traveled (VMT); thereby reducing traffic impacts on the SHS. Specifically, improved headways on AC Transit routes 32 and 48, and connecting streets configured to facilitate walking and biking to promote active transportation. Further TDM measures are presented below. Such measures are critical in supporting the Metropolitan Transportation Commission's (MTC) Regional Transportation Plan (RTP)/Sustainable Community Strategy (SCS), which identifies transportation system performance targets to increase non-auto mode share by 10 percentage points and decrease VMT per capita by 10 percent. Additionally, access management considerations should support a multi-modal transportation network.

- Project design to encourage walking, bicycling, and convenient transit access;
- On-site showers and bicycle racks to accommodate employees using modes of active transportation;
- Adoption of preferential carpool parking near the building entrance as an incentive for employees;
- An aggressive trip reduction target with Lead Agency monitoring and enforcement;

Mr. Richard Tarbell
September 28, 2015
Page 3

- Employer subsidy contributions to promote the use of public transit; and
- Public-private partnerships or employer contributions to provide improved transit or shuttle service in the project area.

Transportation Impact Fees

The Traffic Impact Mitigation Fees required by the County of Alameda to mitigate project-related impacts should be identified. Caltrans encourages a sufficient allocation of fair share contributions toward multi-modal improvements and regional transit projects in order to better mitigate and plan for the impact of future cumulative growth on the regional transportation system. We support projects and measures to reduce VMT and to increase non-auto mode shares.

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the State ROW requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted to the following address: David Salladay, District Office Chief, Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. See the website linked below for more information: <http://www.dot.ca.gov/hq/traffops/developserv/permits>.

Should you have any questions regarding this letter or require additional information, please contact Cole Iwamasa at (510) 286-5534 or by email at: cole.iwamasa@dot.ca.gov.

Sincerely,



PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

Tarbell, Richard, CDA

From: Gonzales, Fernando
Sent: Wednesday, December 16, 2015 10:59 AM
To: Tarbell, Richard, CDA
Cc: Valderrama, Arthur
Subject: TR-8235 (Knappe Project) FW: Voice Message from Tarbell, Richard Tel: 56517
Attachments: D5A2C638-60E0-4547-89F2-E443E4035EB5.wav

Hi Richard,

Thank you for your voicemail message.

To answer your question, other than the structural integrity (you used the term "clear run") of the existing 10-inch storm drain line that you mentioned you received TV/video inspection DVD from the Applicant, they also need to provide calculations that will demonstrate that the said existing line that they are proposing to utilize for their project will have adequate capacity and hydraulic freeboard based on the proposed developed conditions (WAS: one acre of dirt/grass. NOW: 40,000 SF of impervious surface, remainder is landscaping).

Also, outfall of the on-site storm drain line into the Flood Control District's concrete channel west of the project site will only be allowed TODAY provided the minimum pipe size is 12-inch diameter and pipe material is reinforced concrete.

Let me know if you have any questions or require further information.

Fernando B, Gonzales, P.E.
Associate Civil Engineer
Construction & Development Services Department Alameda County Public Works Agency
951 Turner Court, Suite 100, Hayward, CA 94545
Direct 510-670-5267 Facsimile 510-670-5269
fernando@acpwa.org

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-----Original Message-----

From: Tarbell, Richard, CDA
Sent: Wednesday, December 16, 2015 9:30 AM

Cho, Andy Hyun-Jae

From: Rogers, John
Sent: Friday, September 04, 2015 4:26 PM
To: Tarbell, Richard, CDA
Cc: Cho, Andy Hyun-Jae; Valderrama, Arthur
Subject: PLN2015-00010; 21634 Redwood Rd.

Richard-

Comments on the Draft Initial Study prepared for the subject project:

- **Page v, Utilities;** the sentence "In previous meetings with Alameda County staff, it was determined that existing stormwater drainage infrastructure on the project site would be adequate to accommodate the project, thus no additional storm water drainage infrastructure or expansion is required" is misleading. The required collection, treatment, conveyance, and discharge of stormwater runoff from the developed site under Provision C.3 of the Municipal Regional Permit will require that this existing stormwater drainage system be modified and extended.
- **Page v, Utilities;** the last sentence of the third paragraph is incorrect. The Caltrans-owned pedestrian ramps at the southeasterly corner of the Redwood Rd./SR 580 eastbound on-ramp (adjacent to the northwesterly corner of the project site) will be modified as part of a County project to install a pedestrian crosswalk across Redwood Rd. This modification along with other potential future traffic improvements of this intersection will require that the project dedicate a strip of property approximately 11' wide at the westerly end of the property to the County.
- **Page vi;** in the checklist at the bottom of the page, Hydrology & Water Quality is not checked; however, there is a Hydrology & Water Quality analysis presented on Page 32.
- **Page 33, Setting;** the specific reference to the Permit issued by the RWQCB to the County is "Municipal Regional Stormwater NPDES Permit," and the permit number is CAS612008. The requirements of the NPDES Permit are imposed by the County Public Works Agency (PWA) for projects located within the unincorporated County, including Castro Valley; the statement indicating that "in Castro Valley, the Alameda Countywide Clean Water Program (ACCWP) administers the stormwater program" is incorrect.
- **Page 33, Setting;** provision C.3.c of the MRP requires the incorporation of various Low Impact Development (LID) design measures, including Source Control, Site Design, and Stormwater Treatment. PWA will require that these measures be incorporated in to the project as part of the Building and Stormwater Permit plans check and inspection cycles. The reference to a required Storm Water Control Plan is misleading.
- **Page 33, a);** the reference to "nine" bioretention areas along the northern boundary of the project site and adjacent to the creek is likely incorrect. Because Provision C.3.h of the MRP requires easement access to all stormwater treatment facilities, it is typically infeasible to create multiple facilities, particularly in any area where access would be problematic. The stormwater treatment solution will require that the existing grated inlets to the project drainage system be blocked; i.e., all stormwater runoff must be collected and treated prior to discharge to Castro Creek or to any other part of the County stormdrain system.
- **Page 34, a);** because the development of this site will result in the disturbance of more than one acre of land, the project will be subject to the requirements of the Construction General Permit (CGP) issued by the State Water Resources Control Board; this in turn will require that the County issue a C.6 Stormwater Permit in accordance with Provision C.6 of the MRP. The CGP requirement mandates the preparation of the SWPPP. The County is not responsible for reviewing the SWPPP, but will be responsible for monthly inspections of the site to assure BMP implementation under C.6. Provision C.3 does not apply to construction.
- **Page 34, d);** the design of the stormwater treatment/detention system under the County C.3 Stormwater Permit will require that the post-construction runoff duplicate the pre-project conditions. However, this system will not be designed to treat or detain the 100-year storm.
- **Page 34, e);** as above, the existing on-site stormdrain system must be modified in order to preclude the discharge of untreated runoff to Castro Creek.

- Page 34, f); water quality control during construction will be implemented through compliance with the County C.6 Stormwater Permit. Post-construction water quality control will be assured through the C.3 Stormwater Permit – and a required post-construction maintenance agreement with the County per Provision C.3.h of the MRP.
- Page 34, g); compliance with the County Floodplain Management Ordinance will require that all of the proposed buildings and the utilities that serve them be protected from a flooding condition where the water surface elevation is one foot above the base flood shown on the FIRM. This requirement will be enforced through the issuance of the County Building Permit(s).
- Page 34, h); the FIRM indicates that the floodplain area generally bounded by the Alameda County Flood Control District channel structure to the east of the project is a designated “floodway,” where the construction of a structure would be considered a barrier to flood flows. The proposed construction would not encroach into this area. The County will assure compliance with the flood protection standards of 44CFR through the issuance of the County Building Permit(s).
- Page 61, c); as above, the existing on-site stormdrain system must be modified in order to preclude the discharge of untreated runoff to Castro Creek.

JohnR

Tarbell, Richard, CDA

From: George, Sherie@DOT <Sherie.George@dot.ca.gov>
Sent: Wednesday, September 09, 2015 1:33 PM
To: Tarbell, Richard, CDA
Subject: PLN2015-00010 21634 Redwood Project Referral

Hello Richard,

Caltrans received the project referral for PLN2015-00010, 21634 Redwood Road, yesterday via mail. I notice the due date is September 3, 2015, which was last week. Because the project is bounded by I-580, I'd still like to ensure our reviewing units have taken a look at this project and provide you any substantial preliminary comments if needed. Is there a draft site plan that accompanies the project referral's draft initial study?

Thank you,
Sherie George

Sherie George
Transportation Planner
Local Development - Intergovernmental Review
Office of Transit & Community Planning
Caltrans District 4
111 Grand Ave. (MS-100)
Oakland, CA 94612
510-286-5535



Alameda County Fire Department

Fire Prevention Bureau

Plan Review Comments

399 Elmhurst Street, Room 120, Hayward, California 94544 (510) 670-5853 Fax (510) 887-5836

3/7/2016

Alameda County
Community Development Agency
Planning Department
224 West Winton Ave., Room 111
Hayward, California 94544

To	Richard Tarbell	PLN #	15-00010
Address	21634 Redwood Road		
Job Description	2 new 2 story commercial buildings		
Reviewed By	Monica Jackson	510-670-5877	

Review of Planning referrals are usually based on information and plans that lack sufficient information and details for specific comments. The primary focus of our review is to assure fire access to the site. Specific fire and building code issues will be addressed during the regular building permit submittal and review process.

Conditions of Approval

The following conditions shall be met prior the issuance of a building permit and fire clearance for occupancy.

1. Automatic sprinklers shall be provided in the buildings as stated on the plans.
2. A key box is required for each building as stated on the plans.
3. The required fire flow for the proposed fire hydrant is 1500 gpm.
4. With the alternative hammerhead meeting California Fire Code (CFC 2013) requirements of 70 foot length and minimum of 20 foot width, no "End of emergency vehicle access road" signage is required.



BUILDING INSPECTION DEPARTMENT
(510) 670-5440 • FAX (510) 293-0960

Public Works Agency
Alameda County

Daniel Wollesenbet, Ph.D., P.E., Director

399 Elmhurst Street • Hayward, CA 94544-1395 • www.acgov.org/pwa

Planning Application Review Response

Date: 3/25/2015

Application: PLN2015-00010, New Commercial Buildings, General Plan Amendment.

Location: 21634 Redwood Rd., Castro Valley, CA

Planning Date/Staff: 2/27/2015, Richard Tarbell

BID Staff: Allen Lang

Project Review Notes

1. Site and Floor plans showing two new two-story Commercial Office Buildings (13,823 sf each building). 12 Office condos.
2. Other Elevations, and Landscape plans are shown.
3. No trash enclosure is shown.

Referral Conclusion

1. ***Building Division has no objection to proceed with planning process. New buildings will need to comply with the current California Building Codes and County Ordinances.***

Special Project Conditions for the Building Permit Application:

1. Soils report and/or geological study may be required if any geological hazards on the site is identified according to the latest SP117.
2. New proposed structures shall comply with Alameda County Green Building Ordinance, Construction & Demolishing Debris Management program and California Green Building Code.
3. New trash enclosure shall be covered and comply with Alameda County clean water requirements AC 15.08.190.
4. A site permit may be required for onsite stormwater system, underground utilities, parking lot lighting, and accessible path of travel.

General Conditions for the Building Permit Application:

1. Comply with building codes in effective and submittal requirements at time of submitting for building permits – 2013 California Building Codes effective on January 1, 2014.
2. A California licensed architect or engineer shall be designated as the design professional in responsible charge for the project submittal.

Notes: The Building Department has not conducted a complete permit search or code review for the proposed planning application. The owner or design professional shall be responsible for the property information filed with the planning application. Once the building permit application is filed with the Building Department, staff will perform building permit history search and code review.

From: Rogers, John
Sent: Tuesday, February 02, 2016 2:37 PM
To: Tarbell, Richard, CDA
Cc: Orduna, Rodrigo, CDA; Jackson, Monica, ACFD; Valderrama, Arthur; Nguyen, Tam
Subject: 21634 Redwood Rd.
Attachments: SKM_C364e16020214150.pdf

Richard-

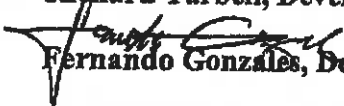
I have reviewed the recently submitted Debolt Engineering layout of the proposed frontage improvements at the subject site (see attached) – and have the following comments:

- The basic design of the depressed sidewalk is conditionally acceptable, pending the following:
 - County Fire must approve the entrance width of 19'-8" where 20' was required.
 - The owners of each of the splice/valve boxes in the current sidewalk (EBMUD, Caltrans, Comcast?, and PG&E must approve the adjustment/replacement of these boxes.
 - The owner of the adjacent property at 21666 Redwood Rd. must acknowledge the possible effects of the installation of the sidewalk ramp in the frontage of that property, including the exposure of the brick wall behind the existing sidewalk. (BTW, it appears that the corner of this wall may be within the County ROW.)
- The removal of the portion of the existing driveway entrance that is within the Caltrans ROW must be approved by Caltrans, presumably through the issuance of a Caltrans Encroachment Permit. As indicated above, this permit may also be required to cover the adjustment of the 2 existing Caltrans splice boxes.
- The existing County-held Irrigation and Access Easement across the frontage of the property must be amended to cover the realignment of the access (the relocation of the driveway entrance). Given that the purpose of this easement is to allow Caltrans to operate and maintain their Irrigation system in this area, an alternative would be to rewrite the easement as a Caltrans easement. Another possible consideration is the replacement of this easement with a dedication that would cover the possible future widening of the roadway.
- Talking with Tam Nguyen about the status of the County project for the installation of the new crosswalk across Redwood Rd., it does not appear that there would be any advantage in combining the private and public projects – other than a possible coordination in the restoration of the pavement in the area south of the Caltrans ROW. We should determine the extent and timing of the pavement replacement being proposed by the developer.
- The County project will include the replacement of the curb drain shown on the Debolt layout – along with reconstruction of curb/gutter/sidewalk/curb ramp at the corner of the SR 580 entrance ramp, and the upgrading of the signal equipment, including new traffic loops in Redwood Rd.
- Regardless of whether we can agree to coordinate any portions of the planned projects, we will need to track the schedules so as to avoid conflicts. For one thing, the County project will likely block access to some or all of the frontage of 21634. Right now the status of the County project is that Tam is still awaiting Caltrans technical approval of the necessary changes to the Caltrans signal equipment.

JohnR

Account 8.5.15

MEMORANDUM

DATE: March 12, 2015
TO: Richard Tarbell, Development Planning Division
FROM:  Fernando Gonzales, Development Services
SUBJECT: PLN2015-00010 - VTTM 8235, 21634 Redwood Road in Castro Valley

Land Development Department have completed the initial review of the transmitted February 27, 2015 dated plan drawings exhibit and project referral letter regarding the above application which is to allow a general plan amendment from public facility to community commercial; rezone from C-O to C-2; site development review and subdivision allowing 12 commercial spaces, located at 21634 Redwood Road near Vegas Avenue in the unincorporated Castro Valley with APN 416-0010-017-04 and offer the following preliminary comments for consideration in the determination of project status:

SPECIFIC COMMENTS

1. The Road Department of Alameda County Public Works Agency currently is in the final design stage for a project involving the improvements of Redwood Road within the vicinity of the I-580 eastbound ramps. Among the work involve is the installation of a new crosswalk across Redwood Road south of the I-580 ramps that will prevent the relocation of the presently existing driveway for the 21634 Redwood Road property and the eventual widening of Redwood Road to accommodate a dedicated right turn lane from northbound Redwood Road to the eastbound I-580 ramp that will necessitate the dedication of at least 11 feet of right-of-way from the frontage of the 21634 Redwood Road property. Road Department should be able to provide more detailed comments separate from the review comments provided herein.
2. The Applicant's dedication of 11 feet of right-of-way to the County will be required as a condition of approval and as a requirement prior to the recordation of final map.
3. Alameda County Fire Department will be required to review and provide plans sign-off for this project.
4. This project will be subject to State NPDES regulations and to the NOI requirements and as such, ACPWA would be required to verify from the Applicant that the State has been notified accordingly and appropriately.

5. A Joint Maintenance Agreement for all common improvements will be needed for this project. This should be recorded either prior to, or concurrent with the final map recordation.
6. As per FEMA's Flood Insurance Rate Map dated August 2009, part of the project site is in a Zone "AE" with a Base Flood Elevation of 159.50. All building finish grade elevation will need to be designed at least a foot above this BFE.

Civil Plans (dated January 2015 prepared by DeBolt Engineering)

7. The existing 10-inch storm drain line that is proposed to be retained or utilized for this project will have to be provided with TV/video inspection in order to verify its structural integrity.
8. For the project to be allowed to discharge to the existing 10-inch storm drain line located on the property that was originally constructed by Caltrans, the Applicant will be required to demonstrate that the said line will have adequate capacity and hydraulic freeboard based on the proposed developed condition.
9. Outfall of the on-site storm drain line into the Alameda County Flood Control District's concrete-lined channel located at the easterly boundary of the project site will only be allowed provided the minimum pipe size is 12-inch diameter and pipe material is reinforced concrete. Outfall detail drawing showing among others, pipe invert elevation in relation with the channel flow line elevation will be required to be included in the improvement plans.
10. Collected storm runoff from all impervious areas based on the site's developed condition will need to be conveyed first to bio-retention facilities for stormwater treatment before discharging into underground storm drain and into the District's channel downstream.
11. All proposed bio-retention facilities should be located in areas that will provide unimpeded access for future regular inspections.

GENERAL COMMENTS

12. Any right-of-way dedication, road improvements, and any necessary relocation of utility facilities shall be at no cost to the County.
13. All property dedication to the County will be done in a form and a manner acceptable to the Real Estate Division, Public Works Agency.
14. All roadway and storm drain facilities are to conform to Alameda County's Subdivision Design Guidelines and Hydrology and Hydraulics Criteria Summary. All work must be in compliance with Alameda County ordinances, guidelines, and permit requirements.
15. Acquire an encroachment permit from Alameda County for all work within the roadway right-of-way.

16. Note on the plans: "The proposed street structural section is to be designed by a Registered Civil Engineer and approved by the County Engineer." The minimum public road pavement section, including conform pavement tie-in, shall consist of 3 inches of asphalt concrete over 8 inches of aggregate base.
17. Design the private street to conform to County private street criteria.
18. On-site driveway and parking area structural pavement section are required to be designed by a civil engineer. The minimum structural section should be 3 inches asphalt concrete over 6 inches aggregate base, or equivalent. The minimum structural section for emergency vehicle access roads is 6 inches of asphalt concrete over filter fabric, if required.
19. All paved slopes should have a minimum 0.5 percent grade.
20. Streetlights on private streets shall be privately owned and maintained. Ownership, maintenance, and responsible party for payment of the streetlight energy bills shall be clarified in appropriate documents such as C.C.&R.'s, Improvement and Streetlight Plans, and Final Map.
21. Streetlights on public streets shall meet County standards and upon acceptance by the Board of Supervisors, they shall be owned and maintained by the County. These lights shall be energized at the PG&E LS-2 rate schedule.
22. Adequate streetlighting shall be provided at the entrance and on-site according to County requirements. Streetlights shall be located at least 3 feet from driveway flares, 5 feet from fire hydrants, and 20 feet from trees.
23. Prior to any trenching for streetlight conduits and installation of streetlight facilities, approval to begin work shall be obtained from the County inspector.
24. No sheet flow of drainage shall flow over the sidewalk area. Collect all drainage on the property and discharge to the road gutter using the County's Standard Sidewalk Drain SD-527 or to the storm drain culvert in the roadway.
25. Catch basins deeper than 3 feet must have a minimum top opening of 2' x 3' and must have steps for access.
26. Do not block the runoff from the adjacent properties. The drainage area map created for the project drainage design calculations shall clearly indicate all areas tributary to the project site.
27. Do not augment or concentrate runoff to the adjacent properties to the rear or side of the development area.
28. Develop a contingency overland flow drainage plan to account for blocked drainage inlets and the 100-year storm. The emergency overflow plan should show emergency overflow contained within the roadway right-of-way. Show right-of-way on the tentative map between lots to allow passage of emergency overflow releases, where low point cul-de-sac's

or other internal low points are unavoidable. The potential area of flooding should not extend outside the roadway right-of-way, unless approved by the Public Works Agency.

29. It is the responsibility of the Applicant to comply with Federal, State, and local water quality standards and regulations. In order for the County and the Developer to comply with the Alameda Countywide Clean Water Program's (ACCWP) National Pollutant Discharge Elimination System (NPDES) Municipal Storm Water Permit issued by the San Francisco Bay Regional Water Quality Control Board, water quality protection must be implemented both during construction and after construction. Permanent measures to protect water quality will reduce pollution that is commonly produced from the creation of new impervious surfaces such as roads and roof tops. The applicant shall provide measures to prevent discharge of contaminated materials into public drainage facilities both during construction and post-construction periods. The primary references for providing stormwater treatment are "ACCWP C.3 Stormwater Handbook" and the "California BMP Handbook for New Development and Redevelopment, 2003". These and other resources are available at no cost electronically at the ACCWP website, www.cleanwaterprogram.org. A printed version of the "ACCWP C.3 Stormwater Handbook" can be purchased at the Public Works Map & File Room, 399 Elmhurst Avenue, Hayward, CA 94544. A printed version of the "California BMP Handbook for New Development and Redevelopment, 2003" can be purchased through www.cabmphandbooks.com.
30. Due to the impacts impervious surfaces have on creeks and water quality, new development projects must provide stormwater quality treatment according to numeric sizing standards. In order for this project to be in compliance with the provisions of the National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Permit, stormwater is to be treated on this project site. Treatment of stormwater is to be provided through the implementation of landscape features. Should the applicant find that landscape features are not practicable, applicant must demonstrate impracticability with calculations, geotechnical review and/or soil analysis. After review by Land Development, alternative options may be explored. The stormwater treatment system must be maintained in perpetuity. Maintenance language, identifying the type of maintenance, frequency of maintenance and the party responsible for providing maintenance, must be included in a recorded maintenance agreement and/or on the deed prior to finalizing the project.

In addition and separate from the requirements above, applicable projects located in an erosion-susceptible area, creating and replacing one acre or more of impervious surface, and "deemed complete" after June 12, 2007 by the Alameda County Community Development Agency's Planning Department, shall comply with the Hydromodification Management Requirements of the "ACCWP C.3 Stormwater Handbook". The default compliance method for project designers is the use of the Bay Area Hydrology Model (BAHM) software. The BAHM software and the electronic version of its user manual are available for download at www.bayareahydrologymodel.org.
31. The developer shall design all landscaping irrigation so runoff is minimized. Design of landscaping shall consider that the use of pesticides and fertilizers shall be minimized to prevent storm water contamination (i.e., native and/or pest resistant plants).

32. The developer shall provide the Alameda Countywide Clean Water Program brochure entitled "The Bay Begins At Your Front Door," available to initial property buyers/occupants at the time of property sales/move-in. The applicant may contact the Alameda Countywide Clean Water Program at 510-670-5543 for information on obtaining the above-mentioned literature.
33. In order to help discourage the disposal of litter and other pollutants into the drains, the developer shall stencil, emboss the concrete, or affix an iron placard on all storm drain inlets where storm water runoff from the site may enter the storm drain system with the message "NO DUMPING! DRAINS TO BAY," or other approved wording. The applicant may contact the Alameda Countywide Clean Water Program at 510-670-5543 to obtain stencils.
34. Outdoor storage of potential pollutants or storm water contaminants must be under a roof, cover, or temporary tarp during the rainy season.
35. Trash enclosures and recycling areas must be completely covered. Grading and drainage for the trash enclosure area shall ensure that no other area shall drain into this area and this area shall not drain out to another area. Drains from trash and/or recycling areas shall not connect to the storm drain. If drains are used they shall connect to the sanitary sewer, with the approval of the Sanitary District. Contact your sanitary district for their standards.

More detailed comments will be provided once revised civil plan drawings and drainage calculations are submitted for our review.

Let me know if you should have any questions.

Thank you.

Cho, Andy Hyun-Jae

From: Cho, Andy Hyun-Jae
Sent: Friday, September 04, 2015 11:06 AM
To: Tarbell, Richard
Cc: Rogers, John
Subject: PLN2015-00010, 21634 Redwood Road, Castro Valley

Richard,

We are in receipt of a copy of the Administrative Draft Initial Study along with your referral letter, dated August 13, 2015, for the subject application for our review and recommendation. Based on our review, we have one comment as follow:

- Regarding "VI. Geology and Soils", (a) (iii), we believe that "Significant Unless Mitigation Incorporated" is more appropriate than "less-than-significant impact" at this time with a mitigation measure requiring a geotechnical assessment report addressing the liquefaction hazard be prepared by a qualified engineer and reviewed by the County per the provisions of Seismic Hazards Mapping Act and the Special Publication 117A.

Feel free to contact me if you have any questions.

Regards,



Public Works Agency
Alameda County

Andy Cho, P.E.,
Assistant Engineer
Construction & Development Services Department
399 Elmhurst Street, Room 141, Hayward, CA 94544
Phone 510.670.6451, Fax 510.670.5787, email: andyhjc@acpwa.org

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Alameda County Fire Department

Fire Prevention Bureau

Plan Review Comments

399 Elmhurst Street, Room 120, Hayward, California 94544 (510) 670-5853 Fax (510) 887-5836

3-5-15

Alameda County
Community Development Agency
Planning Department
224 West Winton Ave., Room 111
Hayward, California 94544

To	Richard Tarbell	PLN #	15-00010
Address	21634 Redwood Rd		
Job Description	Two new two story commercial buildings		
Reviewed By	Scott McMillan	510 670-5877	

APPLICATION NOT COMPLETE FOR FIRE REQUIREMENTS - WITH CUSTOMER FOR RESPONSE

Fire Staff does not recommend that discretionary approval be given until the following issues are addressed and Fire Conditions are issued.

Re-submittal Required. A re-submittal is required for this project. Submit the revised plan along with a copy of any necessary reference materials, cut-sheets, listing sheets and calculations. Include a written itemized response to each comment and where in the re-submittal the specific change or information requested can be found.

Errors & Omissions. The purpose of code enforcement is to provide a means to help ensure projects are built to the codes, regulations and standards applicable to the project. Two methods are used towards this goal. First, is the review of the plans, second, are field inspections associated with the work. Between these two methods, it is hoped that all code deficiencies are discovered and corrected.

It is important to note that approval of the plan does not constitute permission to deviate from any code requirement and shall not be construed to be a permit for, or an approval of, any violation of the applicable statute, regulation, code or standard. Approval of a plan or permit presuming to give authority to violate or cancel the provision of any applicable statute, regulation, code or standard shall not be valid.

Alternate Means. Any alternate means or equivalences shall be submitted in writing explaining the code provision that will be deviated from, the justification for such deviation, and an explanation on how this deviation meets the intent of the code and the equivalent level of safety intended by the code. This letter and supporting documents must be reviewed and approved for the deviation to be considered acceptable.

Items to be addressed with required re-submittal

1. If the highest roof surface as defined in CFC appendix D, D105.1 exceeds 30 feet, provide a minimum 26 feet wide access road 15 to 30 feet along one entire side of each building.
CFC Appendix D.
2. The emergency vehicle turn around shall comply with the Fire Department requirements.
The minimum depth of the turnaround shall be 70 feet.

3. The road shall have a maximum dead end of 150 feet or provide sign, "End of emergency vehicle access road". The sign shall be located less than 150 feet from the end of the turnaround.
4. Show a fire hydrant is required within 400 feet of the walls of the buildings. The required fire flow for the hydrant is 1500 gpm.

The following conditions are applicable to the project:

5. Automatic sprinklers shall be provided in the buildings.
6. The access road shall have signs or red curbs stating "No parking fire lane".
7. A Knox box is required for each building.

NOTICE OF PUBLIC HEARING

PROPOSAL FOR GENERAL PLAN AMENDMENT, REZONING, TRACT MAP, AND SITE DEVELOPMENT REVIEW FOR DEVELOPMENT OF TWELVE (12) COMMERCIAL SPACES ON A VACANT SITE

PLN2015-00010

Notice is hereby given that the **Board of Supervisors**, will hold a public hearing to consider the application to allow a General Plan Amendment from a Public Facility to Community Commercial land use designation, Rezoning from C-O (Commercial Office) District to C-2 (General Commercial) zoning district, a Subdivision to air-space condominiums allowing 12 commercial properties plus a common lot, Site Development Review for the development, and the adoption of a project Mitigated Negative Declaration, for property located in a C-O (Commercial Office) C-O District, at 21634 Redwood Road, east side, approximately 150 feet north of Vegas Avenue, Castro Valley area of unincorporated Alameda County, designated Assessor's Parcel Number: 416-0010-017-04.

Copies of the proposed plans and exhibits are available for public inspection at the Alameda County Planning Department, 224 W. Winton Ave., Room 111, Hayward, 94544.

The Planning Department has determined that this project requires an Initial Study (IS) be drafted as required under the California Environmental Quality Act (CEQA) per the CEQA Guidelines §15063. The Initial Study, which is a study conducted to determine potential effects to the environment resulting from a project, has been drafted for the proposed General Plan Amendment, Rezoning, Subdivision, and Site Development Review for the twelve (12) commercial spaces. The Draft Initial Study and Mitigated Negative Declaration were available for public review from December 28, 2015 through January 28, 2016.

If you challenge the County's decision in this matter in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Planning Department, at or prior to the public hearing.

Said public hearing will be held on **Tuesday, October 4th, 2016, beginning at 1:00 p.m.**, in the Board of Supervisors' Chambers, 1221 Oak Street, Fifth Floor, Oakland, California. A formal decision on this matter may be made at this hearing. All persons interested in the matter may appear and be heard at this meeting.

**ANIKA CAMPBELL-BELTON
CLERK OF THE BOARD OF SUPERVISORS**

2015-10

ADAMS DOLLY
Parcel #: 84C-606-8
3588 JUNIPER ST
CASTRO VALLEY CA 94546

ALLEN JOHNNIE C & JUDY A
Parcel #: 416-50-147
21985 QUEEN ST
HAYWARD CA 94546

ALLEN JOHNNIE C & JUDY A
Parcel #: 416-50-148
21985 QUEEN ST
HAYWARD CA 94546

ANDUZA JEFFREY P
Parcel #: 416-10-22
2521 VEGAS AVE
CASTRO VALLEY CA 94546

ARNOLD CAMEO &
Parcel #: 416-10-13
1362 ESSER AVE
SAN LEANDRO CA 94579

BARENG BERNARDO &
Parcel #: 416-50-1-2
2747 GREENVIEW DR
CASTRO VALLEY CA 94546

BAUGHN MARY L
Parcel #: 415-90-67
21704 ADA ST
CASTRO VALLEY CA 94546

BEACH CHARLES L
Parcel #: 416-10-29
1853 WEIMAN AVE
RIDGECREST CA 93555

BELL TERRY & MARILYN
Parcel #: 416-10-4
2698 VEGAS AVE
CASTRO VALLEY CA 94546

BENSON JOHN E & DIANE C
Parcel #: 415-80-13
140 HAZEL LN
PIEDMONT CA 94611

BLUMENFELD ANDREW &
Parcel #: 416-10-36
2684 WATSON ST
CASTRO VALLEY CA 94546

BRINLEE ELIZABETH &
Parcel #: 416-20-8
2655 WATSON ST
CASTRO VALLEY CA 94546

BRYAN WILLIAM & VANCE
Parcel #: 415-80-14
2492 VEGAS AVE
CASTRO VALLEY CA 94546

BURKE STEPHEN
Parcel #: 415-80-36
360 17TH ST #200
OAKLAND CA 94612

CALVERT DON C & LANA D
Parcel #: 416-20-14
2691 WATSON ST
CASTRO VALLEY CA 94546

CALVO TOMAS A &
Parcel #: 416-20-3
4624 LAWRENCE DR
CASTRO VALLEY CA 94546

CAMPBELL AARON K &
Parcel #: 415-80-17
2374 VEGAS AVE
CASTRO VALLEY CA 94546

~~CANESTRO JOHN C &
Parcel #: 84C-607-4-3
4747 MIRA VISTA DR
CASTRO VALLEY CA 94546~~

CASTILLO RAFAEL B ETAL
Parcel #: 415-80-39
2493 VEGAS AVE
CASTRO VALLEY CA 94546

CHAN JASON T & JENNIE M &
Parcel #: 416-10-3
P.O.BOX 3054
HAYWARD CA 94540

COUNTY OF ALAMEDA
Parcel #: 416-10-17-4
1333 BROADWAY #300
OAKLAND CA 94612

CRETE VERNON C & MILLER
Parcel #: 415-90-94
21712 ADA ST
CASTRO VALLEY CA 94546

CUSHING VICTOR & ANITA M
Parcel #: 416-20-16
22007 YOUNG AVE
CASTRO VALLEY CA 94546

DEGUSTA LINDA C & DAVID A
Parcel #: 416-20-43
2542 BRECON CT
CASTRO VALLEY CA 94546

DIAS GAIL TR & BOWEN
Parcel #: 416-10-33
5218 BLACKBERRY LN
EUREKA CA 95503

DOMINGUEZ PATRICIA
Parcel #: 416-10-15
2524 VEGAS AVE
CASTRO VALLEY CA 94546

EHRMAN CHRISTOPHER D &
Parcel #: 416-10-8
2666 VEGAS AVE
CASTRO VALLEY CA 94546

FISCHER CARMEN E & MARK
Parcel #: 416-20-10
2667 WATSON ST
CASTRO VALLEY CA 94546

FITZSIMMONS KATHERINE
Parcel #: 416-20-7
2543 WATSON ST
CASTRO VALLEY CA 94546

FLORES AMELIA
Parcel #: 84C-606-6
3604 JUNIPER ST
CASTRO VALLEY CA 94546

FONG RENEE & YUEN KWOK P
Parcel #: 416-20-5
2531 WATSON ST
CASTRO VALLEY CA 94546

~~FORSGREN KURT TR
Parcel #: 416-10-35
2690 WATSON ST
CASTRO VALLEY CA 94546~~

GARCIA TERESITA S TR
Parcel #: 416-10-18-1
2444 BASSWOOD DR
SAN RAMON CA 94582

GIANNECCHINI PROPERTIES
Parcel #: 415-80-35
4261 MORELAND DR
CASTRO VALLEY CA 94546

GOMEZ JANET L
Parcel #: 415-80-42
1934 CHERRY HILLS DR
DISCOVERY BAY CA 94505

GOMEZ JANET L
Parcel #: 415-80-54
1934 CHERRY HILLS DR
DISCOVERY BAY CA 94505

HO DENNIS S & CHERYL Y
Parcel #: 416-10-37
2678 WATSON ST
CASTRO VALLEY CA 94546

HOLT BARBARA A
Parcel #: 416-40-4
21925 VERGIL ST
CASTRO VALLEY CA 94546

HUANG HUI W
Parcel #: 416-10-14
2530 VEGAS AVE
CASTRO VALLEY CA 94546

IBARRA BELIA ETAL
Parcel #: 416-50-4
21893 GREENVIEW CT
CASTRO VALLEY CA 94546

IGLESIAS FRANCISCO J
Parcel #: 84C-606-7
3596 JUNIPER ST
CASTRO VALLEY CA 94546

IONG SIO P & LIANG WAN Y
Parcel #: 84C-606-5
3612 JUNIPER ST
CASTRO VALLEY CA 94546

JAMES TIMOTHY L
Parcel #: 416-10-7
2678 VEGAS AVE
CASTRO VALLEY CA 94546

JESS C SPENCER MORTUARY
Parcel #: 84C-605-6-1
21228 REDWOOD RD
CASTRO VALLEY CA 94546

JOESUF DERRICK
Parcel #: 416-50-103
21910 VERGIL ST
CASTRO VALLEY CA 94546

JOHN ROBERT & ADAMS
Parcel #: 415-90-69
490 ALCATRAZ AVE
OAKLAND CA 94609

JOHNSTON CARYL A TR
Parcel #: 415-80-43
2386 STAR AVE
CASTRO VALLEY CA 94546

KASHIKAR AL
Parcel #: 416-20-1-2
P O BOX 20307
CASTRO VALLEY CA 94546

KASHIKAR ALI
Parcel #: 416-20-45
PO BOX 20307
CASTRO VALLEY CA 94546

KASHIKAR ALI
Parcel #: 416-20-47-2
PO BOX 20307
CASTRO VALLEY CA 94546

KO KATY
Parcel #: 416-10-31
2681 VEGAS AVE
CASTRO VALLEY CA 94546

KORBAS GARY TR
Parcel #: 416-10-16-4
P O BOX 2671
CASTRO VALLEY CA 94546

KOUSSA MIKE A & HIYAM
Parcel #: 415-90-70
18786 TITAN PL
CASTRO VALLEY CA 94546

KRAMER MERLYN P & ALTHA
Parcel #: 416-40-6
22033 VERGIL ST
CASTRO VALLEY CA 94546

KWONG ALEX & SIO
Parcel #: 416-50-102
4625 MALABAR AVE
CASTRO VALLEY CA 94546

LAM NORMAN K & NG MEI Y
Parcel #: 416-50-104
230 BEACH RD
ALAMEDA CA 94502

LAU TAMMY & TERENCE T
Parcel #: 416-10-40
2550 WATSON ST
CASTRO VALLEY CA 94546

LEE LINDA TR
Parcel #: 415-80-41
1279 CUMBERLAND AVE
SAN LEANDRO CA 94579

LEININGER HARBIN P &
Parcel #: 416-20-4
2525 WATSON ST
CASTRO VALLEY CA 94546

LEISS VIRGINIA TR
Parcel #: 415-80-18
2368 VEGAS AVE
CASTRO VALLEY CA 94546

LEW SUZANNE & WINFORD
Parcel #: 84C-607-3-5
3627 JUNIPER ST
CASTRO VALLEY CA 94546

LIND LAURA T
Parcel #: 416-10-11
2648 VEGAS AVE
CASTRO VALLEY CA 94546

LOW JUNIOR H & PERLA C
Parcel #: 416-10-41
2544 WATSON ST
CASTRO VALLEY CA 94546

LUJAN FLAVIO J TR
Parcel #: 416-20-42
14523 LOCUST ST
SAN LEANDRO CA 94579

LVOV OLGA & SERGY
Parcel #: 416-50-100
21926 VERGIL ST
CASTRO VALLEY CA 94546

LYDON STEPHEN K &
Parcel #: 416-10-44
2526 WATSON ST
CASTRO VALLEY CA 94546

MAGNUSON RICHARD P TR
Parcel #: 415-90-68
21715 REDWOOD RD
CASTRO VALLEY CA 94546

MAGNUSON RICHARD P TR
Parcel #: 415-90-95
21715 REDWOOD RD
CASTRO VALLEY CA 94546

MARSHALL ROBERT J &
Parcel #: 416-40-1
5015 WINDSFORD CT
NEWARK CA 94560

MARTINEZ RODOLFO B &
Parcel #: 416-50-61
21986 QUEEN CT
CASTRO VALLEY CA 94546

MCAVOY WILLIAM J &
Parcel #: 415-90-71
2566 OAKES DR
HAYWARD CA 94542

MCDOUGALL MARLIN R &
Parcel #: 416-10-27
2651 VEGAS AVE
CASTRO VALLEY CA 94546

MEANS ADRIENNE M
Parcel #: 416-20-21
22037 YOUNG AVE
CASTRO VALLEY CA 94546

MILLARD JOSEPH A & DENA
Parcel #: 416-20-19
22025 YOUNG AVE
CASTRO VALLEY CA 94546

MITRY CLINT K
Parcel #: 416-40-2
22018 IDENA AVE
CASTRO VALLEY CA 94546

MONARREZ MARTIN
Parcel #: 416-10-10
2654 VEGAS AVE
CASTRO VALLEY CA 94546

MORENO MARK
Parcel #: 416-20-13
2685 WATSON ST
CASTRO VALLEY CA 94546

MORRIS RICHARD A ETAL
Parcel #: 416-10-39
2666 WATSON ST
CASTRO VALLEY CA 94546

NATHANSON ESTHER B TR
Parcel #: 416-20-2
18028 JOSEPH DR
CASTRO VALLEY CA 94546

NATOLE JACQUELINE E
Parcel #: 416-10-6
2686 VEGAS AVE
CASTRO VALLEY CA 94546

NAZARETH TERESA TR
Parcel #: 84C-605-5
21550 FOOTHILL BLVD #101
HAYWARD CA 94541

NAZARETH TERESA TR
Parcel #: 84C-607-5-4
21550 FOOTHILL BLVD #101
HAYWARD CA 94541

NAZARETH TERESA TR
Parcel #: 84C-607-7-3
21550 FOOTHILL BLVD #101
HAYWARD CA 94541

NAZARETH TERESA TR
Parcel #: 84C-607-6-3
21550 FOOTHILL BLVD #101
HAYWARD CA 94541

NAZARETH TERESA TR
Parcel #: 84C-607-8-1
21550 FOOTHILL BLVD #101
HAYWARD CA 94541

NEAL LARRY M
Parcel #: 416-10-28
2657 VEGAS AVE
CASTRO VALLEY CA 94546

NELSON KRISTI L & MARVIN
Parcel #: 416-20-6
2537 WATSON ST
CASTRO VALLEY CA 94546

~~OLIVEIRA JEFF
Parcel #: 84C-605-4
P.O. BOX 20972
CASTRO VALLEY CA 94546~~

OMELAGAH MATTHEW A &
Parcel #: 416-10-24
2633 VEGAS AVE
CASTRO VALLEY CA 94546

PARR RAYMOND P II &
Parcel #: 416-10-26
2645 VEGAS AVE
CASTRO VALLEY CA 94546

PATCH PENNY E ETAL
Parcel #: 415-80-38
2487 VEGAS AVE
CASTRO VALLEY CA 94546

PERRAULT RONALD & LISA
Parcel #: 416-50-146
21988 IDENA AVE
CASTRO VALLEY CA 94546

PERRAULT RONALD & LISA
Parcel #: 416-50-145
21988 IDENA AVE
CASTRO VALLEY CA 94546

PERRAULT RONALD T & LISA
Parcel #: 416-50-143
21988 IDENA AVE
HAYWARD CA 94546

PERRAULT RONALD T & LISA
Parcel #: 416-50-144
21988 IDENA AVE
HAYWARD CA 94546

PONCE LUIS & SYLVIA
Parcel #: 415-80-37
4848 CROW CANYON RD
CASTRO VALLEY CA 94552

RAYAS ERICA
Parcel #: 416-20-18
22019 YOUNG AVE
CASTRO VALLEY CA 94546

RESIDENT
~~Parcel #: 84A-68-9-9~~
~~21091 REDWOOD RD~~
~~CASTRO VALLEY CA 94546~~

RESIDENT
Parcel #: 84C-605-4
21175 ELM ST
CASTRO VALLEY CA 94546

RESIDENT
Parcel #: 84C-605-5
21183 ELM ST
CASTRO VALLEY CA 94546

RESIDENT
Parcel #: 84C-605-6-1
21195 ELM ST
CASTRO VALLEY CA 94546

RESIDENT
Parcel #: 84C-607-6-4
3597 JUNIPER ST
CASTRO VALLEY CA 94546

RESIDENT
Parcel #: 84C-607-5-4
3609 JUNIPER ST
CASTRO VALLEY CA 94546

RESIDENT
Parcel #: 84C-607-4-3
3615 JUNIPER ST
CASTRO VALLEY CA 94546

RESIDENT
Parcel #: 84C-607-7-3
3589 JUNIPER ST
CASTRO VALLEY CA 94546

RESIDENT
Parcel #: 84C-607-7-4
3589 JUNIPER ST
CASTRO VALLEY CA 94546

RESIDENT
Parcel #: 84C-607-1-2
JUNIPER ST
CASTRO VALLEY CA 94546

RESIDENT
Parcel #: 84C-607-6-3
3597 JUNIPER ST
CASTRO VALLEY CA 94546

RESIDENT
Parcel #: 84C-607-8-2
21194 ELM ST
CASTRO VALLEY CA 94546

RESIDENT
Parcel #: 84C-607-8-1
21194 ELM ST
CASTRO VALLEY CA 94546

RESIDENT
Parcel #: 415-80-13
21675 REDWOOD RD
CASTRO VALLEY CA 94546

RESIDENT
Parcel #: 415-80-36
2375 VEGAS AVE
CASTRO VALLEY CA 94546

RESIDENT
Parcel #: 415-80-12
21663 REDWOOD RD
CASTRO VALLEY CA 94546

RESIDENT
Parcel #: 415-80-41
21709 REDWOOD RD
CASTRO VALLEY CA 94546

RESIDENT
Parcel #: 415-80-37
2381 VEGAS AVE
CASTRO VALLEY CA 94546

RESIDENT
Parcel #: 415-80-42
2394 STAR AVE
HAYWARD CA 94546

RESIDENT
Parcel #: 415-80-54
STAR AVE
HAYWARD CA 94541

RESIDENT
Parcel #: 415-80-35
2369 VEGAS AVE
CASTRO VALLEY CA 94546

RESIDENT
Parcel #: 415-80-55-3
21655 REDWOOD RD
HAYWARD CA 94546

RESIDENT
Parcel #: 415-80-55-4
21655 REDWOOD RD
HAYWARD CA 94546

RESIDENT
Parcel #: 415-90-69
21821 REDWOOD RD
CASTRO VALLEY CA 94546

RESIDENT
Parcel #: 415-90-70
21835 REDWOOD RD
CASTRO VALLEY CA 94546

RESIDENT
Parcel #: 415-90-71
21841 REDWOOD RD
CASTRO VALLEY CA 94546

~~RESIDENT
Parcel #: 415-90-95
REDWOOD RD
HAYWARD CA 94541~~

RESIDENT
Parcel #: 416-10-3
21991 IDENA AVE
CASTRO VALLEY CA 94546

~~RESIDENT
Parcel #: 416-10-17-4
21634 REDWOOD RD
CASTRO VALLEY CA 94546~~

RESIDENT
Parcel #: 416-10-18-1
21951 IDENA AVE
HAYWARD CA 94546

RESIDENT
Parcel #: 416-10-16-4
21666 REDWOOD RD
CASTRO VALLEY CA 94546

RESIDENT
Parcel #: 416-10-29
2669 VEGAS AVE
CASTRO VALLEY CA 94546

RESIDENT
Parcel #: 416-10-2
21875 IDENA AVE
CASTRO VALLEY CA 94546

RESIDENT
Parcel #: 416-10-13
2636 VEGAS AVE
CASTRO VALLEY CA 94546

~~RESIDENT
Parcel #: 416-10-1
21504 REDWOOD RD
CASTRO VALLEY CA 94546~~

RESIDENT
Parcel #: 416-20-1-2
21828 REDWOOD RD
HAYWARD CA 94546

RESIDENT
Parcel #: 416-10-33
2693 VEGAS AVE
CASTRO VALLEY CA 94546

RESIDENT
Parcel #: 416-10-45-3
21700 REDWOOD RD
HAYWARD CA 94546

~~RESIDENT
Parcel #: 416-10-46
IDENA AVE
HAYWARD CA 94541~~

RESIDENT
Parcel #: 416-20-3
2519 WATSON ST
CASTRO VALLEY CA 94546

RESIDENT
Parcel #: 416-20-2
2513 WATSON ST
CASTRO VALLEY CA 94546

RESIDENT
Parcel #: 416-20-12
2679 WATSON ST
CASTRO VALLEY CA 94546

RESIDENT
Parcel #: 416-20-11
2673 WATSON ST
CASTRO VALLEY CA 94546

RESIDENT
Parcel #: 416-20-45
2516 BRECON CT
CASTRO VALLEY CA 94546

RESIDENT
Parcel #: 416-20-42
2557 BRECON CT
CASTRO VALLEY CA 94546

RESIDENT
Parcel #: 416-20-47-2
21838 REDWOOD RD
CASTRO VALLEY CA 94546

RESIDENT
Parcel #: 416-40-1
22030 IDENA AVE
CASTRO VALLEY CA 94546

RESIDENT
Parcel #: 416-40-3
21921 VERGIL ST
CASTRO VALLEY CA 94546

RESIDENT
Parcel #: 416-50-104
21994 IDENA AVE
CASTRO VALLEY CA 94546

RESIDENT
Parcel #: 416-50-61
21986 QUEEN ST
CASTRO VALLEY CA 94546

RESIDENT
Parcel #: 416-50-99
22030 VERGIL ST
CASTRO VALLEY CA 94546

RESIDENT
Parcel #: 416-50-102
21916 VERGIL ST
CASTRO VALLEY CA 94546

RESIDENT
Parcel #: 416-50-106
21946 IDENA AVE
CASTRO VALLEY CA 94546

RESIDENT
Parcel #: 416-50-146
21981 QUEEN ST
CASTRO VALLEY CA 94546

RESIDENT
Parcel #: 416-50-145
21981 QUEEN ST
CASTRO VALLEY CA 94546

REYNOLDS MARTHA &
Parcel #: 416-20-17
22013 YOUNG AVE
CASTRO VALLEY CA 94546

RHODES THOMAS W & ALICE
Parcel #: 416-10-5
2692 VEGAS AVE
CASTRO VALLEY CA 94546

RICHARDS JUDITH A TR
Parcel #: 416-40-3
3625 SOMERSET AVE
CASTRO VALLEY CA 94546

RICO MARTIN
Parcel #: 416-10-32
2687 VEGAS AVE
CASTRO VALLEY CA 94546

RODWAY THOMAS M &
Parcel #: 416-10-43
2532 WATSON ST
CASTRO VALLEY CA 94546

ROMERO LUIS & MAYRA
Parcel #: 416-50-101
21922 VERGIL ST
CASTRO VALLEY CA 94546

ROMO SALVADOR JR &
Parcel #: 416-10-30
2675 VEGAS AVE
CASTRO VALLEY CA 94546

ROTHENGASS TIM
Parcel #: 416-10-21
2515 VEGAS AVE
CASTRO VALLEY CA 94546

SAN FRANCISCO BAY AREA
Parcel #: 84A-68-9-9
1330 BROADWAY #1800
OAKLAND CA 94612

SCHWARTZ RANDALL L &
Parcel #: 416-10-34
2696 WATSON ST
CASTRO VALLEY CA 94546

SHIELDS ELIZABETH J
Parcel #: 416-40-5
22029 VERGIL ST
CASTRO VALLEY CA 94546

SHIMATSU SUMI
Parcel #: 416-20-20
22031 YOUNG AVE
CASTRO VALLEY CA 94546

SHURGARD CALIFORNIA
Parcel #: 415-80-12
PO BOX 25025
GLENDALE CA 91221

~~SHURGARD CALIFORNIA
Parcel #: 415-80-55-3
PO BOX 25025
GLENDALE CA 91221~~

~~SHURGARD CALIFORNIA
Parcel #: 415-80-55-4
PO BOX 25025
GLENDALE CA 91221~~

SIHNER CRAIG D & TREVIZO
Parcel #: 416-20-44
2530 BRECON CT
CASTRO VALLEY CA 94546

SILVER STAR INVESTMENTS
Parcel #: 416-50-99
20211 PATIO DR #230
CASTRO VALLEY CA 94546

SPENCER JESS C MORTUARY
Parcel #: 84C-605-7-10
21228 REDWOOD RD
CASTRO VALLEY CA 94546

STATE OF CALIFORNIA
Parcel #: 84C-607-6-4
P.O. BOX 23440
OAKLAND CA 94623

~~STATE OF CALIFORNIA
Parcel #: 84C-607-7-4
P.O. BOX 23440
OAKLAND CA 94623~~

~~STATE OF CALIFORNIA
Parcel #: 84C-607-1-2
PO BOX 23440
OAKLAND CA 94623~~

~~STATE OF CALIFORNIA
Parcel #: 84C-607-8-2
P.O. BOX 23440
OAKLAND CA 94623~~

~~STATE OF CALIFORNIA
Parcel #: 416-10-2
PO BOX 23440
OAKLAND CA 94623~~

~~STATE OF CALIFORNIA
Parcel #: 416-10-18-2
21544 REDWOOD RD
CASTRO VALLEY CA 94546~~

~~STATE OF CALIFORNIA
Parcel #: 416-10-1
PO BOX 23440
OAKLAND CA 94623~~

~~STATE OF CALIFORNIA
Parcel #: 416-10-46
PO BOX 23440
OAKLAND CA 94623~~

SWANSON ELSIE M TR
Parcel #: 416-10-9
2660 VEGAS AVE
CASTRO VALLEY CA 94546

SZILAGYI KURT W &
Parcel #: 416-20-12
5731 SHADOW RIDGE DR
CASTRO VALLEY CA 94552

TA BEN & KHIET N
Parcel #: 416-10-12
2642 VEGAS AVE
CASTRO VALLEY CA 94546

TAN QI S
Parcel #: 416-10-23
2527 VEGAS AVE
CASTRO VALLEY CA 94546

TEJADA ELIZABETH P
Parcel #: 416-50-106
2808 ENCINA CAMINO
WALNUT CREEK CA 94598

TERRY MICHAEL K & KAREN
Parcel #: 416-10-45-3
21700 REDWOOD RD #A
CASTRO VALLEY CA 94546

TETSALL KIMBERLY A TR
Parcel #: 415-80-40
21701 REDWOOD RD
CASTRO VALLEY CA 94546

TORO JORGE A
Parcel #: 84C-606-9
21168 ELM ST
CASTRO VALLEY CA 94546

USSERY ROBERT C & LISA L
Parcel #: 84C-606-1-6
3641 JUNIPER ST
CASTRO VALLEY CA 94546

VANDERBILT SEAN A &
Parcel #: 416-10-38
2672 WATSON ST
CASTRO VALLEY CA 94546

VINCENT LINDA C & RONALD
Parcel #: 416-20-11
1991 BURROUGHS AVE
SAN LEANDRO CA 94577

WEBSTER DONALD B &
Parcel #: 416-50-5
21899 GREENVIEW CT
CASTRO VALLEY CA 94546

WHEELER JOHN A & CYNTHIA
Parcel #: 416-20-9
2661 WATSON ST
CASTRO VALLEY CA 94546

WHITACRE RONALD E
Parcel #: 415-80-15
2486 VEGAS AVE
CASTRO VALLEY CA 94546

WHITTINGTON MARY D
Parcel #: 416-10-42
2538 WATSON ST
CASTRO VALLEY CA 94546

WILLETT MASSIMINA L TR
Parcel #: 416-20-15
22003 YOUNG AVE
CASTRO VALLEY CA 94546

WOLDEMARIAM FASSIL &
Parcel #: 416-10-25
2639 VEGAS AVE
CASTRO VALLEY CA 94546

YOHANES SEBHAT & ARAIA
Parcel #: 415-80-19
2362 VEGAS AVE
CASTRO VALLEY CA 94546

YUEN LINDA & SIN THAY T
Parcel #: 415-80-16
2380 VEGAS AVE
CASTRO VALLEY CA 94546

ZAKEDIS KELLY R
Parcel #: 416-50-60
21980 QUEEN ST
CASTRO VALLEY CA 94546

Signatures required on back of form. Please print clearly.

Standard Application

Application Received	
By: <u>P. Torbett</u>	Date: <u>1.15.2015</u>
Application #: _____	

WE WILL NOT ACCEPT INCOMPLETE SUBMITTALS!!

1. Type of application: Check one or more **TRACT MAP**

Boundary Adjustment
 Subdivision
 Conditional Use Permit
 Variance
 Site Development Review
 Rezoning
 Administrative Conditional Use Permit
 Sign Review
 Other: **GENERAL PLAN AMENDMENT**

2. Brief description of application: **PROPOSED DEVELOPMENT IS FOR A MIXED USE CONCEPT INCLUDING COMMUNITY SERVING RETAIL AND SERVICES, SMALL TRADE STOPS, AND OFFICE.**

3. Project site: 21634 REDWOOD RD. CASTRO VALLEY, CA 94546

Address City State Zip Code

4. Assessor's parcel number(s): 416⁰⁰.10.017.04

5. Special instructions to access property (e.g. dogs, gates, alarms, etc.): CYCLONE FENCE w/ PADLOCK @ GATE.

6. Land owner: H. JAMES KNUTE SARAS

NAME COMPANY

4545 CROW CANYON PL. CASTRO VALLEY 94552

Address City State Zip Code

510.727.0452 510.727.0185 KNUTE @ AOL. COM

Contact Phone(s) Fax # Email Address

7. Applicant: SAME AS LAND OWNER

(if different from above) NAME COMPANY

Same as above

Address City State Zip Code

Contact Phone(s) Fax # Email Address

8. Primary contact person: SECONDARILY GALEN GRANT FCGA ARCHITECTURE

NAME COMPANY

301 HARTZ AVE #213 DANVILLE CA 94526

Address City State Zip Code

925.678.2030 925.820.5858 galen@fcga.com

Contact Phone(s) Fax # Email Address

FOR PLANNING DEPARTMENT USE ONLY

Side E Distance 150' (ft) Direction N

Of Cross Street VAGAS AVE

Uninc. Area/District CV Zoning C-O

ROW 100' FWL _____ SBL _____

Lot Area: 1.6 (ft) 1.6 (ac)

History PLN2014-00070, PLN2014-00188

Alameda County
COMMUNITY DEVELOPMENT AGENCY 
PLANNING DEPARTMENT

Offices: 224 West Winton Avenue, Room 111
 Hayward, CA 94544

Permit Center: 399 Elmhurst Street, Room 141
 Hayward CA 94544

Ph: (510) 670-5400 Fax: (510) 785-8793
www.acgov.org/cda/planning September 2012

*If more space is needed, please attach a separate sheet.

AFFIDAVIT:

1. I attest under penalty of perjury to the truth and accuracy of all the facts, exhibits, maps, and attachments presented with and made a part of this application.
2. I hereby authorize County staff and members of review bodies, including but not limited to the Castro Valley Municipal Advisory Council, the Board of Zoning Adjustments, the Planning Commission, and the Board of Supervisors, to enter upon my property to verify or obtain information, to view the property, or to photograph the property and the surrounding area as part of the application review process. (Please note any special instructions regarding access to your property such as dogs, gates, alarms, etc.)

I understand that staff will make all efforts to notify me of such site visits, but that this may not always be possible.

3. I understand that unless this is a fixed fee application, the money I have submitted constitutes a deposit and that costs necessary to process the application will be billed against this deposit. The County will bill charges for County staff time spent processing this application at an hourly rate that represents salary plus overhead and will bill consultant charges at actual cost. In addition, the County will bill direct costs, including but not limited to actual costs of mailing or publication of notices or actions, against the deposit.

The deposit is based on the typical time it takes to process an application similar to mine. However, processing time can vary depending on the specifics of an application and it is possible, particularly if my application becomes controversial, that the processing time, and thus the cost, may exceed the estimated time. If this happens, I am responsible for the additional costs. When costs approach the amount of my deposit, the County will notify me and request an additional deposit based on the County's best estimate of the additional time necessary to complete the application review.

It is also possible that the costs to process my application will be less than the deposit. If this happens the County will refund the balance of my deposit, less additional post-approval costs such as landscape inspections, after the appeal period for the approval has passed. Should I withdraw my application, County staff will stop working on it and refund the balance of my deposit less any costs to which the County has committed as of the date of withdrawal, such as costs of publication.

I further understand that I am liable for the cost of processing my application regardless of whether the County approves, approves with modifications, or denies my application, and that all applications approved by the County will be conditioned to require that the County be made whole for any costs of processing the application that may be outstanding.

4. I understand that acceptance of this application and accompanying material does not constitute acceptance of this application as complete. I further understand that although my application may be deemed complete for purposes of initial review, it is possible that I may need to submit additional information as the review proceeds or after final action on my application before I can implement my project, including but not limited to the following:

- Additional information as needed to complete an environmental review under the California Environmental Quality Act;
- Additional information as needed to clarify the application or address questions raised either as a result of responses received from the referral of my application to other public agencies and interested parties or in response to issues raised at public hearings by members of the hearing body or the general public who submit written or oral testimony at the hearings;
- Final information that will be necessary to meet Public Works Agency Stormwater Management requirements;
- Revised plans, elevations, or other material necessary to illustrate or otherwise conform to changes that the final approval body makes to my original submittal;
- Additional material, such as landscape or drainage improvement plans, that may be required under a condition or provision of approval.

I understand that delay of information submittal or submittal of inaccurate information may delay the review process.

5. I understand that if I make changes in proposed plans during the review process or in approved plans before construction permits are issued, during construction, or prior to final inspection and occupancy, such changes will require additional design review by County staff and the advisory and approval bodies. It is my responsibility to submit such revised plans to County staff in a timely manner. This may require four to six or more additional weeks of review and processing time from the time I submit complete plans. Depending on the final outcome of the approval process, I may have to submit revised plans consistent with that action as noted above. In addition, any unauthorized building, demolition, grading, landscaping, or other site plan changes made during the review period will require correction at my expense.
6. I understand that any representations made to me in a pre-application meeting or otherwise prior to or during the application review process regarding cost or timing are best-guess estimates and that I cannot bind or hold the County to them. I understand that factors such as changes to my project or issues raised by approval bodies or members of the public during the review process, including at public hearings, can extend the time necessary to complete the review and reach a decision on my application.
7. Furthermore, I hereby agree to hold the County harmless from all costs and expenses, including attorney's fees, that the County incurs or held to be the liability of the County in connection with the County's defense of its actions in any proceeding brought in any State or Federal Court challenging the County's actions with respect to my project. This includes but is not limited to actions brought pursuant to the California Environmental Quality Act, the Alameda County Zoning Ordinance, or other State and County code and ordinance requirements. If I fail to defend adequately the County, the County may provide its own legal defense and subdivider or its successors shall be responsible for the County's reasonable attorneys' fees. This agreement to hold the County harmless shall extend to any successors in interest to this application. I agree that if this application is signed by more than one person the obligations and liabilities of each person is joint and several, with each person being responsible for the entire obligation.

Applicant Signature:

H. James Knuppe

Date:

1-15-15

Landowner Signature:

H. James Knuppe

Date:

1-15-15



Stormwater Requirements Pre-Screening Checklist

Complete this form for all projects regardless of size. The purpose of this form is to identify requirements for stormwater controls.

A. Project Information

A.1 Project Name: REDWOOD COMMERCIAL PARK
 A.2 Project Address/Location: 21634 REDWOOD ROAD CASTRO VALLEY
 A.3 Project Applicant: H. JAMES KNUDSE

A.4 Does the project propose to alter external structure or site characteristics? *If Yes, continue to Table 1. If No, project is non-Regulated and does not have C3 requirements. STOP HERE. NO FURTHER C3 EVALUATION NEEDED.* Yes No

Table 1: Impervious and Pervious Surfaces

Identify separately the surface area(s) of Building(s) footprint, Driveway(s), Patio(s), Impervious deck(s), Uncovered parking lot (including top deck of parking structure), Impervious trails, Miscellaneous paving or structures, and Off-lot Impervious Surface (Streets, Sidewalks and/or Bike lanes built as part of new street) for Questions B through G below.	SQUARE FEET
A. Total lot or site area of the proposed development.	15,300 SF!
B. Existing impervious surface area (Pre-Project) located within the proposed development.	0
C. The amount of existing impervious surface (Question B above) that will be removed and will not be replaced (i.e. impervious to pervious).	0
D. The amount of existing impervious surface (Question B above) that will be removed and replaced in kind.	0
E. The amount of existing impervious surface (Question B above) that will be removed and replaced with other types of impervious surface.	0
F. The amount of newly created impervious surface (i.e. pervious to impervious).	40,100 SF!
G. Sum of Questions D, E, and F above. This is the project's impervious surface area which is subject to water quality control.	40,100 SF!

A.5 Is this a single family house project which is NOT part of a larger track or parcel map development? *If Yes, continue to A.9. If No, continue to A.6.* Yes No

A.6 Does the project create or replace 10,000 square feet or more of impervious surface cumulatively over the site? *If Yes, the project is Regulated. Continue to A.10. If No, continue to A.7.* Yes No

A.7 Does the project create or replace 5,000 square feet or more of parking lot cumulatively over the site? *If Yes, the project is Regulated. Continue to A.10. If No, continue to A.8.* Yes No

A.8 Does the project create or replace 5,000 square feet or more of impervious surface cumulatively at a restaurant (SIC Code 5812), retail gasoline outlet, or auto related facility (SIC Codes 5013, 5014, 5541, 7532-7534, and 7536-7539)? *If Yes, the project is Regulated. Continue to A.10. If No, continue to A.9.* Yes No

A.9 Will the project create or replace 2,500 square feet or more of impervious surface cumulatively over the site? *If Yes, the project is a Small Project and must include one of Site Design Measures (a through f) in Section B. Continue to Section B. If No, the project is non-Regulated. Continue to Section B.* Yes No

A.10 Does the total amount of Replaced Impervious surface (sum of D and E in Table 1) equal 50 percent or more of the Pre-Project Impervious Surface? *If YES, stormwater treatment requirements apply to the whole site; if NO, these requirements apply only to the impervious surface created and/or replaced. Continue to Section B and also complete the Stormwater Requirements Checklist.* Yes No

B. Select Appropriate Site Design Measures (Required for C.3 Regulated Projects; all other projects are encouraged to implement site design measures, which may be required at municipality discretion. Starting December 1, 2012, projects that create and/or replace 2,500 – 10,000 sq.ft. of impervious surface must include one of Site Design Measures a through f.¹ Consult with municipal staff about requirements for your project.) Check all site design measures that are included in the project plans.

Yes	No	Plan Sheet No.	
<input type="checkbox"/>	<input checked="" type="checkbox"/>		a. Direct roof runoff into cisterns or rain barrels and use rainwater for irrigation or other non-potable use.
<input checked="" type="checkbox"/>	<input type="checkbox"/>		b. Direct roof runoff onto vegetated areas.
<input type="checkbox"/>	<input checked="" type="checkbox"/>		c. Direct runoff from sidewalks, walkways, and/or patios onto vegetated areas.
<input checked="" type="checkbox"/>	<input type="checkbox"/>		d. Direct runoff from driveways and/or uncovered parking lots onto vegetated areas.
<input type="checkbox"/>	<input checked="" type="checkbox"/>		e. Construct sidewalks, walkways, and/or patios with permeable surfaces.
<input type="checkbox"/>	<input checked="" type="checkbox"/>		f. Construct bike lanes, driveways, and/or uncovered parking lots with permeable surfaces.
<input checked="" type="checkbox"/>	<input type="checkbox"/>		g. Minimize land disturbance and impervious surface (especially parking lots).
<input checked="" type="checkbox"/>	<input type="checkbox"/>		h. Maximize permeability by clustering development and preserving open space.
<input checked="" type="checkbox"/>	<input type="checkbox"/>		i. Use micro-detention, including distributed landscape-based detention.
<input checked="" type="checkbox"/>	<input type="checkbox"/>		j. Protect sensitive areas, including wetland and riparian areas, and minimize changes to the natural topography.
<input checked="" type="checkbox"/>	<input type="checkbox"/>		k. Self-treating area (see Section 4.1 of the C.3 Technical Guidance)
<input checked="" type="checkbox"/>	<input type="checkbox"/>		l. Self-retaining area (see Section 4.2 of the C.3 Technical Guidance)

C. Source controls required by the Alameda County Building Code

Are these features in project?		Features that require source control measures	Source control measures (Refer to Local Source Control List for detailed requirements)	Is source control measure included in project plans?		Plan Sheet No.
Yes	No			Yes	No	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Storm Drain	Mark on-site inlets with the words "No Dumping! Flows to Bay" or equivalent.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Floor Drains	Plumb interior floor drains to sanitary sewer ² [or prohibit].	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Parking garage	Plumb interior parking garage floor drains to sanitary sewer ² .	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Landscaping	<ul style="list-style-type: none"> ▪ Retain existing vegetation as practicable. ▪ Select diverse species appropriate to the site. Include plants that are pest- and/or disease-resistant, drought-tolerant, and/or attract beneficial insects. ▪ Minimize use of pesticides and quick-release fertilizers. ▪ Use efficient irrigation system; design to minimize runoff. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

¹ See MRP Provision C.3.a.i(6) for non-C.3 Regulated Projects, C.3.c.i(2)(a) for Regulated Projects, C.3.i for projects that create/replace 2,500 to 10,000 sq.ft. of impervious surface and stand-alone single family homes that create/replace 2,500 sq.ft. or more of impervious surface.

² Any connection to the sanitary sewer system is subject to sanitary district approval.

<input type="checkbox"/>	<input checked="" type="checkbox"/>	Pool/Spa/Fountain	Provide connection to the sanitary sewer ² to facilitate draining.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Food Service Equipment (non-residential)	Provide sink or other area for equipment cleaning, which is: <ul style="list-style-type: none"> ▪ Connected to a grease interceptor prior to sanitary sewer² discharge. ▪ Large enough for the largest mat or piece of equipment to be cleaned. ▪ Indoors or in an outdoor roofed area designed to prevent stormwater run-on and run-off, and signed to require equipment washing in this area. 	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Refuse Areas	<ul style="list-style-type: none"> ▪ Provide a roofed and enclosed area for dumpsters, recycling containers, etc., designed to prevent stormwater run-on and runoff. ▪ Connect any drains in or beneath dumpsters, compactors, and tallow bin areas serving food service facilities to the sanitary sewer². 	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Outdoor Process Activities ³	Perform process activities either indoors or in roofed outdoor area, designed to prevent stormwater run-on and runoff, and to drain to the sanitary sewer ² .	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Outdoor Equipment/Materials Storage	<ul style="list-style-type: none"> ▪ Cover the area or design to avoid pollutant contact with stormwater runoff. ▪ Locate area only on paved and contained areas. ▪ Roof storage areas that will contain non-hazardous liquids, drain to sanitary sewer², and contain by berms or similar. 	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Vehicle/Equipment Cleaning	<ul style="list-style-type: none"> ▪ Roofed, pave and berm wash area to prevent stormwater run-on and runoff, plumb to the sanitary sewer², and sign as a designated wash area. ▪ Commercial car wash facilities shall discharge to the sanitary sewer². 	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Vehicle/Equipment Repair and Maintenance	<ul style="list-style-type: none"> ▪ Designate repair/maintenance area indoors, or an outdoors area designed to prevent stormwater run-on and runoff and provide secondary containment. Do not install drains in the secondary containment areas. ▪ No floor drains unless pretreated prior to discharge to the sanitary sewer². ▪ Connect containers or sinks used for parts cleaning to the sanitary sewer². 	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Fuel Dispensing Areas	<ul style="list-style-type: none"> ▪ Fueling areas shall have impermeable surface that is a) minimally graded to prevent ponding and b) separated from the rest of the site by a grade break. ▪ Canopy shall extend at least 10 ft in each direction from each pump and drain away from fueling area. 	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Loading Docks	<ul style="list-style-type: none"> ▪ Cover and/or grade to minimize run-on to and runoff from the loading area. ▪ Position downspouts to direct stormwater away from the loading area. ▪ Drain water from loading dock areas to the sanitary sewer². ▪ Install door skirts between the trailers and the building. 	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	Fire Sprinklers	Design for discharge of fire sprinkler test water to landscape or sanitary sewer. ³	<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	Miscellaneous Drain or Wash Water	<ul style="list-style-type: none"> ▪ Drain condensate of air conditioning units to landscaping. Large air conditioning units may connect to the sanitary sewer². ▪ Roof drains shall drain to unpaved area where practicable. ▪ Drain boiler drain lines, roof top equipment, all washwater to sanitary sewer². 	<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	Architectural Copper	Drain rinse water to landscaping, discharge to sanitary sewer ² , or collect and dispose properly offsite. See flyer "Requirements for Architectural Copper."	<input type="checkbox"/>	<input type="checkbox"/>	

² Any connection to the sanitary sewer system is subject to sanitary district approval.

³ Businesses that may have outdoor process activities/equipment include machine shops, auto repair, industries with pretreatment facilities.

D. Implement construction Best Management Practices (BMPs) (Applies to all projects).

Best Management Practice (BMP)

Attach the Alameda Countywide Water Pollution Prevention Program's construction BMP plan sheet to project plans and require contractor to implement the applicable BMPs on the plan sheet.

Install temporary erosion controls to stabilize all denuded areas until permanent erosion controls are established.

Delineate clearing limits, easements, setbacks, sensitive or critical areas, buffer zones, trees, and drainage courses with field markers.

Provide notes, specifications, or attachments describing the following:

- Construction, operation and maintenance of erosion and sediment controls, include inspection frequency;
- Methods and schedule for grading, excavation, filling, clearing of vegetation, and storage and disposal of excavated or cleared material;
- Specifications for vegetative cover & mulch, include methods and schedules for planting and fertilization;
- Provisions for temporary and/or permanent irrigation.

Perform clearing and earth moving activities only during dry weather.

Use sediment controls or filtration to remove sediment when dewatering and obtain all necessary permits.

Protect all storm drain inlets in vicinity of site using sediment controls such as berms, fiber rolls, or filters.

Trap sediment on-site, using BMPs such as sediment basins or traps, earthen dikes or berms, silt fences, check dams, soil blankets or mats, covers for soil stock piles, etc.

Divert on-site runoff around exposed areas; divert off-site runoff around the site (e.g., swales and dikes).

Protect adjacent properties and undisturbed areas from construction impacts using vegetative buffer strips, sediment barriers or filters, dikes, mulching, or other measures as appropriate.

Limit construction access routes and stabilize designated access points.

No cleaning, fueling, or maintaining vehicles on-site, except in a designated area where washwater is contained and treated.

Store, handle, and dispose of construction materials/wastes properly to prevent contact with stormwater.

Contractor shall train and provide instruction to all employees/subcontractors re: construction BMPs.

Control and prevent the discharge of all potential pollutants, including pavement cutting wastes, paints, concrete, petroleum products, chemicals, washwater or sediments, rinse water from architectural copper, and non-stormwater discharges to storm drains and watercourses.

Name of applicant completing the form:

H. JAMES KNOPPE

Signature of applicant completing the form:

H. James Knoppe

Date:

1-15-15

Name of Planner:

RICHARD TARBELL

Date:

JANUARY 15, 2015

PM-
TR-

SUBDIVISION APPLICATION

- Read the handout, "Applying for a Subdivision (Tentative Parcel Map & Tentative [tract] Map)," before filling out this form.
- Submit this application at the Zoning Counter in Room 140 at 399 Elmhurst St., Hayward. Call (510) 670-5410 to make an appointment.

Application Received:
 By: _____
 Date: _____
 Appl. #: _____

The contact information and signatures on this page and Items 1 – 3 on the next page must be provided. Items 4 - 15 on the subsequent pages may also be required; see Item 1, Note 1 and the explanation following Item 3.

- Property Address: 21634 REDWOOD RD
CASTRO VALLEY, CA 94546 Assessor's Parcel No.(s): 416. 10.17. 4
- Owner's Name: H. JAMES KNUPPE Owner's Phone No.: 510.727.0452
- Owner's Address: 4545 CROW CANYON RD
CASTRO VALLEY 94552 Owner's e-mail: KNUPPE@AOL.COM
- Applicant's Name: SAME AS OWNER Applicant's Phone No.: _____
- Applicant's Address: _____ Applicant's e-mail: _____
- Civil Engineer's Name: CIVIL
DEBOLT ENGINEERING Civil Engr's Phone No.: 925.837.3780
- Civil Engr's Address: 811 SAN RAMON VALLEY BLVD Civil Engr's e-mail: DEBOLTCIVIL@EARTHLINK
NET
- Land Surveyor's Name: SAME AS CIVIL Surveyor's Phone No.: _____
- Land Surveyor's Address: _____ Surveyor's e-mail: _____
- Architect's Name: FCGA ARCHITECTURE Architect's Phone No.: 925.820.7585
- Architect's Address: 301 HARTZ AVE #213
DANVILLE, CA 94526 Architect's e-mail: galen@fcga-inc.com
- Other Contact Person's Name: GALEN GRANT Contact Person's Phone No.: 925.678.2030
- Contact Person's Address: SAME AS FCGA Contact Person's e-mail: SEE ARCH-EMAIL

AFFIDAVIT

1. I attest, under penalty of perjury, to the truth and correction of all the facts, exhibits, maps, plans, study reports, and other attachments presented with and made a part of this application.
2. I authorize the Planning staff and other County review bodies permission to enter upon the private property listed above in order to verify and/or obtain information as required to complete the review of this application.
3. I agree to pay all fees and costs needed to process this application.

H. James Knuppe _____ 1-15-15
 Property Owner's Signature Date

H. James Knuppe _____ 1-15-15
 Applicant's Signature Date

[Signature] _____ 1/15/15
 Contact Person's Signature Date

Subdivision Application

Attach or enclose the following:

1. **Initial Filing Deposit: \$4,000 (min.)**. Make check payable to "Treasurer, County of Alameda."

Notes:

1. The Senior Planner may require an additional deposit if your project requires special review.
2. If this fee deposit is depleted, the Planning Staff will advise you that additional funds must be deposited to continue the processing of this application. Any remaining unexpended money will be refunded.

2. **Tentative Parcel Map or Tentative Map**, prepared in accordance with the requirements of **Attachment A**. This Map must be submitted in the following quantities and formats:

- For subdivisions in Castro Valley, 27 black line prints of each sheet, folded to 8.5" x 11"
- For subdivisions elsewhere in the County, 20 black line prints of each, folded to 8.5" x 11"
- 1 - 11" x 17" photo reduction.
- 1 - 8.5" x 11" photo reduction.
- 1 - 8.5" x 11" clear transparency.

3. **Impervious Surface Form**, prepared in accordance with the requirements of **Attachment B**.

The following items 4 - 15 may be required in support of your application. Read the submittal criteria in the applicable reference for items 4 - 8 and check the "yes" or "no" box in front of each of these items to indicate if your project is affected. The applicability of Items 9 - 15 will be determined by the Senior Planner during your screening review.

If you wish to provide an explanation of why an item shouldn't apply, or if an item is required but you have not included it in your package, provide that explanation in writing on the lines behind each item; you may attach additional sheets or other information as necessary. Planning staff will review each item to make a determination of whether your package can be "deemed complete."

FAILURE TO PROVIDE A REQUIRED SUPPORTING PLAN OR STUDY WILL DELAY THE PROCESSING OF YOUR APPLICATION.

4. Yes ; No **Preliminary Grading Plan**. (Required only if the project will eventually require a Grading Permit from PWA; see **Attachment C**.) Explanation (optional): _____

5. Yes ; No **Soils/Geologic Investigation Report**. (Required only if this application is for a Tentative (tract) Map or if there is a known geological hazard on the property; see **Attachment E**.) Explanation (optional): _____

6. Yes ; No **Preliminary Stormwater Protection Plan**. (Required only if the project involves the construction or reconstruction of 10,000 sq. ft or more of impervious surface; see **Attachment F**.) Explanation (optional): _____

Subdivision Application

7. Yes ; No **Preliminary Floodplain Management Plan.** (Required only if the project is located within a designated floodplain; see *Attachment G.*) Explanation (optional): _____

8. Yes ; No **Preliminary On-Site Storm Runoff Detention Plan.** (Required only if the post-construction stormdrain runoff rate from the site is predicted to be > 5 cubic ft./sec. or if the project includes a storm runoff treatment detention basin; see *Attachment H.*) Explanation (optional):

9. Yes ; No **Traffic Study,** if required by the Planning Staff. If required, this study must be prepared by a licensed traffic engineer and 5 copies submitted. Explanation (optional): _____

10. Yes ; No **Visual Analysis,** if required by the Planning Staff. If required, this analysis must be prepared by a qualified consultant, and as directed by Planning. Explanation (optional): _____

11. Yes ; No **Building Elevations, Parking Plan, & Landscape Plan,** if required by the Planning Staff in conjunction with the conversion of multiple rental units to ownership. Refer to *Attachment I* for additional information and the guidelines for the preparation of this plan. Explanation (optional):

12. Yes ; No **Plan showing the individual lot building pad and driveway locations,** if required by the Planning Staff. Explanation (optional): _____

13. Yes ; No **Noise Study,** if required by the Planning Staff. If required, this analysis must be prepared by a qualified consultant, and as directed by Planning. Explanation (optional):

14. Yes ; No **Building Floor Plans,** if required by the Planning Staff. Explanation (optional):

15. Yes ; No **Permits or other Approvals from other Agencies, or Other Supporting Documents,** if required by the Planning Staff and as listed below:

Subdivision Application

16. Call for appointment to meet with a Senior Planner for submittal.

Do not forget to make an appointment with a Senior Planner to review this submittal. The Planning Department staff will not process a tentative map/tentative parcel map application package that has not been screened by a Senior Planner.

17. Applicant Signature verifying that the applicant understands the application process:

H. James Knuppe

1-15-15

Applicant Signature

Date

Attachments:

- *Attachment A, Requirements for a Tentative Parcel Map or Tentative(Tract) Map*
- *Attachment B, Stormwater Requirements Pre-Screening Checklist*
- *Attachment C, Sections 15.36.040 and .050 of the County Grading Ordinance*
- *Attachment D, Preparation Guidelines for a Preliminary Grading Plan*
- *Attachment E, Preparation Guidelines for a Preliminary Soil/Geologic Report*
- *Attachment F, Preparation Guidelines for a Preliminary Stormwater Protection Plan*
- *Attachment G, Preparation Guidelines for a Preliminary Floodplain Management Plan*
- *Attachment H, Preparation Guidelines for a Preliminary On-Site Storm Runoff Detention Plan*

Subdivision Application

Attachment "A"

REQUIREMENTS FOR A TENTATIVE PARCEL MAP OR TENTATIVE (TRACT) MAP

- The Tentative Parcel Map/Tentative Map must be accompanied by those items determined to be required following completion of the "Subdivision Application." Unless otherwise specified in the applicable preparation guidelines, the necessary information may be incorporated directly on the Map or may be shown on a separate plan or plans referenced on the Map.
- All graphic information shown on the Map must be drawn to scale and must be legible on both the originals and on any print reductions.
- The Planning Department may request more information if needed to fully review the application package.

Each of the following information items/design elements must be shown clearly on the map (or in a map attachment), if applicable. Check the block in front of each item to verify that it is included, or write "n/a" to indicate that it is not applicable to your project.

- Tentative Parcel Map/Tentative Map Number:** Reserve this number with the County Recorder at (510) 272-6362. Tell the Recorder's Office whether you are applying for a *Tentative Parcel Map* (if subdividing land into 2, 3, or 4 lots or parcels) or a *Tentative (tract) Map* (if subdividing land into 5 or more lots or parcels).
- Applicant:** Name, address, signature and phone number.
- Property Owner** (if different from applicant): Name, address, signature and phone number.
- Engineer or Land Surveyor:** Name, address, signature and phone number, license and seal.

Note that all tentative parcel maps or tentative maps must be signed and stamped by a licensed land surveyor or a registered civil engineer.

- Assessor's Parcel Number(s)** of property to be subdivided.
- Address** (if any) of property to be subdivided.
- Date** map was prepared.
- North Arrow and Scale:** Minimum scale is 1" = 100'.
- Area** of the total property to be divided.
- Use and Zoning of Property (present and proposed)**, including present deed restrictions, if any.
- Existing Off-site and On-site Utilities**, including power poles, fire hydrants, service cabinets, water and sewer mains and laterals, stormdrain channels and culverts, natural gas mains and laterals, electric ducts and conduits, telephone service points, etc.

Subdivision Application

Attachment "A" (cont.)

- Proposed Utilities:** Specify which agency, district, or company will provide each of the following services, including any proposed service system improvements. Specify the date that services and improvements will be provided.
 - (a) Proposed water system to be installed, including fire lines if any.
 - (c) Proposed sewage disposal system or connection. If an on-site system is proposed, show the approximate location of proposed storage tank and leach field(s) and describe type of system. Proposed gas and electric service lines, including overhead lines and on-site utility poles, if any.
 - (d) Water wells, if any.
 - (e) Telephone service.
 - (f) Fire protection.
- Boundaries** (dimensions and bearings) of total property to be divided.
- Proposed Layout:** Show location, dimensions and area of each lot. Designate each lot by **number** and each block by **letter**. Show building envelope and setback lines.
- Existing Buildings and Structures** intended to stay in place after land division. Show the outline dimensions and locations for all such buildings and structures.
- Significant Features:** Show any embankment, creek wall, significant trees, pond, well, etc. to be retained or removed.
- Easements:** Show location, width, and purpose of all existing and proposed easements lying within the Subdivision.
- Retaining Walls:** Show both existing and proposed retaining walls including type, height, and cross-section
- Areas proposed for public uses.**
- Proposed Landscaped Area.** Show location and types of trees, shrubs and ground cover that are proposed. Identify the portion of the landscaping (if any) to be used for stormwater treatment.
- Topography:** Show existing and proposed contour lines on the property and extended 100 feet beyond the property lines as follows: For slopes less than 5%, use 1 foot contours. For slopes in excess thereof, use 2 foot contours. Where no graded building sites or roads are proposed, use 5 foot contours. Where the design provides stubs for future roadway extensions, extend the contours 300 feet beyond the property limits for at least 125 feet from each side of the centerline of the future roadway alignment. Refer elevations to County Surveyor's bench marks.
- Nearest County Roadway intersection:** Show key map or graphic reference.
- Existing and Proposed Roadways:** Show location width and name of existing and proposed roadways lying within and adjacent to the Subdivision. Indicate whether roadway is or will be public or private. Indicate proposed roadway improvements, including dedications or reservations for future roadway widening or extension. Show structural and geometric cross-sections for any proposed new roadways and roadway extensions.
- Roadway and Flood Control Right of Way:** Show all existing rights-of-way, and any future width lines and/or proposed dedications of the property to the roadway or flood control district rights-of-way.

Subdivision Application

Attachment "A" (cont.)

- Frontage Improvements:** Show location of proposed frontage improvements to the public roadway, including the installation and/or replacement of drainage inlets, culverts, conduits, or manholes, traffic control signs or markings, etc. Show structural and geometric cross-sections for any proposed roadway widening or realignment.
- Parking and Turnaround:** Show location and sizing of all required off-street parking areas and vehicle/fire engine turnaround.
- Proposed Roadway Names:** Submit three alternatives for each new proposed roadway name needed.
- Radii of all Roadway Curves and Curb Returns.**
- Proposed Street Lighting:** Show location and type of all new or replacement street lights.
- Water Drainage:** Show location of all submerged areas and areas subject to inundation or stormwater overflow. Show the location, width, and the direction of flow of all watercourses within or adjacent to the Subdivision. Indicate the method proposed for control of final drainage and disposition of storm water and flow of water on lots, including sizes of pipes and channels required for such control. Identify any required on-site detention facilities.
- Stormwater Protection Measures:** If the project is required to provide stormwater protection, show or describe the proposed method or methods of stormwater protection (site design, source control, stormwater treatment, and/or hydromodification management measures).
- Creek Setback:** Show the "watercourse setback", as defined in the County Watercourse Ordinance, from any creeks or other watercourses on the site and any improvements or other proposed changes within the setback area. Provide cross-sections of the watercourse at 50' intervals and at any proposed bridge crossing or storm drain outfall structures.
- Stormwater Collector:** If applicable, show the zone and line of the Alameda County Flood Control and Water Conservation District facility that the site drains to, either directly or indirectly, and the creek name, if any.
- Limit of any Geotechnical or Geologic Hazards:** Show type and location of hazard (earthquake fault trace or zone, seismically-induced landslide, seismically-induced liquefaction, etc.) existing on or adjacent to the site and the proposed mitigation measures, if any. Identify any areas of undocumented fill and the proposed mitigation.

Redwood Commercial Park
H. James Knuppe, Applicant
21634 Redwood Road
Castro Valley

Project Narrative
Updated 10.28.14

Location:

This proposed mixed-use development is located on a former Caltrans parcel which fronts on the eastbound on-ramp to I-580 from Redwood Road. The parcel is currently designated Public Facility in the General Plan and is zoned CO, Office Commercial.

The proposed development has several challenges to overcome:

- **General Plan: Public Facility**
This designation allows for public, not private developments.
- **Zoning: CO Office Commercial**
Permitted uses are for the conduct of business, administrator or professional services. Conditional uses, with planning commission approval, are facilities such as churches, libraries, schools, clubs, unions, etc.
Additional Conditional uses, with board of zoning adjustment approval, consist of pharmacies, restaurants or retail stores serving existing buildings in the same district, mobile outdoor businesses, research or development laboratories, parking lots, and public utility substations.
- **Parcel Shape:**
The parcel is very rectangular, ±85' wide by ±440' deep, paralleling the on-ramp.
- **Access:**
The single access point is via Redwood Road in close proximity to the entrance of the freeway on-ramp.

This Proposal:

The owner and architect have explored numerous development options including all residential, all self-storage, partial retail, partial office, and light industrial. All options have been discussed with the county planning department with conceptual designs. The development team believes that this site is best suited for mixed use, combining service retail, office, and storage.

We further propose that no residential be permitted.

This proposal also includes a request for approval of a tract map, allowing the individual sale of each unit.

A General Plan Amendment and Rezone are required.

Proposed General Plan Designation: Community Commercial

This designation is intended to provide a wide range of commercial goods and services to meet community needs generally in an auto-oriented setting. Typical uses include community-serving retail and commercial services, comparison retail, and office uses.

Proposed Zoning: C-2

The rezone to C-2 was selected because the Allowable and Conditional Uses of the C-2 zone include the types of uses that are proposed for this development.

Permitted Uses:

The following principal uses are permitted in a C-2 district:

- A. Any principal use permitted in a C-O district, pursuant to Section 17.34.020, or a C-1 district pursuant to Section 17.38.020;
- B. Wholesale business, storage of household goods, storage garage;
- C. Contractor's office for businesses that are characterized by the installation of materials or equipment on the property of the purchaser; including interior storage of equipment and materials;
- D. Retail service shops, including cabinet shop, furniture repair and refinishing; upholstery of furniture and automobiles; residential appliance repair; business machine repair; small mechanical equipment and component parts repair and service; bicycle, motorcycle, lawnmower and locksmith shops; auto repair garage and tire recapping;
- E. Ambulance service; automobile rental; clinic, catering, job printing; interior decorating, tailoring, laboratory.

Conditional Uses: Board of Zoning Adjustments

In addition to the uses listed in Sections 17.52.480 and 17.52.580, additional conditional uses in C-2 districts shall be permitted only if approved by the board of zoning adjustments as provided in Section 17.54.130.

Conditional uses listed in Zoning Ordinance are not included in the Applicant's proposed uses, therefore they are not included in this narrative. The Applicant reserves the right to pursue any use that fits into the Conditional Use category in the C-2 zone with the appropriate approvals, except residential and auto repair.

Conditional Uses: Planning Commission

There are conditional uses that shall be permitted in a C-2 district only if approved by the Planning Commission, sitting as a Board of Zoning Adjustments, as provided in Sections 17.54.135 and 17.40.010.

Conditional uses listed in Zoning Ordinance are not included in the Applicant's proposed uses, therefore they are not included in this narrative. The Applicant reserves the right to pursue any use that fits into the Conditional Use category in the C-2 zone with the appropriate approvals.

Proposed Uses for Subject Site:

The applicant is proposing to create a freeway oriented, linear development plan which addresses the county's desire for mixed-use, the unfulfilled needs in the marketplace, and is considerate of the existing residential neighbors to the south.

This project proposes to develop twelve, two-story tenant spaces for the following types of uses:

- **Wholesale Business, Contractors' Offices:** Ground Level/Second Level
This would be a small business, possibly a sole practitioner who needs a small showroom, an office, a repair shop, small fabrication, refinishing, a restroom, after-hours business vehicle storage, and product/parts storage.

Typical Examples: Tile setter, flooring contractor, furniture maker, artists, remodeling contractor, laboratories, testing, manufacturing (small scale), and other small trades as identified as Permitted and Conditional Uses in the C-2 district. No auto repair. No auto painting. No residential.

- **Retail Service Business/Offices/Storage:** Ground Level/Second Level
Retail service users may use this space as a home base, requiring similar space for sales, product storage and display, office, and breakroom.

Typical Examples: Janitorial services, carpet cleaners, window washers, pool maintenance, internet sales, product designers, architects, real estate, family counseling office.

- Other uses not requiring heavy public visitation, storage, and other small service businesses as identified as Permitted and Conditional Uses in the C-2 district.

Proposed Tract Map:

A tract map will be proposed, identifying twelve individual, for-sale units. The applicant will be requesting county approval of this tract map as part of this application for a GPA and a Rezone.

Flood Zone:

The subject site has been determined to be located within the FEMA Flood Zone, according to John Rogers of Alameda County Public Works. Protection will be required, establishing the Finish Floor elevations and the provisions for site drainage.

Site Design:

The site plan is largely a derivative of the extremely narrow, deep site dimensions and the residential neighbors to the south. To minimize the potential for negative impact on the existing neighbors, the two structures are sited along the north property line. This maximizes the separation from the existing residential to avoid "looming" over their rear yards. Also, the entry drive is located along the existing masonry sound wall at the south property line. This roadway shall provide for employee and customer parking, access to

tenant spaces, and emergency vehicles. In addition, a strong landscape buffer of trees, shrubs, and ground cover will be provided along the south property line. Climbing plants will be encouraged at the masonry wall.

Architecture:

The design concept will be commercial in materials and contemporary in massing. Cement plaster and metals with varying profiles, textures, and colors will clad the envelope. Overhead doors, man doors, and jambs will be metal finished in complementary colors. Vertical and horizontal planes will undulate to highlight tower features created by tall, featured storefronts at showroom locations.

Primary north facing signage locations will be professionally designed to offer identification and visibility from the freeway. Secondary signage will face south toward the customer service drive to identify each tenant space. These signs will be screened from the existing residential by the existing sound/screen wall along the south property line.

The net result of the entire architecture and landscaping design package will be a sophisticated mixed-use development to attract quality tenants and address community needs with limited impact on the neighborhood.

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INITIAL STUDY

Redwood Commercial Park Project



**Prepared for
County of Alameda**

December 2015

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Redwood Commercial Park Project

1. **Project Title:** Redwood Commercial Park, PLN2015-00010.
2. **Lead Agency Name and Address:** Alameda County Planning Department, 224 West Winton Avenue, Room 111, Hayward, CA 94544
3. **Contact Person and Phone Number:** Richard Tarbell, 510-670-5400
4. **Project Location:** 21634 Redwood Road, Castro Valley, California. Assessor's Parcel Number 416-0010-017-04.
5. **Project Sponsor's Name and Address:** James Knuppe, 4545 Crow Canyon Place, Castro Valley, CA 94552
6. **Existing General Plan Designation:** Public Facility
7. **Proposed General Plan Amendment:** Community Commercial
8. **Existing Zoning:** Office Commercial (C-O)
9. **Proposed Rezone:** General Commercial (C-2)
10. **Project Background and Description:** Discussed in detail below

Project Description

Existing Project Setting

The project site is located within Castro Valley, an unincorporated sub-area of Alameda County. The project site is located immediately south of the Interstate 580 (I-580) eastbound on-ramp from Redwood Road on an undeveloped parcel that was formerly owned by Caltrans (Assessor Parcel Number (APN) 416-0010-017-04) (see Figure 1). Caltrans previously used this site for construction staging during the construction of the I-580 on-ramp at Redwood Road. A residential community borders the project limits to the south and east; a Castro Valley Creek culvert, which conveys excess stormwater under I-580, borders the site to the east; Redwood Road borders the project to the west. A soundwall divides the project site from the residential community to the south. Residential and commercial properties are located along Redwood Road, including an Allstate Insurance office, public Storage facility, chiropractic offices, Castro Valley Eye Center, a Health and Wellness Center, and Castro Valley Psychic.

A Class II bicycle lane, which provides a restricted right-of-way designated use of bicycles with through travel, is located on both northbound and southbound Redwood Road. Additionally, there are sidewalks on most streets within the general region. Two major public mass transit operators provide service within the regional area, Bay Area Rapid Transit (BART) and Alameda-Contra Costa Transit District (AC Transit). The Castro Valley BART station is less than a 0.25-mile from the project site and provides regional transportation connections to the San Francisco Bay Area (Bay Area). AC Transit routes 32 and 48 provide bus service to the project site.

Existing Conditions and Land Use

The 1.04 acre (45,302 square feet (sf)) project site is undeveloped with limited vegetation consisting of patches of seasonal grass and weeds and four trees that are located adjacent to the Castro Valley Creek culvert. The project site is relatively flat with a slight gradient to the east and south. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), a portion of the project site is located within Zone AE.¹ Access to the existing project site is permitted through a single access point on Redwood Road.

¹ Zone AE is an area subject to inundation by a 1 percent annual chance flood event.

The project site is designated Public Facility land use by the Castro Valley General Plan from March 2012. The public facilities land use designation allows for uses that support government, civic, cultural, health, and infrastructure aspects of the community; including uses such as a water treatment plant, fire stations, police stations, post offices, libraries, hospitals, and publicly-owned office buildings. The parcel is also zoned as Office Commercial (C-O), which permits offices for professional services with low volume of consumer contact and no retail sales. Occupancy allowed under C-O includes accountant, advertising, architect, attorney, engineer, insurance, and real estate office establishments.² The project site is included in the Castro Valley General Plan's Community Development Strategy as an area for potential commercial renovation and development.

Proposed Project Components

The project includes the construction of 12 commercial development units within 2 building structures on the project site. Each building would be two stories, totaling approximately 30 feet in height and 34 feet in height if the tower features are included. The total build area would cover approximately 29,580 sf of the 45,302 sf site. Anticipated commercial uses for these units would include dance/music studio, barbershop, cabinetry, landscape, chiropractor office, and pest control types of establishments. Figure 2 depicts the project site plan and the project plans and site plans are attached in Appendix A.

In order to accommodate anticipated land uses at the project site, a General Plan Land Use amendment and rezoning would be required as a part of project approval as summarized in Table 1. The proposed General Plan Land Use Amendment would designate the parcel as Community Commercial, which would allow for a wide range of commercial goods and services to meet community needs generally in an auto-oriented setting. Typical uses include community-serving retail and commercial services, comparison retail, and office uses. Likewise, the proposed zoning would designate the parcel with General Commercial (C-2) zoning. Uses permitted on land with C-2 zoning include: professional offices, wholesale business, storage of household goods, retail service shops, ambulance service, automobile rental, catering, job printing, interior decorating, tailoring, and laboratory.

Table 1 Existing and Proposed Land Use Designation and Zoning

	Existing	Proposed
Land Use Designation	Public Facilities	Community Commercial
Zoning	Office Commercial (C-O)	General Commercial (C-2)

Source: Alameda County, 2012

Access and Circulation

Access to the site would be provided through the existing access point at Redwood Road. The entry drive would be located along the existing soundwall at the southern property line and would provide access for employees, customers, and emergency vehicles. Exiting the project site would be restricted to right turns only. The project would also feature several bicycle racks to accommodate bicycle users.

The project would provide 44 off-street parking spaces; 20 uncovered surface spots and 24 in the garages (2 within each commercial unit).

² Alameda County Zoning Ordinance.

https://www.municode.com/library/ca/alameda_county/codes/code_of_ordinances?nodeId=TIT17ZO_CH17.34DI

Site Design Features

The site plan layout would place the two building structures along the northern property line to maximize the distance between the existing residences on Vegas Avenue and the proposed buildings. The design concept would be contemporary in architectural style with varying profiles, textures, and colors. Signage on the north facade would be professionally designed to offer identification and visibility from the freeway. Secondary signage would be installed on the south facade facing the parking area.

The proposed landscaping plan includes the planting of trees and shrubs along the perimeter of the project site. Additionally, red trumpet vines are proposed along a portion of the existing sound wall. The intent of the landscaping plan is to establish an attractive and mature landscape appearance. The proposed irrigation system would include water conservation measures.

Utilities

The southern edge of the project site contains an approximately 10 inches in diameter subsurface storm water drainage pipe that drains into the existing Castro Valley Creek culvert. Stormwater drains toward four existing grated storm inlets into this subsurface pipe and travels toward the creek. In previous meetings with Alameda County staff, it was determined that existing stormwater drainage infrastructure on the project site would be adequate to accommodate the project, thus no additional storm water drainage infrastructure or expansion is required. However, to accommodate runoff from new impervious surfaces, bioretention facilities would be constructed adjacent to the Redwood Road/eastbound I-580 on-ramp, the Castro Valley Creek culvert, and within the center parking area to comply with County C.3 water quality requirements.

East Bay Municipal Utility District (EBMUD) provides water service for Castro Valley. An existing 1.5-inch size water line exists on the project site and would be connected to provide potable water to the commercial units. The Castro Valley Sanitation District (CVSD) provides and maintains sewage collection system that serves most of Castro Valley. A 6-inch sewer line exists on the project site and would be connected to provide sanitary sewage service for the project. Gas and electric services are available at the northwest corner of the project site and would be connected to provide electrical and gas to the new building footprints.

The northwestern corner of the site contains a Bay Area Air Quality Management Air District (BAAQMD) air monitoring station and several utility boxes for the intersection signaling infrastructure at Redwood Road and the I-580 on-ramp. Caltrans holds an existing irrigation and access easement for this infrastructure. The infrastructure would remain unchanged as part of the project.

Construction

The project site is relatively flat and undeveloped. As such, construction of the project would not require demolition or extensive grading. The existing vegetation would be removed during construction. Grading would consist of excavation and fill activities and would be balanced on site (approximately 800 cubic feet). The duration of construction would be approximately six months. No pile driving would be required. Prior to construction, a traffic control plan would be put in place to ensure safe flow of traffic during construction.

Environmental Factors Potentially Affected

This initial study includes an evaluation of impacts based on the California Environmental Quality Act (CEQA) Guidelines Appendix G Environmental Checklist. Each checklist item is explained in the discussion following the checklist and, if necessary, mitigation measures are provided to reduce impacts to a less-than-significant level. In accordance with CEQA, all answers take into account the whole of the action, including on- and off-site effects, direct and indirect effects, and effects from both construction and operation of any new development.

Each checklist criterion is marked to identify whether there is an environmental impact.

- *No Impact* indicates that there is no impact.
- *Less-than-Significant Impact* means that while there is some impact, the impact does not exceed any identified thresholds.
- *Significant Unless Mitigation Incorporated* indicates that a significant impact has been identified in the course of this analysis and mitigation measures have been provided in this initial study to reduce a potentially significant impact to a less-than-significant level.
- *Significant Impact* indicates that not all impacts have been reduced to less-than-significant and an Environmental Impact Report (EIR) will be required. As noted previously, mitigation measures developed for this project reduce any significant impacts to a less-than-significant level and an EIR will not be required.
- *Cumulative Impacts* are discussed in **Section XVIII, Mandatory Findings**. The project is considered in combination with approved and projects in the vicinity of the project, as well as the projected buildout of the County as allowed under the Alameda County General Plan to determine if the cumulative impact is significant or less than significant. If a significant cumulative impact is identified, the project's contribution to the significant cumulative impact is considered.

The environmental factors checked below would be potentially affected by the project, involving at least one impact that is a significant impact as indicated by the checklist on the following pages. Mitigation measures have been provided for each significant impact, reducing all to a less-than-significant level.

- | | |
|--|---|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources |
| <input checked="" type="checkbox"/> Air Quality | <input checked="" type="checkbox"/> Biological Resources |
| <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology & Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology & Water Quality | <input type="checkbox"/> Land Use & Planning |
| <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise |
| <input type="checkbox"/> Population & Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation & Circulation |
| <input type="checkbox"/> Utilities & Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

Determination

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that the proposed project COULD have a significant effect on the environment, but mitigations identified in this Initial Study will reduce these impacts to a less than significant level, and a MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that the proposed project MAY have a significant effect(s) on the environment, but at least one effect has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project.



Richard Tarbell, Planner

12.14.15

Date

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ENVIRONMENTAL IMPACT CHECKLIST

I Aesthetics

	Significant Impact	Significant Unless Mitigation Incorporated	Less-than-Significant Impact	No Impact
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Would the project:

a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including but not limited to: trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting

The visual character of Castro Valley is defined by its natural setting as well as by the style and pattern of the built environment including buildings, streets, trees, and other landscaping. Castro Valley is mostly flat and is surrounded by steep hills and canyons. The segment of I-580 that passes through Castro Valley is eligible to be a California Scenic Highway and is included in the Alameda County General Plan Scenic Route Element. The Alameda County General Plan designates I-580, Crow Canyon Road, Redwood Drive, Cull Canyon Road, A Street, and Lake Chabot road (north of Seven Hills Road) as scenic routes. Castro Valley designated Deerview Park, Palomares Hills Park, and Five Canyons Park as visual resources.

In general, residential neighborhoods in Castro Valley include a variety of architectural design styles that represent Craftsman bungalows, Spanish and Mexican period style homes that increase the visual appeal of the area. However, the Castro Valley General Plan EIR determined that some roadway corridors, including Redwood Road, have negative visual characteristics where commercial areas, parking lots, and poor landscaping dominate the viewshed and create visual clutter. Therefore, the Castro Valley General Plan supports development that includes landscaping, street trees, architectural interest, and high-quality materials.

a) Have a substantial adverse effect on a scenic vista? (No impact)

The Alameda County General Plan designated I-580, Crow Canyon Road, Redwood Drive, Cull Canyon Road, A Street, and Lake Chabot road (north of Seven Hills Road) as scenic routes, which do not pass within the vicinity of the project site with the exception of the I-580 corridor described in response b). Additionally, Castro Valley designated forested hillsides and parks such as Deerview Park, Palomares Hills Park, and Five

Canyons Park as visual resources. Deerview Park, Palomares Hills Park, and Five Canyons Park are located over 2 miles from the project site and are not visible from the project site. Accordingly, the project site is not located within a designated scenic vista and would not alter views of such resources. Therefore, the project would not have an impact on a scenic vista.

b) Substantially damage scenic resources, including but not limited to: trees, rock outcroppings, and historic buildings within a state scenic highway? (No impact)

As discussed, the segment of I-580 that passes through Castro Valley is eligible to be a California Scenic Highway and is included in the scenic route element of the County General Plan. As a conservative approach, this analysis considers potential damage to scenic resources within a designated state scenic highway. The project site is vacant with minimal vegetation and no rock outcroppings. The site was previously used by Caltrans as a construction staging area for the construction of the I-580 on-ramp at Redwood Road. Four trees exist near the Castro Valley Creek culvert located on the eastern portion of the site. These non-native trees would be removed from the project site as part of the project, however, these trees and small to moderate sized ornamental trees are not considered a scenic resource. The majority of the project site's existing landscape consists of compacted dirt and gravel, with smaller areas of concrete. As discussed above, no scenic resources are located within the project site or its immediate vicinity. As a result, implementation of the project would have no impact to scenic resources within a state scenic highway.

c) Substantially degrade the existing visual character or quality of the site and its surroundings? (Less than significant)

The project would develop commercial units on a currently undeveloped parcel adjacent to I-580. The parcel is surrounded by residential neighborhoods to the south and east. Commercial businesses and residences are located on the west side of Redwood Road. Construction of the project would involve earthmoving operations and grading activities. As a result, construction equipment, construction vehicles, staging areas, and associated construction debris would be visible on the project site for the duration of construction (six months). The visual character and quality of the site would change for a temporary period of time, depending on the work and equipment used. However, the visual effects of construction activities would be similar to other types of development and construction that typically occur within the area and are temporary in nature.

Once construction is complete, the Redwood Commercial Park would include two commercial structures approximately 34 feet in height. Figure 3 and Figure 4 show existing and proposed views of the project site. As shown, the architecture design concept would include various textures and a color pallet that is consistent with surrounding community and complements the visual character and quality of the area. The project site was also designed to minimize the potential visual impact to existing neighbors. The commercial structures would be located on the north property line to maximize separation from existing residential developments and avoid any "looming" effects. A 10-foot soundwall is already in place between the project site and the residential properties to the south. Additionally, the commercial structures would block views of the I-580 on ramp and freeway for existing residents. The project would include a landscaping plant to establish an attractive and mature landscape appearance.

According to the Castro Valley General Plan EIR, new development within Castro Valley is anticipated to be similar in scale and character to existing development. In general, infill development is not expected to have a substantial adverse impact on panoramic views or create incongruous visual elements because height and massing of new development would be similar to existing developments. Although the project would develop an existing undeveloped parcel, the project would not degrade the visual character of the area

because the mass and scale of the proposed development would be similar to the existing commercial development nearby. Furthermore, the project would encourage a more attractive commercial street frontage on Redwood Road. Accordingly, this impact would be less than significant.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Less than significant with mitigation)

The project site is currently undeveloped; therefore, implementation of the project would create a new source of light and glare in comparison to the previously undeveloped site. The proposed development's exterior would include glass windows that could be reflective in the sunlight. According to the Castro Valley General Plan EIR, glare is typically an impact when there is a substantial increase in the intensities of retail and office uses that would result in development of multi-story glass structures. While the proposed development would include glass windows, the design concept would also include cement plaster and metals materials that would have varying profiles, textures, and colors. Additionally, the development would not exceed 34 feet and would be similar in mass and scale to the existing commercial development nearby. The project is also located adjacent to two transportation corridors (i.e., Redwood Road and I-580). Therefore, streetlights; exterior lighting for residential and commercial uses; and vehicular lights exist along both Redwood Road and I-580. Nonetheless, the introduction of light and glare from the proposed development would be greater than existing conditions, and is considered a potentially significant impact. The project would comply with zoning standards and design standards regarding lighting and glare. However, the following mitigation measures are anticipated to reduce impacts associated with light and glare to a less-than-significant level.

Mitigation Measure AES-1: The project developer shall install low-profile, low-intensity lighting directed downward to minimize light and glare.

Mitigation Measure AES-2: High-intensity outdoor lighting on structures shall be prohibited (this prohibition shall be included in the development Covenants, Conditions, and Restrictions (CC&Rs), with specific guidelines as to which lighting is appropriate).

Mitigation Measure AES-3: The project developer shall use shielded fixtures for street lighting and park lighting to minimize glare produced by the lighting on the project site.

II Agriculture and Forest Resources

	Significant Impact	Significant Unless Mitigation Incorporated	Less-than-Significant Impact	No Impact
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Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or with a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

Overtime Castro Valley land uses shifted from rural agricultural to mostly residential and commercial. The area is now mostly developed with little to no agricultural land uses.

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use? (No impact)
- b) Conflict with existing zoning for agricultural use, or with a Williamson Act contract? (No impact)
- c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? (No impact)
- d) Result in the loss of forest land or conversion of forest land to non-forest use? (No impact)

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? (No impact)

No state-designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance is located within Castro Valley. Additionally, any land uses designated for agricultural uses are not under Williamson Act Contracts. The project site is currently undeveloped and contains mostly gravel and weeds. The existing zoning designation for the site is office commercial, as discussed in Section X, Land Use and Planning. Accordingly, the project does not contain farmland resources or forest land zoned for timberland use. Implementation of the project would not result in conversion of farmland to non-agricultural land uses or forest land to non-forest use and there would be no impact.

III Air Quality

	Significant Impact	Significant (Unless Mitigation Incorporated)	Less than Significant Impact	No Impact
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Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Setting

An air quality and greenhouse gas assessment was prepared by Illingworth and Rodkin for the project in June 2015 (see Appendix B).³

Air Pollutants of Concern

The Bay Area meets all ambient air quality standards with the exception of ground-level ozone, respirable particulate matter (PM₁₀), and fine particulate matter (PM_{2.5}). High ozone levels are caused by the cumulative emissions of reactive organic gases (ROG) and nitrogen oxides (NO_x). These precursor pollutants react under certain meteorological conditions to form high ozone levels. Controlling the emissions of these precursor pollutants is the focus of the Bay Area's attempts to reduce ozone levels. The highest ozone levels in the Bay Area occur in the eastern and southern inland valleys that are downwind of air pollutant sources. High ozone levels aggravate respiratory and cardiovascular diseases, reduced lung function, and increase coughing and chest discomfort.

³ Since preparation of the air quality and greenhouse gas assessment, several minor design modifications were made that slightly increased the proposed square footage of the project. These changes are negligible and would not alter the findings of the report.

Particulate matter is another problematic air pollutant of the Bay Area. Particulate matter is assessed and measured in terms of respirable particulate matter or particles that have a diameter of 10 micrometers or less (PM₁₀) and fine particulate matter where particles have a diameter of 2.5 micrometers or less (PM_{2.5}). Elevated concentrations of PM₁₀ and PM_{2.5} are the result of both region-wide (or cumulative) emissions and localized emissions. High particulate matter levels aggravate respiratory and cardiovascular diseases, reduce lung function, increase mortality (e.g., lung cancer), and result in reduced lung function growth in children.

Toxic Air Contaminants

Toxic air contaminants (TAC) are a broad class of compounds known to cause morbidity or mortality (usually because they cause cancer) and include, but are not limited to, the criteria air pollutants. TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., diesel particulate matter [DPM] near a freeway). Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, state, and federal level.

Diesel exhaust is the predominant TAC in urban air and is estimated to represent about three-quarters of the cancer risk from TACs (based on the Bay Area average). According to the California Air Resources Board (CARB), diesel exhaust is a complex mixture of gases, vapors, and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a complex scientific issue. Some of the chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the CARB, and are listed as carcinogens either under the State's Proposition 65 or under the Federal Hazardous Air Pollutants programs.

CARB adopted and implemented a number of regulations for stationary and mobile sources to reduce emissions of DPM. Several of these regulatory programs affect medium and heavy duty diesel trucks that represent the bulk of DPM emissions from California highways. These regulations include the solid waste collection vehicle (SWCV) rule, in-use public and utility fleets, and the heavy-duty diesel truck and bus regulations. In 2007, CARB approved a new regulation to reduce emissions of DPM and nitrogen oxides from existing on-road heavy-duty diesel fueled vehicles. The regulation requires affected vehicles to meet specific performance requirements between 2014 and 2023, with all affected diesel vehicles required to have 2010 model-year engines or equivalent by 2023. These requirements are phased in over the compliance period and depend on the model year of the vehicle.

BAAQMD is the regional agency tasked with managing air quality in the region. At the state level, the CARB (a part of the California Environmental Protection Agency [EPA]) oversees regional air district activities and regulates air quality at the state level. The BAAQMD has recently published California Environmental Quality Act (CEQA) Air Quality Guidelines that are used in this assessment to evaluate air quality impacts of projects.

Sensitive Receptors

There are groups of people more affected by air pollution than others. CARB has identified the following persons who are most likely to be affected by air pollution: children under 14, the elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive receptors. Locations that may contain a high concentration of these sensitive population groups include residential areas, hospitals, daycare facilities, elder care facilities, elementary schools, and parks. The closest off-site sensitive receptors are residences located near the southern and eastern project site boundaries, approximately 75 feet from the project site.

Significance Thresholds

In June 2010, BAAQMD adopted thresholds of significance to assist in the review of projects under CEQA. These thresholds were designed to establish the level of air pollution emissions that could cause significant environmental impacts under CEQA and were posted on BAAQMD's website and included in the Air District's updated CEQA Guidelines (updated May 2011). The significance thresholds identified by BAAQMD and used in this analysis are summarized in Table 2.

Table 2 Air Quality Significance Thresholds

Pollutant	Construction Thresholds		Operational Thresholds	
	Average Daily Emissions (lbs/day)		Average Daily Emissions (lbs/day)	Annual Average Emissions (tons/year)
Criteria Air Pollutants				
ROG	54	54	10	
NO _x	54	54	10	
PM ₁₀	82	82	15	
PM _{2.5}	54	54	10	
CO	Not Applicable		9.0 ppm (8-hour average) or 20.0 ppm (1-hour average)	
Fugitive Dust	Construction Dust Ordinance or other Best Management Practices		Not Applicable	
Health Risks and Hazards for New Sources				
Excess Cancer Risk	10 per one million			
Chronic or Acute Hazard Index	1.0			
Incremental annual average PM _{2.5}	0.3 µg/m ³			
Health Risks and Hazards for Sensitive Receptors (Cumulative from all sources within 1,000 foot zone of influence) and Cumulative Thresholds for New Sources				
Excess Cancer Risk	100 per one million			
Chronic Hazard Index	10.0			
Annual Average PM _{2.5}	0.8 µg/m ³			
Note: ROG = reactive organic gases, NO _x = nitrogen oxides, PM ₁₀ = coarse particulate matter or particulates with an aerodynamic diameter of 10 micrometers (µm) or less, PM _{2.5} = fine particulate matter or particulates with an aerodynamic diameter of 2.5µm or less; and GHG = greenhouse gas; m ³ = Cubic meter; µ/m ³ = Micrograms per meter cubed				

Source: Illingworth and Rodkin, 2015

BAAQMD's adoption of significance thresholds contained in the 2011 CEQA Air Quality Guidelines was called into question by an order issued March 5, 2012, in California Building Industry Association (CBIA) v. BAAQMD (Alameda Superior Court Case No. RG10548693). The order requires BAAQMD to set aside its approval of the thresholds until it has conducted environmental review under CEQA. The ruling made in the case concerned the environmental impacts of adopting the thresholds and how the thresholds would indirectly affect land use development patterns. In August 2013, the Appellate Court struck down the lower court's order to set

aside the thresholds. However, this litigation remains pending as the California Supreme Court recently accepted a portion of CBIA's petition to review the appellate court's decision to uphold BAAQMD's adoption of the thresholds. The specific portion of the argument to be considered is in regard to whether CEQA requires consideration of the effects of the environment on a project (as contrasted to the effects of a project on the environment). Therefore, the significance thresholds contained in the 2011 CEQA Air Quality Guidelines are applied to this project.

a) Conflict with or obstruct implementation of the applicable air quality? (No Impact)

As noted above in the setting discussion, the San Francisco Bay Area Air Basin is in non-attainment for state and federal standards for O₃, PM_{2.5}, and PM₁₀. Steps needed to achieve compliance with these regulations have been identified, as described below.

The state-mandated regional air quality plan is the Clean Air Plan. The Clean Air Plan includes about 55 control measures that are intended to reduce air pollutant emissions in the Bay Area either directly or indirectly. The control measures are divided into five categories that include:

- Measures to reduce stationary and area sources
- Mobile source measures
- Transportation control measures
- Land use and local impact measures
- Energy and climate measures

A project would be determined to conflict with or obstruct implementation of the regional air quality plan if it would be inconsistent with the regional growth assumptions, in terms of population, employment, or regional growth in Vehicle Miles Traveled (VMT). The emission strategies in the Clean Air Plan were developed, in part, on regional population, housing, and employment projections prepared by the Association of Bay Area Governments (ABAG). The project would require a general plan amendment to rezone the project site from Office Commercial (C-O) to General Commercial (G-C); however, the general plan's Community Development Strategy, designates the project site as an area for potential commercial renovation and development. As such, the use of this site for commercial purposes is already included in the Clean Air Plan.

The project site is undeveloped under existing conditions; the project proposes the construction of 12 commercial units. The project would not directly increase the city's population as it does not include residential units. The Traffic Impact Assessment prepared for the project determined that increases in traffic, associated with project implementation, would be less than significant (see Section XVI, Transportation/Traffic of this Initial Study). Consequently, development of the project would not conflict with population and VMT projections used to develop the Clean Air Plan planning projections. The project would not obstruct implementation of these plans, and therefore no impact would occur.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (Less than significant)

BAAQMD has established thresholds of significance for the non-attainment air pollutants and their precursors. These thresholds are for ozone precursor pollutants (ROG and NO_x), PM₁₀ and PM_{2.5}, and apply to both construction period and operational period impacts.

The California Emissions Estimator Model (CalEEMod) Version 2013.2.2 was used to predict emissions from construction of the site assuming full build out of the project, by inputting the project land use types and size, and anticipated construction schedule. The proposed project land uses were factored into the CalEEMod land use categories as follows: "Office Park" and a new parking lot on an approximate 1-acre site. Additionally, a construction build-out scenario, including equipment list and phasing schedule was developed based on model defaults for a project of this type and size, and for a 6-month construction duration. Cut and fill would be balanced on site, and no substantial hauling of soil or other material would be required, all of which were accounted for in CalEEMod.

Construction

The project schedule assumes that the project would be built out over a period of approximately 6 months. Average daily emissions were computed by dividing the total construction emissions by the number of construction days. Predicted project emissions of ROG, NO_x, PM₁₀ exhaust, and PM_{2.5} exhaust would not exceed the BAAQMD significance thresholds (see **Appendix B** for additional information).

Construction activities would generate dust and equipment exhaust on a temporary basis during construction activities from site preparation, demolition, ground disturbance, and the operation of construction equipment and other vehicles. The effects of construction activities would be locally elevated levels of TACs, ozone precursors (ROG and NO_x), PM₁₀, and PM_{2.5} downwind of construction activity. Construction dust has the potential for creating a nuisance at nearby properties. Standard Permit Conditions require that all basic BAAQMD BMPs be implemented, as described in **Mitigation Measure AQ-1** below.

Implementation of the measures recommended by BAAQMD and listed below would reduce the air quality and fugitive dust-related impacts associated with grading and new construction to a less-than-significant level.

Mitigation Measure AQ-1: The contractor shall implement the following best management practices:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- Post a publicly visible sign with the telephone number and person to contact at the City of Burlingame regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

Operation

In the 2011 CEQA Air Quality Guidelines update, BAAQMD identifies screening criteria for the sizes of land use projects that could result in significant air pollutant emissions. For operational impacts, the screening project size is identified at 323,000 sf for office park developments. Office projects of smaller size would be expected to have less than significant impacts with respect to operational-period emissions. Since the project proposes to operate at a total of 29,580 sf, it is concluded that emissions would be below the BAAQMD significance thresholds for the operational period.

Stationary sources of air pollution (e.g., back-up generators) have not been identified with this project. As stated above, projected project emissions would not exceed the BAAQMD screening thresholds or the BAAQMD construction period emissions thresholds for TACs, ozone precursors (ROG and NO_x), PM₁₀, and PM_{2.5}.

Carbon monoxide emissions from traffic generated by the project would be the pollutant of greatest concern at the local level. Congested intersections with a large volume of traffic have the greatest potential to cause high-localized concentrations of carbon monoxide. Air pollutant monitoring data indicate that carbon monoxide levels have been at healthy levels (i.e., below State and federal standards) in the Bay Area since the early 1990s. As a result, the region has been designated as attainment for the standard. The highest measured level over any 8-hour averaging period during the last 3 years in the Bay Area is less than 3.0 parts per million (ppm), compared to the ambient air quality standard of 9.0 ppm. According to the Air Quality and Greenhouse Gas Assessment prepared for the project, intersections affected by the project would have traffic volumes less than the BAAQMD screening criteria. Therefore, the project would not cause a violation of an ambient air quality standard for CO.

Project construction and operation would not cause a violation of any air quality standards or contribute substantially to an existing or projected air quality violation. Therefore this impact would be less than significant.

- c) **Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? (Less than significant with mitigation)**

Past, present and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to by itself, result in nonattainment of ambient air quality standards. Instead a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant.

The BAAQMD CEQA Guidelines state that a significant air quality impact would result if the project would result in a cumulatively considerable net increase of any criteria pollutant or a precursor to that pollutant for which the project region is non-attainment under an applicable national or State ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for O₃ precursors). This is judged by comparing direct and indirect project emissions to the BAAQMD significance thresholds of 54 pounds per day for ROG, NO_x, or PM_{2.5}, and 82 pounds per day for PM₁₀. Annual significance thresholds are 10 tons per year for ROG, NO_x, or PM_{2.5}, and 15 tons per year for PM₁₀.

Given the nature of the proposed use (i.e., office/retail) and given the commercial land use type, the operational criteria pollutant screening size for the project is 323,000 sf. The project includes the total construction of 29,580 sf, and would therefore be below the screening criteria developed by BAAQMD. Given this, the project would not exceed the pollutant emissions thresholds. Therefore, the project's contribution to cumulative air quality impacts is not considered cumulatively considerable.

Due to the project size, operational period emissions would be less than significant. However, because the project proposes 6 months of construction-related activities, modeling of construction emissions was conducted to quantify project impacts. The BAAQMD CEQA Air Quality Guidelines consider these impacts to be less than significant if best management practices (BMPs) are employed to reduce these emissions. Implementation of **Mitigation Measure AQ-1** would reduce any violation or contribution to existing or projected air quality violations to a less-than-significant level.

d) Expose sensitive receptors to substantial pollutant concentrations? (Less than significant with mitigation)

Operation of the project is not expected to cause any localized emissions that could expose sensitive receptors to unhealthy air pollutant levels. No stationary sources of TACs (typically factories, refineries, power plants, etc.), are proposed as part of the project. Construction activity would generate dust and equipment exhausts on a short-term temporary basis. The project would not introduce any new sensitive receptors to the area. Construction equipment and associated heavy-duty truck traffic could generate diesel exhaust, which is a known TAC. Diesel exhaust and PM_{2.5} can pose both potential health and nuisance impacts to nearby receptors, located approximately 75 feet from the project site.

Refined community risk assessment modeling for the project buildout was conducted using CalEEMod. BAAQMD significance thresholds for cancer causing carcinogens are set at 0.3µ/m³ for PM_{2.5} and 5µ/m³ for Diesel Particulate Matter (DPM). Lifetime cancer risks associated with project implementation were calculated using a dispersion model; the maximum modeled annual PM_{2.5} concentration was 0.37µ/m³, and the maximum modeled annual residential DPM concentration was 0.28µ/m³. Cancer risk and non-cancer impacts to residences are not expected to exceed BAAQMD significance thresholds for DPM; however, the maximum-modeled annual PM_{2.5} concentration was 0.37µg/m³, which is above the BAAQMD threshold of 0.3µg/m³ used to judge the significance of health impacts from PM_{2.5} and would be considered a significant impact (see **Appendix B**).

The project would have a significant impact with respect to community risk caused by construction activities. However, implementation of **Mitigation Measures AQ-1 and AQ-2** would reduce this impact to a less-than-significant level.

Mitigation Measure AQ-2: Selection of equipment during demolition, grading and trenching construction phases to minimize emissions. Such equipment selection would include the following:

- All diesel-powered off-road equipment larger than 50 horsepower and operating on the site for more than two days continuously shall, at a minimum, meet U.S. EPA particulate matter emissions standards for Tier 2 engines or equivalent; and
- All diesel-powered portable equipment (i.e., air compressors, forklifts, and generator sets) and tractors/loaders/backhoes operating on the site for more than two days shall meet U.S. EPA particulate matter emissions standards for Tier 4 engines or equivalent.

Note that the construction contractor could use other measures to minimize construction period diesel particulate matter emissions to reduce the predicted cancer risk below the thresholds. Such measures may be the use of alternative powered equipment (e.g., LPG-powered lifts), alternative fuels (e.g., biofuels), added exhaust devices, or a combination of measures, provided that these measures are approved by the City.

Implementation of **Mitigation Measure AQ-1** is considered to reduce exhaust emissions by 5 percent and fugitive dust emissions by over 50 percent. Implementation of **Mitigation Measure AQ-2** would further reduce on-site diesel exhaust emissions. The CalEEMod and ISCST3 models were used to evaluate the effect of mitigation on reducing community risk impacts. The computed maximum excess residential child cancer risk with implementation of **Mitigation Measures AQ-1 and AQ-2** would be reduced to a child cancer risk of less than 9.0 in one million, which is below the BAAQMD threshold of 10 per one million. The computed $PM_{2.5}$ concentration with implementation of **Mitigation Measures AQ-1 and AQ-2** would be reduced to less than $0.12\mu\text{g}/\text{m}^3$, which is also below the BAAQMD significance threshold. After implementation of **Mitigation Measures AQ-1 and AQ-2**, the community risk impact from construction activities would be reduced to a less-than-significant level.

e) Create objectionable odors affecting a substantial number of people? (Less than significant)

The project would generate localized emissions of diesel exhaust during construction equipment operation and truck activity. These emissions may be noticeable from time to time by adjacent receptors. However, they would be localized and are not likely to adversely affect people off-site by resulting in confirmed odor complaints. The project would not include any sources of significant odors that would cause complaints from surrounding uses. The impact would be less than significant.

IV Biological Resources

	Significant Impact	Significant Unless Mitigation Incorporated	Less-than-Significant Impact	No Impact
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Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as candidate, sensitive, or special status species in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

c) Have a substantial adverse impact on federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to: marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with an established resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, Regional, or state habitat Conservation plan?

Setting

The biological resources occurring on and near the project site were evaluated by Pacific Biology on May 27, 2015. The project site is located in an urban area and is surrounded by dense residential and commercial development. Ground cover vegetation is sparse and consists of weedy species characteristic of disturbed habitats, including species such as stinkwort (*Dittrichia graveolens*), bristly ox-tongue (*Picris echioides*), wild radish (*Raphanus raphanistrum*), and wild oat (*Avena barbata*). A majority of the project site consists of compacted dirt and gravel, with smaller areas of concrete. There are four small non-native trees adjacent to the Castro Valley Creek culvert, and small to moderate-sized ornamental trees border the site to the north within the Interstate 580 (I-580) on-ramp right-of-way. The project site is bordered immediately to the east by a Castro Valley Creek culvert, which conveys excess stormwater under I-580.

- a) **Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as candidate, sensitive, or special status species in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (Less than significant with mitigation)**

The California Natural Diversity Data Base (CNDDDB) was reviewed to identify the location of special-status species documented in surrounding areas, and the suitability of onsite habitats to support special-status species was evaluated during the May 2015 site visit (see Appendix C). Based on the CNDDDB, no special-status species have been documented on the project site or in adjacent areas. The project site does not provide suitable habitat for regionally occurring special-status plant or wildlife species for the following reasons: (1) the site is in a densely developed urban area and is isolated from areas of natural habitat; (2) on site habitats consist primarily of compacted dirt and gravel, which are not suitable for special-status plant and wildlife species; (3) there are no small mammal burrows on the site which could be used by burrowing owls (*Athene cunicularia*); (4) the trees on and bordering the project site are small and are not expected to be used by regionally occurring special-status bird species, such as Cooper's hawk (*Accipiter cooperii*); and (5) the Castro Valley Creek culvert (outside of the project limits) is in a highly disturbed condition, lacks emergent and riparian vegetation and does not provide suitable habitat for regionally occurring special-status amphibians such as California red-legged frog (*Rana draytonii*) or special-status fish such as steelhead (*Onchorhynchus mykiss*).⁴ Therefore, impacts to special-status plant and wildlife species from development and operation of the project are not expected to occur.

However, the trees bordering the project site and the nearby Castro Valley Creek culvert provide potential nesting habitat for common bird species. The active nests of most native bird species are protected by the Migratory Bird Treaty Act (16 U.S.C. 704) and the California Fish and Game Code (Section 3503). The on-site trees are unlikely to be used for nesting due to their small size, but construction-related noise could disrupt nesting occurring in nearby areas. Therefore, the loss of an active bird nest protected by the Migratory Bird Treaty Act and/or the California Fish and Game Code is a potentially significant impact. The following mitigation measure is recommended, and implementation would mitigate the potentially significant impact to less than significant:

⁴ The burrowing owl (*Athene cunicularia*) is a ground dwelling special-status bird species known to exist in the project region.

Mitigation Measure BIO-1: If construction activities would commence anytime during the nesting/breeding season of native bird species potentially nesting near the site (typically February through August in the project region), a pre-construction survey for nesting birds would be conducted by a qualified biologist within two weeks of the commencement of construction activities.

If active nests are found in areas that could be directly affected or are within 200 feet of construction and would be subject to prolonged construction-related noise, a no-disturbance buffer zone should be created around active nests during the breeding season or until a qualified biologist determines that all young have fledged. The size of the buffer zones and types of construction activities restricted within them will be determined by taking into account factors such as the following:

- Noise and human disturbance levels at the construction site at the time of the survey and the noise and disturbance expected during the construction activity;
- Distance and amount of vegetation or other screening between the construction site and the nest; and
- Sensitivity of individual nesting species and behaviors of the nesting birds.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (Less than significant)

On-site habitats consist of weedy vegetation and areas of compacted dirt and gravel. There is no riparian habitat or other sensitive plant communities on the project site. Additionally, the Castro Valley Creek culvert bordering the project site does not support riparian vegetation. Therefore, impacts to riparian habitat and other sensitive plant communities would be less than significant.

c) Have a substantial adverse impact on federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to: marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (Less than significant)

During the May 2015 site visit, a search was conducted for creeks, wetlands, and other potentially jurisdictional resources. There are no creeks or wetlands present on the project site that qualify for protection under Section 404 of the Clean Water Act. The Castro Valley Creek culvert bordering the project site to the east would not be directly impacted by the project and would be protected during construction activities through the implementation of standard Best Management Practices (BMPs). Therefore, impacts to federally protected wetlands and other waters would be less than significant.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with an established resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? (Less than significant)

Wildlife corridors are described as pathways or habitat linkages that connect discrete areas of natural open space otherwise separated or fragmented by topography, changes in vegetation, and other natural or manmade obstacles such as urbanization. The project site is surrounded by dense residential and commercial development and does not connect areas of natural open space. Therefore, the project site

is not part of an expected wildlife movement corridor. The project would not detract from the ability of wildlife species to move within the adjacent Castro Valley Creek culvert. Therefore, the project would not substantially interfere with the local or regional movement of wildlife species and related impacts would be less than significant.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Less than significant)

Castro Valley does not have its own tree protection ordinance, but does enforce the Alameda County Tree Ordinance that protects trees in the public right-of-way. The project does not include the removal of any trees from the public right-of-way or otherwise conflict with any policies contained in the Castro Valley General Plan (Chapter 7, Biological Resources). Therefore, related impacts would be less than significant.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, Regional, or state habitat Conservation plan? (No impact)

The site is not part of or near an existing Habitat Conservation Plan or Natural Communities Conservation Plan or any other local, regional, or state habitat conservation plan. Therefore, the project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, no related impact would occur.

V Cultural Resources

	Significant Impact	Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource, pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource, site, or unique geologic features?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting

According to the Castro Valley General Plan EIR, the geophysical environment of Castro Valley was attractive to Native American settlers. Native American cultural resources in the area have been found on ridges, mid-slope terraces, and adjacent to seasonal and perennial watercourses. Given this, Native American cultural and archaeological resources are likely to exist within Castro Valley. Castro Valley also contains structures associated with the cultural history and development of Castro Valley, and could potentially meet the criteria for inclusion in the California Register of Historic Places.

A cultural records search for the project site was conducted through the California Historical Resources Information System (CHRIS) at the Northwest Information Center (NWIC) in April 2015. The results of this records search are discussed below and included as **Appendix D**.

a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5? (No impact)

The State Office of Historic Preservation Property Directory (OHP HPD) contains an inventory of properties on the California Register of Historical Resources, California State Historical Landmarks, California State Points of Historical Interest, and the National Register of Historic Place. According to the CHRIS records search, the project site previously contained one recorded commercial building that was determined ineligible for the National Register by consensus through the Section 106 process. However, the project site is current vacant and this commercial structure is no longer exists. Therefore, implementation of the project would have no effect on historic structures and there would be no impact.

b) Cause a substantial adverse change in the significance of an archaeological resource, pursuant to Section 15064.5? (Less than significant with mitigation)

As discussed in Section X, **Land Use and Planning**, in order to accommodate anticipated land uses at the project site, a General Plan Land Use amendment and rezoning would be required as a part of project. According to Senate Bill (SB) 18 (Chapter 905, Statutes of 2004) cities and counties must contact and consult with California Native American tribes prior to amending or adopting any general plan or specific plan, or designating land as open space.⁵ Accordingly, Alameda County initiated Native American government-to-government consultation regarding the proposed intent for the project parcel's land use type, in compliance with SB 18. Alameda County has made repeated attempts to contact Native American Heritage Commission (NAHC) per this consultation request. To-date, all County requests to the NAHC have remained unanswered.

As discussed, Native American cultural and archaeological resources are likely to exist within Castro Valley. Furthermore, the CHRIS records search determined that Native American resources in this part of Alameda County have been found on the banks and mid-slope terraces above seasonal perennial waterways on the valley floor and at the foothill to valley interfaces. Given this, the project site has high potential to uncover unrecorded buried Native American resources. According to the CHRIS records search, previous cultural resource studies covered approximately 100 percent of the project site. No recorded archaeological resources were identified within the project site as a result of these previous cultural studies. Additionally, no Native American resources were identified within or adjacent to the project site. Although no recorded archaeological sites were identified within the project site, potential to uncover such resources is high. This is considered a potentially significant impact. As a result, the following mitigation measure is recommended to reduce potentially significant impacts to a less than significant level.

Mitigation Measure CUL-1: In the event archaeological resources are encountered during construction, work will be halted within 100 feet of the discovered materials and workers will avoid altering the materials and their context until a qualified professional archaeologist has evaluated the situation and provided appropriate recommendations.

If an archaeological site is encountered in any stage of development, a qualified archeologist will be consulted to determine whether the resource qualifies as an historical resource or a unique archaeological resource. In the event that it does qualify, the archaeologist will prepare a research design and archaeological data recovery plan to be implemented prior to or during site construction. The archaeologist shall also prepare a written report of the finding, file it with the appropriate agency, and arrange for curation of recovered materials.

c) Directly or indirectly destroy a unique paleontological resource, site, or unique geologic features? (Less than significant with mitigation)

Due to earthwork associated with project implementation, the project has potential to directly or indirectly affect a unique paleontological resource if unknown resources are encountered during construction activities. This is considered a potentially significant impact. The following mitigation measure would reduce potentially significant to less than significant:

⁵ http://www.leginfo.ca.gov/pub/03-04/bill/sen/sb_0001-0050/sb_18_bill_20040930_chaptered.html

Mitigation Measure CUL-2: A discovery of a paleontological specimen during any phase of the project shall result in a work stoppage in the vicinity of the find until it can be evaluated by a professional paleontologist. Should loss or damage be detected, additional protective measures or further action (e.g., resource removal), as determined by a professional paleontologist, shall be implemented to mitigate the impact.

d) Disturb any human remains, including those interred outside of formal cemeteries? (Less than significant with mitigation)

Although discovery of human remains is unlikely during project construction, there is always a possibility that such remains may be uncovered. This is considered a potentially significant impact. If human remains are uncovered, the project applicant would comply with the California Health and Safety Code Section 7050.5 regarding human remains, and the California Public Resources Code Section 5097.98 regarding the treatment of Native American human remains. As a result, implementation of the following mitigation measure would reduce the potential impact to a less-than-significant level.

Mitigation Measure CUL-3: In the event that human remains are discovered during project construction, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains. The county coroner shall be informed to evaluate the nature of the remains. If the remains are determined to be of Native American origin, the Lead Agency shall work with the Native American Heritage Commission and the applicant to develop an agreement for treating or disposing of the human remains.

VI Geology and Soils

	Significant Impact	Significant Unless Mitigation Incorporated	Less-than-Significant Impact	No Impact
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Would the project:

a) Expose people or structures to potential substantial adverse effects including the risk of loss, injury or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslide?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Would the project result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in table 18-1b of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

Elevations in Castro Valley range from approximately 100 feet above mean sea level (msl) to the west to approximately 500 feet above msl to the north and northeast. Castro Valley is mostly underlain by quaternary-age (1.6 million years old to present) alluvial fan deposits consisting of sand, silt, gravel, and clay. Common with other areas in California, Castro Valley is subject to risks from seismic activity being located within the San Andreas Fault Zone. Regions in Castro Valley have high to very high levels of liquefaction susceptibility, but are mostly located areas in the western edge of Castro Valley.

A geotechnical engineer completed a geotechnical investigation (**Appendix E**) for the project and determined that the project site is suitable to support commercial development with adherence to provided development recommendations.

a)

i) Expose people or structures to potential substantial adverse effects including the risk of loss, injury or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Less than significant)

The California Legislature passed the Alquist-Priolo Earthquake Fault Zoning Act in 1972 to mitigate the hazard of surface faulting to structures. The act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. Local agencies must regulate most development in fault zones established by the state geologist. Although an Alquist-Priolo Earthquake Fault Zone is located nearby (0.5 mile radius) the project site is not located within Alquist-Priolo Earthquake Fault Zone. Additionally, no active faults cross the project site.⁶ Therefore, the impact would be less than significant.

ii) Expose people or structures to potential substantial adverse effects including the risk of loss, injury or death involving strong seismic ground shaking? (Less than significant with mitigation)

In general, Castro Valley is located in a seismically active region that could be subject to strong ground shaking. A moderate to major earthquake on the Hayward fault, which is located approximately 1 mile west of the project site, has high potential for rupture in the Castro Valley. Other regional faults in the regional area include the San Andreas, Calaveras, or Rodgers Creek faults. Adherence to the State and County Build Code (described in **Mitigation Measure GEO-1**) would ensure maximum practicable protection available to users of the buildings and associated infrastructure and the impact would be less than significant.

Mitigation Measure GEO-1: The project would be designed following the California Code of Regulations, Title 24, Part 2; California Public Resources Code, Division 2, Chapter 7.8; and the project would comply with the California Building Code Zone 4 Standards. The project would also comply with the Title 15 Alameda County General Ordinance Code.

iii) Expose people or structures to potential substantial adverse effects including the risk of loss, injury or death involving seismic-related ground failure, including liquefaction? (Less than significant)

Liquefaction is the temporary transformation of loose, saturated granular sediments from a solid state to a liquefied state as a result of seismic ground shaking. In the process, the soil undergoes temporary loss of

⁶ Nicholas Engineering Consultants, 2015. Geotechnical Investigation Proposed Redwood Road Commercial Park.

strength, which commonly causes ground displacement or ground failure to occur. Geotechnical engineers collected boring samples at the project site for evaluation of the soil material. The soil is mostly sandy clay and groundwater was encountered at 10 feet. A layer of medium dense sand that is prone to liquefaction is located at a depth of 24 to 29 feet, but the majority of the soil samples indicated the site has high clay content with a dense consistency and would not likely be subject to liquefaction. Therefore, the impact is less than significant.⁷

iv) Expose people or structures to potential substantial adverse effects including the risk of loss, injury or death involving landslides? (No Impact)

Landslide can occur as either rapid movement of large masses of soil or slow, continuous movement. The primary factors influencing the stability of a slope are: the nature of the underlying soil or bedrock; the geometry of the slope (height and steepness); rainfall; and the presence of previous landslide deposits. According to the Castro Valley General Plan EIR, the project site is not located in a portion of Castro Valley with a high susceptibility to landslide effects owing to its flat topography; therefore, there is no impact.⁸

b) Would the project result in substantial soil erosion or the loss of topsoil? (Less than significant)

Soil erosion is a natural process that can be caused by wind or water. Construction and/or excavation of the on the project site would temporarily increase the amount of exposed unvegetated surfaces. Project construction would involve ground disturbing activities that would expose soils and increase the potential for soil erosion from wind or stormwater runoff. Erosion control standards are set by the Regional Water Quality Control Board (RWQCB) through implementation of the National Pollutant Discharge Elimination System (NPDES) permit process for storm drain discharge. Additionally, Castro Valley General Plan policies (Policy 4.2-3 and Action 4.2-2) are zoning standards to prevent development in erosion-sensitive areas. Therefore, with adherence to such regulations, the impact would be less than significant.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (Less than significant)

and

d) Be located on expansive soil, as defined in table 18-1b of the Uniform Building Code (1994), creating substantial risks to life or property? (Less than significant)

As previously discussed, Castro Valley in general is located in a seismically active region. Earthquake shaking leading to liquefaction of saturated soil can result in lateral spreading where the soil undergoes a temporary loss of strength. Additionally, compressible, corrosive, and expansive soils are located in Castro Valley that could create future subsidence conditions unsuitable soils are used. The Castro Valley General Plan EIR indicated the project site is not located in an area with a high susceptibility to landslide effects or liquefaction owing to its flat topography. Additionally, the geotechnical investigation determined that since the liquefiable layer is deep and no nearby slopes that extend that deep, lateral spreading is considered unlikely. Given this, this impact is less than significant.

⁷ Alameda County Community Development Agency, 2007. Castro Valley General Plan EIR. Figure 3.9-1

⁸ Alameda County Community Development Agency, 2007. Castro Valley General Plan EIR. Figure 3.9-1

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? (No impact)

The Castro Valley Sanitary District provides wastewater and sewer services to Castro Valley and would serve the project site. Future development would not rely on septic tanks or other alternative waste water disposal systems, as the urbanized nature of the proposed development necessitates the use of municipal wastewater collection and treatment systems; therefore, no impact would occur.

VII Greenhouse Gas Emissions

	Significant Impact	Significant Unless Mitigation Incorporated	Less-than-Significant Impact	No Impact
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Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

An air quality and greenhouse gas (GHG) assessment was prepared by Illingworth and Rodkin for the Redwood Commercial Park Project in June 2015. The project site is located in western Alameda County, within the San Francisco Bay Area Air Basin.

Greenhouse gases (GHGs) trap heat in the atmosphere and regulate the temperature of the earth. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate. The most common GHGs are carbon dioxide (CO₂) and water vapor but there are also several others, most importantly methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). These are released into the earth's atmosphere through a variety of natural processes and human activities. GHGs are generally created by the following:

- CO₂ and N₂O are byproducts of fossil fuel combustion
- N₂O is associated with agricultural operations such as fertilization of crops
- CH₄ is commonly created by off-gassing from agricultural practices (e.g., keeping livestock) and landfill operations
- Chlorofluorocarbons (CFCs) were widely used as refrigerants, propellants, and cleaning solvents but their production has been stopped by international treaty
- HFCs are now used as a substitute for CFCs in refrigeration and cooling
- PFCs and sulfur hexafluoride emissions are commonly created by industries such as aluminum production and semi-conductor manufacturing

Each GHG has its own potency and effect upon the earth's energy balance. This is expressed in terms of a global warming potential (GWP), with CO₂ being assigned a value of 1 and sulfur hexafluoride being several orders of magnitude stronger with a GWP of 23,900. In GHG emission inventories, the weight of each gas is multiplied by its GWP and is measured in units of CO₂ equivalents (CO₂e).

An expanding body of scientific research supports the theory that global warming is currently affecting changes in weather patterns, average sea level, ocean acidification, chemical reaction rates, and precipitation rates, and that it will increasingly do so in the future. The climate and several naturally occurring resources within California could be adversely affected by the global warming trend. Increased precipitation and sea level rise could increase coastal flooding, saltwater intrusion, and degradation of wetlands. Mass migration and/or loss of plant and animal species could also occur. Potential effects of global climate change that could adversely affect human health include more extreme heat waves and heat-related stress; an increase in climate-sensitive diseases; more frequent and intense natural disasters such as flooding, hurricanes and drought; and increased levels of air pollution.

Table 3 Greenhouse Gas Significance Thresholds

Pollutant	Construction Thresholds		Operational Thresholds
	Average Daily Emissions (lbs./day)	Average Daily Emissions (lbs./day)	Annual Average Emissions (tons/year)
Greenhouse Gas Emissions	Compliance with a Qualified GHG Reduction Strategy		
GHG Annual Emissions	OR 1,100 metric tons or 4.6 metric tons per capita		

Source: Illingworth and Rodkin, 2015

Note: ROG = reactive organic gases, NOx = nitrogen oxides, PM₁₀ = coarse particulate matter or particulates with an aerodynamic diameter of 10 micrometers (µm) or less, PM_{2.5} = fine particulate matter or particulates with an aerodynamic diameter of 2.5µm or less; and GHG = greenhouse gas.

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (Less than significant)

GHG emissions associated with development of the project would occur over the short-term from construction activities, consisting primarily of emissions from equipment exhaust and worker and vendor trips. There would also be long-term operational emissions associated with vehicular traffic within the project vicinity, energy and water usage, and solid waste disposal. Emissions for the project are discussed below and were analyzed using the methodology recommended in the BAAQMD CEQA Air Quality Guidelines.⁹

Construction

Neither BAAQMD nor Castro Valley has adopted thresholds of significance for construction-related GHG emissions. However, BAAQMD encourages the incorporation of BMPs to reduce GHG emissions during construction where feasible and applicable. Best BMPs may include, but are not limited to: using alternative fueled (e.g., biodiesel, electric) construction vehicles/equipment for at least 15 percent of the fleet; using at least 10 percent local building materials; and recycling or reusing at least 50 percent of construction waste or demolition materials.

⁹ BAAQMD, 2011. *Op cit.*

Operation

BAAQMD identified screening criteria for the sizes of land use projects that could result in significant GHG emissions in their May 2011 update to the CEQA Air Quality Guidelines. For operational impacts, the screening project size is identified at 50,000 sf. Office park development projects of smaller size would be expected to have less-than-significant impacts with respect to operational period GHG emissions. Since the project proposes to operate 29,580 sf, it is concluded that emissions would be below the BAAQMD significance threshold of 1,100 MT of CO₂e annually and, therefore, this impact is considered less than significant.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (No impact)

The Alameda County Climate Action Plan (CAP) includes guidelines to reduce greenhouse gas emission, and establishing reduction targets. Additionally, the Castro Valley General Plan includes policies to reduce greenhouse gas emissions within Castro Valley. Accordingly, the project would be subject to new requirements under rule making developed at the state- and local-level regarding greenhouse gas emissions and would be subject to local policies that may affect emissions of greenhouse gases, including the CAP. The project would not prevent Castro Valley from implementing or meeting such measures. Therefore, the project would have no impact.

VIII Hazards and Hazardous Materials

	Significant Impact	Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and as a result, would it create a significant hazard to the public or the environment?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	Significant Impact	Significant Unless Mitigation Incorporated	Less-than-Significant Impact	No Impact
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h) Expose people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Setting

Although Castro Valley is primarily residential land uses, it also contains some light industrial and commercial areas where current or previous land uses could have resulted in potential impacts from hazardous materials. Additionally, I-580 runs east-west through Castro Valley, which may have previously experienced accidental leaks or spills associated with transporting hazardous materials.

The project site is currently an undeveloped property surrounded by residential land uses to the south, east, and west. I-580 is located to the north of the project site with the Redwood Road northbound on-ramp located adjacent to the project site. The Castro Valley BART station is located directly north of the project site as well.

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (Less than significant)

The project proposes the construction of 12 commercial units on the undeveloped project site. As discussed in Section X, Land Use, the types of commercial establishments envisioned for this site include carpentry/cabinetry/pest control services, landscaping services, beauty salons, music/dance studios, pet groomer, etc. According to the Castro Valley General Plan EIR, common chemicals used in commercial and office settings include cleaners, toners, correction fluid, paints, and maintenance materials. The health effects associated with using these materials for commercial or residential purposes are generally not as significant as industrial uses as they are used in much smaller quantities. During construction of the project, paint, building material finishing products, automotive oil, fertilizers, and pesticides would also likely be used as well. However, such materials typically do not generate hazardous air emissions or involve the use of hazardous materials in their composition that would pose a threat to human health or the environment. Improper disposal could increase risk of exposure for nearby residents through direct contact or by adversely affecting soil, groundwater, or other surface waters. However, any hazardous materials transportation, use, and disposal, as part of the project, would be subject to state and federal hazardous materials laws and regulations. Additionally, the project would comply with hazardous materials policies in the Castro Valley General Plan. As a result, the project would have a less-than-significant effect with adherence federal, state, and local regulations.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (Less than significant)

The project site is surrounding by mostly residential development and is currently undeveloped. Additionally, the project site has been undeveloped for the past several decades and is relatively flat. According to a search of the State Water Resources Control Board Geotracker and Envirostor databases, the project site

does not contain any active or closed hazardous release sites.¹⁰ The closest active hazardous release site is a gas station located at least 0.25 mile from the project site. As a result, it is unlikely that the project site contains hazardous materials because it is undeveloped and does not contain any active or closed hazardous release sites. Additionally, it is unlikely that the project site would be negatively affected by hazardous release sites in the nearby area because the area is relatively flat and contaminants would not likely seep through soil or travel to the project site through groundwater.

The project site is undeveloped; therefore, the project would not require demolition of any structures that could potentially expose construction workers or others to asbestos and lead containing building materials. However, the project site is located adjacent to I-580 and Redwood Road, both highly traveled roadways. Due to the project's site proximity to these roadways, it is likely that the shallow soils near the edge of pavement within the project site contain some aerially deposited lead (ADL) deposits from vehicle emissions. However, the project would comply with Title 8, California Code of Regulations/Occupational Safety and Health (OSHA) requirements that cover construction work where an employee may be exposed to lead. Accordingly, the impact is less than significant.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (Less than significant)

Although several schools are located in the area, only one school is located within a 0.25 mile radius of the project site. The Laural Adult School is located approximately 0.20 mile southeast of the project site. The project would not emit hazardous emissions or handle hazardous materials, substances, or waste other than those that are typically found within commercial sites. If the project produces any such wastes, they would be disposed of properly and would avoid any potential impact of exposure to the school site, in compliance with state and federal hazardous materials laws. As a result, the project would not affect students at this institution and the impact would be less than significant.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and as a result, would it create a significant hazard to the public or the environment? (No impact)

According to the Castro Valley General Plan EIR, no 'Cortese' list sites are located within Castro Valley.¹¹ Therefore, the project site is not included on the list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and the project would have no impact.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? (No impact)

According to the Castro Valley General Plan EIR, Castro Valley is not located within 2 miles of a private or public airstrip or within an area covered by an airport land use plan.¹² As a result, the project would have no impact.

¹⁰ State of California Water Resources Control Board, 2015. Geotracker and Envirostor Data accessed April 16, 2015 from <http://geotracker.waterboards.ca.gov/>

¹¹ Alameda County Community Development Agency, 2007. Castro Valley General Plan EIR. Pg 3.11-16

¹² Alameda County Community Development Agency, 2007. Castro Valley General Plan EIR. Pg 3.11-14

- f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? (No impact)**

As discussed in response VIIe), the project is not located within the vicinity of a private airstrip and there is no impact.

- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (Less than significant)**

The project would develop commercial land uses on an undeveloped site. Access points to the site would be constructed to ensure proper access for emergency vehicles. Therefore, the project would not conflict with and adopted emergency response or evacuation plan and the impact is less than significant.

- h) Expose people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (No impact)**

In general, open areas and slopes that are covered in tall grasses, chaparral, or are heavily wooded have an increased wildland fire hazard. The Castro Valley General Plan EIR has a Hazards Overlay District that establishes areas that are more susceptible to such impacts. According the Castro Valley General Plan EIR, the project site is not located within a fire hazard zone area.¹³ As a result, the project would not expose people or structures wildland fire risks and there is no impact.

¹³ Alameda County Community Development Agency, 2007. Castro Valley General Plan EIR. Figure 3.6-1

IX Hydrology and Water Quality

	Significant Impact	Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage patterns of the site or area including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted run-off?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Significant Impact	Significant Unless Mitigation Incorporated	Less-than-Significant Impact	No Impact
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h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Setting

Castro Valley is underlain by the Castro Valley groundwater basin within the San Francisco Bay hydrologic region. The basin is 3 square miles in area, and generally discharges to San Francisco Bay. The San Francisco Bay Regional Water Quality Control Board (RWQCB) regulates water quality in Castro Valley; however in Castro Valley, the Alameda Countywide Clean Water Program (ACCWP) administers the stormwater program to meet the Federal Clean Water Act of 1977 requirements. Development projects within Alameda County are required to comply with terms of a regional permit—specifically, provision C.3 of the ACCWP National Pollutant Discharge Elimination System (NPDES) permit. For land development projects, provision C.3 requires that the quantity of post-project runoff be less than pre-project runoff and that source control measures to improve the quality of runoff be implemented. Provision C.3 also requires preparation of and adherence to a Storm Water Control Plan (SWCP) that demonstrates how compliance with these requirements would be achieved.

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), a portion of the project site is located within Zone AE, which is an area subject to inundation by a 1 percent annual chance flood event. According to the SWCP, prepared for the project in 2015, the southern edge of the project site contains an existing subsurface storm water drainage pipe that is approximately 10 inches in diameter. This storm drainage pipe drains into the existing Castro Valley Creek culvert. Stormwater on the project site drains toward four existing grated storm inlets into this subsurface pipe and travels toward the creek. The 45,302 sf project site is currently undeveloped, thus there is no existing impervious surface area.

a) Violate any water quality standards or waste discharge requirements? (Less than significant)

Stormwater on the existing, undeveloped project site, is either absorbed into the earth, flows to the south (where four storm inlets exist as shown on Figure 2), or evaporates. The project proposes to construct commercial land uses and associated parking that would result in approximately 31,500 square feet of impervious area, or 70 percent of the project site. To address potential water quality impacts and ensure compliance with C.3 requirements, the project proposes to collect and convey stormwater through nine bioretention areas along the northern boundary of the project site and adjacent to Castro Valley Creek culvert. Additionally, the project would implement pervious paver features into the project design.

As a condition of project approval, in compliance with guidelines set forth by Alameda County and the RWQCB, the project would implement BMPs set forth by the ACCWP that would minimize opportunities for construction activities to create polluted runoff water. Prior to the issuance of any grading or construction permits, a Stormwater Pollution Prevention Plan (SWPPP) would be prepared for County review and approval as per the guidelines set forth by the County and the RWQCB. The SWPPP would incorporate BMPs that minimize the amount of erosion occurring both during and after construction. A SWCP would be submitted to the County for review and approval, which would satisfy all Provision C.3 requirements and meet or exceed all requirements. Therefore, impacts to water quality would be less than significant.

- b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted? (Less than significant)**

Groundwater basins in the project area are not utilized as public water sources and the project does not include plans to use such groundwater resources. The project would not substantially deplete groundwater as there is no plan to create any water wells on the project site and the proposed commercial sites would receive municipal water from EBMUD. Therefore, this impact would be less than significant.

- c) Substantially alter the existing drainage patterns of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site? (Less than significant)**

and

- d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site? (Less than significant)**

The Castro Valley Creek culvert borders the eastern boundary of the project site. The Castro Valley Creek culvert is cemented and would not be subject to erosion. Additionally, the SWPPP that would be prepared for the project site would incorporate BMPs that minimize the amount of erosion occurring both during and after construction. The project would increase the impervious area from approximately 0 to 70 percent. This could cause an increase in surface runoff, however the SWCP notes plans to incorporate 9 bioretention areas along the northern boundary of the project site and along Castro Valley Creek, including 14 overflow drains that would reduce the potential for on- or off-site flooding. The bioretention facilities would be sized to retain peak stormwater flows, allowing pollutants to settle. As such, the potential for siltation would be alleviated. Therefore, the impact to drainage patterns resulting in erosion or siltation, or flooding, would be less than significant.

- e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted run-off? (Less than significant)**

According to the SWCP prepared for the project in 2015, the southern edge of the project site contains an existing subsurface storm water drainage pipe that is approximately 10 inches in diameter. This storm drainage pipe drains into the existing Castro Valley Creek. Stormwater drains toward four existing grated storm inlets into this subsurface pipe and travels toward the creek. In previous meetings with Alameda County staff, it was determined that existing stormwater drainage infrastructure on the project site would be

adequate to accommodate the project, thus no additional storm water drainage infrastructure or expansion is required and the project is not anticipated to exceed the capacity of the storm water drainage system. Therefore, the impact to stormwater drainage systems would be less than significant.

f) Otherwise substantially degrade water quality? (Less than significant)

Degradation of surface water quality could occur during the construction and operational phases of the project from pollutants and /or sediment in surface runoff from the site reaching the City stormwater drainage system. However, the project would include an on-site bioretention system that would remove pollutants through the sedimentation of solids and the filtration and trapping of pollutants by soils and vegetation. Therefore, this impact would be less than significant.

g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (No Impact)

According to the FIRM, a portion of the project site is located within Zone AE, which is an area subject to inundation by a 1 percent annual chance flood event. The project proposes the construction of 12 commercial development units on the currently undeveloped project site. As such, no housing would be constructed as a result of the project. Therefore, there would be no impact to housing in a 100-year flood hazard area.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (Less than significant)

According to the FIRM, a portion of the project site is located within Zone AE, which is an area subject to inundation by a 1 percent annual chance flood event. The project proposes the construction of 12 commercial development units within 2 building structures on the currently undeveloped project site. The draft SWCP notes nine bioretention areas, including 14 overflow drains that would drain into the existing 10-inch drainage pipe. This would reduce the potential for on- or off-site flooding. Currently, stormwater drains toward four existing grated storm inlets into the existing subsurface 10-inch drainage pipe and travels toward the creek. In previous meetings with Alameda County staff it was determined that existing stormwater drainage infrastructure on the project site would be adequate to accommodate the project. As such, the project would not impede or redirect flood flows. Therefore, the impact to flood flows within a 100-year flood hazard area would be less than significant.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? (Less than significant)

The closest dams to the project site are Cull Creek Dam and San Lorenzo Creek Dam, located approximately 1.25 miles northeast and 0.9 miles east the project site, respectively. The dams and reservoirs in Castro Valley (on Cull and San Lorenzo Creeks) are relatively small and do not pose extensive safety hazards due to potential failure. The project would not significantly change the existing conditions and expose people or structures to significant risk due to failure of a levee or a dam. Therefore, the impacts due to development in Flood Hazard Areas would be less-than-significant.

j) Inundation by seiche, tsunami, or mudflow? (Less than significant)

Tsunamis are large ocean waves generated by earthquakes and can be damaging to lowland coastal areas. The project site is approximately 24 miles away from the coast and at a relatively high elevation, the risk of damage due to a tsunami is very low. Large earthquakes can also generate oscillating waves in enclosed bodies of water (seiche), such as bays, lakes and reservoirs. The project site is located approximately 5.25

miles east of the San Francisco Bay and roughly 2.75 miles southeast of Lake Chabot. Since the project site is not located near any bays, lakes or reservoirs, the probability of a seiche affecting the property is low. As no steep slopes are located in close proximity to the project site, the possibility of inundation by landslides or mudflows would be remote. Therefore, the impact would be less than significant.

X Land Use and Planning

	Significant Impact	Significant Unless Mitigation Incorporated	Less-than-Significant Impact	No Impact
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Would the project:

a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

The project site is designated Public Facility land use by the Castro Valley General Plan. The public facilities land use designation allows for uses that support government, civic, cultural, health and infrastructure aspects of the community; including uses such as a water treatment plant, fire stations, police stations, post offices, libraries, hospitals and publicly-owned office buildings. The parcel is also zoned as Office Commercial (C-O) by the Zoning Ordinance, which permits offices for professional services with low volume of consumer contact and no retail sales. Occupancy allowed under C-O includes accountant, advertising, architect, attorney, engineer, insurance, and real estate office establishments.¹⁴ While the Castro Valley General Plan designated the existing project site as Public Facility; the project site is included in the Castro Valley General Plan's Community Development Strategy as an area for potential commercial renovation and development. In order to accommodate anticipated land uses, the applicant is requesting a General Plan Amendment and rezoning for the project; as further described in the Project Description.

a) Physically divide an established community? (No impact)

The project site is surrounded by residential development to the east and south, with the highly-traveled Redwood Road to the west. The project would develop two new structures on the land parcel to allow for approximately 12 commercial units. Although implementation of the project would develop a vacant and undeveloped site, no new roads would be constructed that would potentially divide an established community as a result of the project. Residential properties to the south are already separated from the project site with an existing soundwall that would remain in place. Residents located adjacent to the project

¹⁴ Alameda County Zoning Ordinance.

https://www.municode.com/library/ca/alameda_county/codes/code_of_ordinances?nodeId=TIT17ZO_CH17.34DI

site would continue using existing roads upon completion of the project. The project proposes to provide the existing community with nearby access to a commercial area, which could potentially bring the community together and result in a beneficial impact. Therefore, implementation of the project would not physically divide an existing established community. As such, no impact would occur with implementation of the project.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? (No impact)

Currently, the Castro Valley General Plan designated the project site parcel with a Public Facility land use, which allows for uses that support government, civic, cultural, health and infrastructure aspects of the community. The parcel is also zoned as Administrative Office (C-O), which permits offices for professional services with low volume of consumer contact and no retail sales. The project proposes approximately 12 commercial units with suggested business types including: janitorial, counseling office, barber shop, cabinetry, landscape, nail salon, dance studio, pet groomer, and live to work units. The existing land use designation and zoning are not consistent with the desired land uses of the project. Accordingly, a General Plan Land Use amendment and rezoning would be required as a part of project approval. Table 4 depicts the permitted uses of existing and proposed land use and zoning designations for the project site. The proposed General Plan Land Use Amendment would designate the parcel as Community Commercial. Likewise, the proposed zoning would designate the parcel with General Commercial (C-2) zoning. Uses permitted on land with C-2 zoning include: all uses allowed by C-O, comparison retail shopping and office uses, wholesale business, storage of household goods, retail service shops, auto repair garage, ambulance service, automobile rental, catering, job printing, interior decorating, tailoring, and laboratory. Both the existing and proposed land use designation would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental impact. Therefore, once the general plan and zone changes are approved, the project would be consistent with all land use policies and would not conflict with applicable land use plans, policies, or regulations. There would be no impact.

Table 4 Permitted Uses of Existing and Proposed Land Use Designation and Zoning

		Existing		Proposed	
	Category/ Code	Permitted Uses	Category/ Code	Permitted Uses	
Land Use Designation	Public Facilities	The designation indicates public ownership as well as public use and covers uses such as the water treatment plant, fire stations, police stations, post offices, libraries, hospitals and publicly-owned office buildings. Public uses may include ancillary non-public uses that support the primary use.	Community Commercial	This designation is intended to provide a wide range of commercial goods and services to meet community needs generally in an auto-oriented setting. Typical uses include community-serving retail and commercial services, comparison retail, and office uses.	
Zoning	C-O	Office or office building for the conduct of business, administrative or professional services, where these activities do not include the manufacture, storage, display except samples, or sale at retail of any merchandise on the premises; including: Accountant, advertising, architect, attorney, broker (stock and bond), business consultant, business management, chiropodist, chiropractor, collecting agency, dentist, employment agency, engineer, finance, industrial management, insurance, landscape architect, loan agency, mortgage, optometrist, osteopath, philanthropic or charitable organization, physician, public utilities, real estate, sales representative, secretarial, social services, telephone answering, travel agent; Bank; Blue printing or other copying service; Medical laboratory or dental laboratory.	C-2	Any principal use permitted in a C-O district or C-1 district, Wholesale business, storage of household goods, contractor's office for businesses that are characterized by the installation of materials or equipment on the property of the purchaser, retail service shops, residential appliance repair, business machine repair, auto repair garages, ambulance service, automobile rental, catering, job printing, interior decorating, tailoring, and laboratory.	

Source: Castro Valley General Plan p. 4-10.; Alameda County Municipal Code

c) Conflict with any applicable habitat conservation plan or natural community conservation plan? (No impact)

According to the Castro Valley General Plan EIR, the County is not within identified conservation priority areas and is not subject to the provisions of any Habitat Conservation Plan, or other conservation plan for the region. Therefore there would be no impact.

XI Mineral Resources

	Significant Impact	Significant Unless Mitigation Incorporated	Less-than-Significant Impact	No Impact
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Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

a) Result in the loss of availability of a known mineral resource? (No impact)

and

b) Result in the loss of availability of a locally important mineral resource recovery site? (No impact)

According to the Castro Valley General Plan EIR, there are no known mineral resources in Castro Valley.¹⁵ As a result, proposed development would not alter availability to mining reserves or locally important mineral resource recovery sites. Implementation of the project would not result in any impact on mineral resources.

¹⁵ Alameda County Community Development Agency, 2007. Castro Valley General Plan EIR. Page 5-5

XII Noise

	Significant Impact	Significant Unless Mitigation Incorporated	Less-than-Significant Impact	No Impact
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Would the project:

a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of the other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

Illingworth and Rodkin, Inc. prepared a Noise Assessment for the project site in June 2015, which includes details of the analysis and provides background information on how noise and vibration are measured. The Noise Assessment is included in its entirety as **Appendix F**.

The project site is located within Castro Valley, an unincorporated sub-area of Alameda County. The project site is located 3.2 miles from Hayward executive Airport and 7.5 miles from Oakland International Airport. The project site is currently vacant and is located immediately south of the Interstate 580 (I-580) eastbound on-ramp from Redwood Road on an undeveloped parcel that was formerly owned by Caltrans. A residential community borders the project limits approximately 20 feet to the south, beyond a sound wall. Another

residential community borders the project site approximately 80 feet to the east; across a Castro Valley Creek culvert, which conveys excess stormwater under I-580. Redwood Road borders the project to the west. Residential and commercial properties are located along Redwood Road, with single- and multi-family residences located approximately 300 feet west of the project site across Redwood Road. Additionally, there are residential properties approximately 400 feet north of the project site across I-580 and offices and commercial land uses approximately 500 feet north of the project site across I-580. The project site is zoned as Office Commercial (C-O), which permits offices for professional services with low volume of consumer contact and no retail sales. The noise environment at the project site, and in the surrounding areas, results primarily from vehicular traffic along I-580 as well as local traffic along Redwood Road. Occasional aircraft noise associated with the Hayward Executive Airport and Oakland International Airport also affect the noise environment at the project site.

A noise monitoring survey was done to quantify ambient noise levels at representative noise-sensitive locations adjacent to the project site. The survey was conducted on May 29, 2015 between the hours of 10:40 a.m. and 12:00 p.m., and included four short-term measurements (ST-1 through ST-4) taken throughout the project site as summarized in Table 5. Each of the four short-term measurements consisted of two consecutive ten-minute measurement intervals.

Table 5 Summary of Short-Term Noise Measurements (dBA)

Short Term Noise Measurement Location	Time Measurement Taken	L _{max}	L ₁₀	L ₅	L ₁₀	L ₅₀	L ₁₀	L ₅
ST-1: ~160 feet from the centerline of the near through lane along I-580 eastbound	10:40-10:50 a.m.	76	74	71	68	66	69	72
	10:50-11:00 a.m.	93	81	72	69	67	69 ^a	72
ST-2: ~170 feet from the centerline of the near through lane along I-580 eastbound	11:00-11:10 a.m.	85	78	69	66	64	68	72
	11:10-11:20 a.m.	74	70	68	65	63	66	71
ST-3: ~145 feet from the centerline of the near through lane along I-580 eastbound	11:20-11:30 a.m.	69	68	66	64	61	64	66
	11:30-11:40 a.m.	69	67	66	64	61	64	67
ST-4: ~155 feet from the centerline of the near through lane along I-580 eastbound	11:40-11:50 a.m.	66	63	61	59	57	59	62
	11:50 a.m.-12:00 p.m.	66	63	61	59	57	60	64

Source: Illingworth & Rodkin, Inc. 2015

Note: ^aL_{eq(10)} was estimated from the L₅₀ due to an excessively loud vehicle that affected the ambient noise environment during the measurement.

The Alameda County General Plan establishes normally acceptable noise standards for various land uses. Commercial land uses are considered normally acceptable where exterior noise exposures are 70 dBA L_{dn} or less and interior noise levels are 50 dBA L_{eq(1-hr)} or less. The Alameda County General Plan also establishes normally acceptable ground borne vibration standards to be 0.3 in/sec Peak Particle Velocity (PPV), and any

construction vibrations exceeding 0.3 in/sec PPV would be considered significant. The Alameda County General Plan states that a significant impact would occur if the permanent noise level increase is 5 dBA L_{dn} or greater with a future noise level of less than 60 dBA, or the permanent noise level increase is 3 dBA L_{dn} or greater with a future noise level of 60 dBA L_{dn} or greater. Further, the Alameda County General Plan notes that a significant impact would occur if construction-related noise would temporarily increase ambient noise levels at sensitive receptors. Hourly average noise levels exceeding 60 dBA L_{eq} and the ambient noise level by at least 5 dBA L_{eq} , for a period of more than one year would constitute a significant temporary noise increase at adjacent residential land uses.

- a) **Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of the other agencies? (Less than significant with mitigation)**

Construction

The Alameda County General Plan notes that a significant impact would occur if construction-related noise would temporarily increase ambient noise levels at sensitive receptors. Hourly average noise levels exceeding 60 dBA L_{eq} and the ambient noise level by at least 5 dBA L_{eq} , for a period of more than one year would constitute a significant temporary noise increase at adjacent residential land uses. Additionally, Section 6.60.070 of the County's Noise Ordinance allows for noise generated by construction activities between the hours of 7:00 a.m. and 7:00 p.m. on weekdays and between the hours of 8:00 a.m. and 5 p.m. on Saturdays and Sundays.

Project construction is expected to last six months, and would occur between the hours of 7:00 a.m. and 7:00 p.m. on weekdays and between the hours of 8:00 a.m. and 5:00 p.m. on Saturdays and Sundays. Given the limited duration of construction and compliance with allowable hours of construction, the project would not exceed standards for temporary noise exposure of generation. As such, the temporary impact would be less than significant.

Operation

The Alameda County General Plan establishes normally acceptable noise standards for various land uses. Commercial land uses are considered normally acceptable where exterior noise exposures are 70 dBA L_{dn} or less and interior noise levels are 50 dBA $L_{eq(1-hr)}$ or less. Additionally, the Alameda County General Plan states that a significant impact would occur if the permanent noise level increase is 5 dBA L_{dn} or greater with a future noise level of less than 60 dBA, or the permanent noise level increase is 3 dBA L_{dn} or greater with a future noise level of 60 dBA L_{dn} or greater.

The future noise environment at the project site would continue to be dominated by traffic along I-580 and Redwood Road. However, according to a traffic study performed for the project site, there would be no measurable noise increase from traffic. Additionally, the project does not propose public outdoor use areas, so the project would not expose people to exterior noise exceeding the standards.

The project could potentially exceed interior noise and land use compatibility standards. The State of California requires that wall and roof-ceiling assemblies exposed to the adjacent roadways have a composite Sound Transmission Class (STC) rating of at least 50 or a composite Outdoor-Indoor Transmission Class (OITC) rating of no less than 40, with exterior windows of a minimum STC of 40 or OITC of 30 when the commercial property falls within the 65 dBA L_{dn} noise contour for an expressway. According to the Alameda County

General Plan, and as confirmed by the 2015 noise monitoring survey the project site does fall within this contour line of I-580.

For this project, the State also requires interior noise levels to be maintained at 50 dBA $L_{eq(1-hr)}$ or less during hours of operation. From the short-term measurements made at the project site, the hourly average noise levels were estimated indoors. The commercial units facing I-580 would be exposed to future exterior noise levels of approximately 70 dBA $L_{eq(1-hr)}$. A wall assembly with Sound Transmission Class (STC) rating of at least 50 and window assemblies with an STC rating of at least 40 would provide at least 20 dBA of noise reduction in interior spaces.¹⁶ The inclusion of adequate forced-air mechanical ventilation systems is normally required so windows may be kept closed at the occupant's discretion. The sound-rated construction materials established in the California Building Cal Green Code in combination with forced-air mechanical ventilation would satisfy the threshold. However, the site plans indicate that bay doors would be included in each unit of the proposed commercial property and would face I-580. Keeping these bay doors open during business hours for extended periods of time could cause the 50 dBA $L_{eq(1-hr)}$ threshold to be exceeded. This is a potentially significant impact that would be minimized to less than significant with the following mitigation measures:

Mitigation Measure NOI-1: A qualified acoustical consultant shall review the final site plan, building elevations, and floor plans prior to construction and recommend additional building treatments to ensure that interior noise levels are at 50 dBA $L_{eq(1-hr)}$ or lower. Sound-rated doors, acoustical caulking, protected ventilation openings, etc., shall be considered during final design, and specific determination of necessary treatments shall be conducted on a unit-by-unit basis during final design of the project. Results of the analysis, including the description of the necessary noise control treatments, shall be submitted to the City, along with the building plans and approved design, prior to issuance of a building permit.

Mitigation Measure NOI-2: As a condition of project approval, the project shall provide a suitable form of forced-air mechanical ventilation, as determined by the local building official, for all units on the project site having direct line-of-sight to I-580 and Redwood Road, so that windows can be kept closed at the occupant's discretion to control interior noise and achieve the interior noise standards.

b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels? (Less than significant)

The Alameda County General Plan also establishes normally acceptable ground borne vibration standards to be 0.3 in/sec PPV, and any construction vibrations exceeding 0.3 in/sec PPV would be considered significant. Construction of the project may generate perceptible vibration when heavy equipment or impact tools (e.g. jackhammers, hoe rams) are used. Construction activities would include preparation work, foundation work, and new building framing and finishing. The project would not require pile driving, which can cause excessive vibration. Table 6 summarizes typical vibration levels generated by typical construction equipment at a distance of 25 feet.

The single-family residences adjacent to the project site to the south are approximately 25 to 45 feet from the southern project boundary. This would create vibration levels up to 0.21 in/sec PPV. To the east, across the Castro Valley Creek culvert, the residences are approximately 35 to 85 feet from the project site, which

¹⁶ STC is a numerical rating of the effectiveness of a partition's resistance to airborne sound transfer at the speech frequencies (125-4000 Hz). Higher STC numbers indicate better resistance.

would expose the occupants to vibration levels up to 0.15 in/sec PPV. Across Redwood Road to the west, the single- and multi-family residences are approximately 260 to 265 feet from the project site.

At these distances, vibration levels would be expected to be less than 0.1 in/sec PPV. At all noise-sensitive receptors surrounding the project site, the vibration levels are expected to be below the 0.3 in/sec PPV significance threshold as shown in Table 6. Therefore, the project would not expose people to generation of excessive ground borne vibration and would result in a less-than-significant impact.

Table 6 Vibration Source Levels for Construction Equipment

Equipment	PPV at 25 ft. (in/sec)	
Clam shovel drop	0.202	
Hyromill (slurry wall)	In soil	0.008
	In rock	0.017
Vibratory Roller	0.210	
Hoe Ram	0.089	
Large bulldozer	0.089	
Caisson drilling	0.089	
Loaded trucks	0.076	
Jackhammer	0.035	
Small bulldozer	0.003	

Source: Illingworth & Rodkin, Inc. 2015.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (Less than significant with mitigation)

A significant impact would occur if the permanent noise level increase due to project-generated noise was 3 dBA L_{dn} or greater for existing levels exceeding 60 dBA L_{dn} or was 5 dBA L_{dn} or greater for existing levels at or below 60 dBA L_{dn} . Adjacent residences located to the south of the project site have existing noise levels ranging from 59 to 61 dBA L_{dn} .

Traffic Noise

The noise environment surrounding the project site is dominated by I-580. Traffic volumes along the I-580 eastbound on-ramp and Redwood Road also affect the noise environment. The traffic report provided by Abrams Associates provided peak hour volumes for the project-generated traffic. According to the study, the project is projected to add 41 trips during peak morning hours and 46 trips during peak evening hours. Compared to the traffic along the surrounding roadways, this would not be a significant traffic increase. The permanent noise level increase due to this project-generated traffic increase at the surrounding noise-sensitive receptors would be approximately 1 dBA L_{dn} . As such, the project would not result in substantial permanent increase in ambient noise levels, and there would be a less-than-significant impact.

Parking lot traffic at the commercial property would temporarily increase the noise at adjacent sensitive receptors. The peak hour traffic in the parking lot would be 46 vehicles occurring between the hours of 5:00 p.m. and 6:00 p.m. Due to the limited number of peak hour vehicles compared to the surrounding roadways, the slow speeds at which the vehicles would be travelling in the parking lot, and the 8-foot masonry

soundwall along the southern boundary of the project site, the noise levels at the surrounding sensitive receptors would not exceed the threshold. In addition to moving vehicles in parking lots, engine ignition and vehicle idling would also occur. Parking would be located along the eastern and western boundaries of the project site, as well as the center. The distance from these spots to the backyards of the receptors ranges from 20 to 130 feet. While the parking lot noise disturbances may exceed the 55 dBA threshold sporadically throughout the daytime hours, the 8-foot masonry soundwall would reduce the noise to normally acceptable levels. This would be less-than-significant.

Mechanical Noise

The project would include mechanical equipment, such as heating, ventilation, and air conditioning systems. Under the Alameda County General Plan, operational noise generated at commercial land uses would be restricted to 55 dBA during daytime hours (7:00 a.m. to 10:00 p.m.) and to 45 dBA during nighttime hours (10:00 p.m. to 7:00 a.m.) at surrounding noise-sensitive land uses. The number, type, size and placement of mechanical equipment would be decided and the impacts of such analyzed during the project design phase. Implementation of **Mitigation Measure NOI-3** would reduce the potential impacts from mechanical equipment to a less-than-significant level.

Operational Noise

Other potential noise that would affect the surrounding sensitive receptors would include operational noise from work activities within the commercial units when the bay doors facing the sensitive receptors are open. Such noise disturbances may include machinery or tools, air compressors, intake and exhaust vents, etc., and the distance from the backyards of the adjacent receptors would be at least 40 feet. At this distance, levels could exceed the 55 dBA threshold and could be annoying to the nearby neighbors. The existing masonry soundwall would reduce levels by approximately 8 dBA, but this is a potential significant impact. Implementation of the following **Mitigation Measure NOI-4** would reduce the potential impact to a less than significant level:

Mitigation Measure NOI-3: Due to the number of variables inherent in the mechanical equipment needs of the project (number and type of units, locations, size, housing or enclosures, etc.), the impacts of mechanical equipment noise on nearby noise-sensitive uses shall be assessed during the final stage of project design. Design planning shall take into account the noise criteria associated with such equipment and use site planning to locate equipment in less noise-sensitive areas, where feasible. Other controls could include, but shall not be limited to, fan silencers, enclosures, and screen walls.

An acoustical study shall be prepared during final project design to evaluate the potential noise generated by building mechanical equipment and to identify the necessary noise controls that are included in the design to meet the County's 55 dBA daytime and 45 dBA nighttime noise limits. The study shall be submitted to Castro Valley for review and approval prior to issuance of any building permits.

Mitigation Measure NOI-4: Operational noise disruptive to the nearby neighbors would be significantly reduced by the existing soundwall at the southern property line; however, during excessively noisy operations, the bay doors shall be shut so to not disturb the noise environment at the surrounding sensitive receptors.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (Less than significant)

Existing noise levels on the project site range from 59 to 69 dBA L_{eq} , as noted in Table 5. Construction activities generate considerable amounts of noise, especially during earth-moving activities when heavy equipment is used. The highest maximum noise levels generated by project construction would typically range from about 80 to 90 dBA L_{max} at a distance of 50 feet from the noise source. Typical hourly average construction-generated noise levels within residential developments are about 81 to 88 dBA L_{eq} measured at a distance of 50 feet from the center of the site during busy construction periods (e.g., earth moving equipment, impact tools, etc.). Hourly average construction noise levels associated with the erection of buildings, such as hammer- and drilling-related noise, range from approximately 63 to 71 dBA at a distance of 50 feet. The noise levels associated with construction of buildings would be substantially less than the noise levels associated with grading and pavement activities during project site preparation.

Construction-generated noise levels drop off at a rate of about 6 dBA per doubling of the distance between the source and receptor. Shielding by buildings, terrain, or sound walls can provide an additional 5 to 10 dBA noise reduction at distant receptors.

Although noise generated by project construction would be expected to exceed 60 dBA L_{dn} and exceed ambient noise levels at receptors to the south and to the east by more than 5 dBA L_{dn} , construction would take approximately six months for the project. This would be considered a less-than-significant impact, assuming that construction activities are conducted in accordance with the following provisions of Castro Valley and the County of Alameda and the implementation of construction best management practices:

- The Alameda County General Plan and Municipal Code limits construction activities in the vicinity of residential land uses to the hours between 7:00 a.m. and 7:00 p.m. on weekdays and between the hours of 8:00 a.m. and 5:00 p.m. on Saturdays and Sundays.
- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Unnecessary idling of internal combustion engines should be strictly prohibited.
- Locate stationary noise-generating equipment such as air compressors or portable power generators as far as possible from sensitive receptors. Construct temporary noise barriers to screen stationary noise-generating equipment when located near adjoining sensitive land uses. Temporary noise barriers could reduce construction noise levels by 5 dBA.
- Utilize "quiet" air compressors and other stationary noise sources where technology exists.
- Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site.
- The contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance.
- Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include in it the notice sent to neighbors regarding the construction schedule.

The above provisions of Castro Valley and the County of Alameda would reduce construction noise levels emanating from the site, limit construction hours, and minimize disruption and annoyance. With the implementation of these provisions, and recognizing that noise generated by construction activities would occur over a six month period, the temporary increase in ambient noise levels would be less-than-significant.

e) Located within an airport land use plan? (Less than significant)

Hayward Executive Airport is a city-owned, public-use airport located 3.2 miles southwest of the project site, and Oakland International Airport is a public-use airport owned by the Port of Oakland that is located 7.5 miles northwest of the project site. Although aircraft-related noise could occasionally be audible at the project site, noise from aircraft would not substantially increase ambient noise levels. The project site lays outside the airport influence area of both airports, as established in the Hayward Executive Airport Land Use Compatibility Plan of 2012 and the Oakland International Airport Land Use Compatibility Plan of 2010. Exterior and interior noise levels resulting from aircraft would be compatible with the project; therefore the project would result in a less-than-significant impact.

f) Located within the vicinity of a private airstrip? (No impact)

The project is not located in the vicinity of a private airstrip. Therefore, there would be no impact related to a private airstrip.

XIII Population and Housing

	Significant Impact	Significant Unless Mitigation Incorporated	Less-than-Significant Impact	No Impact
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Would the project:

a) Induce substantial population growth in an area, either directly, (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

Population growth in Castro Valley increased after World War II, consistent with the Bay Area. The population was 18,000 by 1950 and doubled by 1960. Castro Valley continues to be an attractive place to live, and the population continues to grow. According to the Castro Valley General Plan, Castro Valley's population is anticipated to increase 18.4 percent by 2025. Overall, the community is becoming increasingly built-out since no large undeveloped acreages within the urban growth boundary.¹⁷

Housing is the predominant land use in Castro Valley. While single-family detached structures are most common, multi-family units and townhomes are generally located closer to the Central Business District along Castro Valley Boulevard and Redwood Road. According the Castro Valley General Plan, new infill development would accommodate projected growth in Castro Valley. The average household size is anticipated to remain steady at around 2.62. Castro Valley is anticipated to remain predominantly residential with more than three times as many employed residents as jobs.

a) Induce substantial population growth? (Less than significant)

The project would construct two commercial structures on a currently undeveloped property site. No residential development is proposed and thus would not directly increase the population. The project would accommodate 12 new commercial units within the predominantly residential area. While these establishments may offer several new employment opportunities, it is unlikely that this development would be large enough to attract growth on a regional level from the amount of jobs it would provide. The project

¹⁷ Alameda County Community Development Agency, 2012. Castro Valley General Plan. Chapter 3, Community Development Strategy.

would be consistent with Castro Valley General Plan goals to produce more infill-type development. As a result, it would be unlikely that the project would indirectly induce growth through intensification and development of surrounding land uses because the surrounding are already developed. The impact would be less than significant.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (No impact)

and

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (No impact)

The proposed development of two structures for commercial purposes on an undeveloped parcel. Implementation of the project would not displace any existing housing or people because the site is currently undeveloped and unoccupied. As a result, no construction of housing or relocation of people would be required as part of the project and there would be no impact.

XIV Public Services

	Significant Impact	Significant Unless Mitigation Incorporated	Less-than-Significant Impact	No Impact
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Would the project:

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

Castro Valley is an unincorporated community of Alameda County. As a result, Alameda County provides police protection, fire protection, maintenance of streets and roads, drainage, street lighting, etc.¹⁸ The Alameda County Extended Police Protection County Service Area (CSA) was established to provide service to unincorporated areas in Alameda County. Average response times for the Sheriff's office are 11:48 minutes for calls requiring an immediate emergency response and 17:13 for non-emergency calls requiring an urgent response. The average ratio on a per capita basis is 1.4 sworn officers per 1,000 residents, lower than the county average. The Eden Township substation in San Leandro serves Castro Valley. The Alameda County Fire Department provides fire and paramedic service to the project site and most of Castro Valley. The Alameda County Fire Department Station 4 (20336 San Miguel Avenue) is the closest station to the project site and has one engine, one truck, hazmat support unit, an various other equipment. This station serves the downtown and adjacent areas and has the highest staffing levels in the District. Several school districts serve Castro Valley with a total of 16 public schools (10 elementary schools, 3 middle schools, and 3 high schools).

¹⁸ Alameda County Community Development Agency, 2007. Castro Valley General Plan EIR. Page 3.3-5-3.3-8

East Bay Regional Park District facilities and Hayward Area Parks and Recreation District provide park and recreational facilities for Castro Valley and the project site. The Laurel School Park is the closest park to the project site, about 0.25 miles from the project site. Additionally, the Castro Valley Public Library is located north of the study area, also about 0.25 miles from the project site.

a) **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**

i) **Fire protection impacts? (No impact)**

and

ii) **Police protection impacts? (No impact)**

According to the Castro Valley General Plan EIR, proposed residential development approved for Castro Valley would have a small increase in population over existing conditions but would not require new or expanded police or fire facilities.¹⁹ Implementation of the project would provide a new commercial retail development for the community. The project would not include any residential development and thus would not increase the population. While the Alameda County Fire Department and police department may experience a slight increase in call volume for emergency responses generated by the increase in visitors to the newly developed site (in comparison to an undeveloped site), it is not anticipated that such responses would negatively impact fire and police services to an extent that new emergency facilities would be required. Therefore, there would be no impact.

iii) **School impacts? (No impact)**

As discussed, several school districts serve Castro Valley with a total of 16 public schools. According to the Castro Valley General Plan EIR, increased residential development may require new or expanded schools or facilities. The project would construct two commercial structures on a currently undeveloped property site. No residential development is proposed that would increase enrollment in schools or require new school facilities to be constructed. Development could indirectly increase population from potential job creation associated with the project; however, this population influx would be minimal and is not likely to create the need for a new school facility. There would be no impact on schools.

iv) **Park impacts? (No impact)**

and

v) **Other public facilities? (No impact)**

The project would construct two commercial structures on a currently undeveloped property site. As a result, no residential development is proposed and thus would not increase the population. While Castro Valley has local policies in place that require a ratio of number of parks to number of people, the project would not increase the population. Therefore, the project would not require development of new park facilities because such policies relate to residential developments. Therefore, there would be no impact.

¹⁹ Alameda County Community Development Agency, 2007. Castro Valley General Plan EIR. Page 3.3-14

XV Recreation

	Significant Impact	Significant Unless Mitigation Incorporated	Less-than-Significant Impact	No Impact
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Would the project:

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Setting

As discussed in Section XIV, Public Services, East Bay Regional Park District facilities and Hayward Area Parks and Recreation District provide park and recreational facilities for Castro Valley and the project site. The Laurel School Park is the closest park to the project site, about 0.25 miles from the project site.

a) Increase use of existing recreational facilities? (No impact)

and

b) Include/require construction of new recreational facilities? (No impact)

The project would construct two commercial structures on a currently undeveloped property site. As a result, no residential development is proposed and thus would not directly increase the population. While Castro Valley has local policies in place that require a ratio of number of parks to number of people, the project would not increase the population. Therefore, the project would not require development of new park facilities because such policies relate to residential developments. Additionally, the project would be used for commercial and retail purposes. As a result, visitors of the commercial site would not likely use existing recreational facilities while shopping. Additionally, the Laurel School Park is the closest park to the project site, about 0.25 miles from the project site. Owing to the project site's distance from the park, implementation of the project would not alter access to this park during construction or operation. Therefore, there would be no impact.

XVI Transportation/Traffic

	Significant Impact	Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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e) Result in inadequate emergency access?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Setting

A Traffic Impact Analysis (TIA) was prepared by Abrams Associates for the Redwood Commercial Park Project in May 2015 and is included as **Appendix G**.²⁰ The TIA describes the existing and future conditions for transportation with and without the proposed commercial development, which is proposed to include 29,580 sf of commercial space. The TIA presents information on the regional and local roadway networks, pedestrian and transit conditions, and provides an analysis of the effects on transportation facilities associated with the project.

The following traffic forecasting scenarios were considered in the analysis:

- Existing: Based on existing peak hour volumes and existing intersection configurations
- Baseline: Based on the existing volumes plus growth in background traffic (for three years) and accounts for traffic from all reasonably foreseeable developments that could substantially affect the volumes at the project study intersections
- Existing Plus Project: Based on existing traffic volumes plus trips generated from the project
- Baseline Plus Project: Based on the Baseline traffic volumes plus the trips generated from the project

The project site, located at 21634 Redwood Road in Castro Valley, is immediately bordered by the I-580 eastbound on- and off-ramps to the north, and by Redwood Road to the west. Redwood Road intersects with Brecon Court approximately 0.1 mile south of the project site. Redwood Road intersects with the I-580 westbound on- and off-ramp approximately 0.1 mile north of the project site.

The following signalized intersections were analyzed using the *2010 Highway Capacity Manual* (HCM) Level of Service (LOS) methodology (see **Figure 5**):

1. Redwood Road at the I-580 westbound ramps
2. Redwood Road at the I-580 eastbound ramps
3. Redwood Road at the project entrance
4. Redwood Road at Brecon Court

LOS is the relationship between the capacity of an intersection (or roadway segment) to accommodate the volume of traffic moving through it at any given time. The LOS describes traffic flow with six ratings ranging from A to F, with "A" indicating relatively free flow of traffic and "F" indicating stop-and-go traffic and traffic jams. **Table 7** summarizes the LOS ratings. Alameda County aims to maintain an LOS D or better at all intersections. According to the Castro Valley General Plan, Policy 6.2-1, Alameda County considers any project-related traffic impacts that cause existing LOS to deteriorate to an LOS E or worse during peak commute hours to be significant. Existing LOS conditions of the four evaluated intersections at peak AM and PM peak hours are summarized in **Table 8**. The hours identified as "peak" hours are 7:30 a.m. to 8:30 a.m. and 5:00 p.m. to 6:00 p.m.

²⁰ Since preparation of the traffic report, several minor design modifications were made that slightly increased the proposed square footage of the project. These changes are negligible and would not alter the findings of the report.

Table 7 Signalized Intersection Level of Service Definitions

Level of Service (LOS)	Average Delay (sec/vehicle)
A	≤ 10
B	> 10 to 20
C	> 20 to 35
D	> 35 to 55
E	> 55 to 80
F	> 80

Source: Abrams Associates, 2015

Table 8 Existing Intersection Level of Service Conditions

Intersection	Peak Hour	Existing	
		Delay	LOS
Redwood Road and I-580 Westbound Ramps	AM	29.3	C
	PM	26.5	C
Redwood Road and I-580 Eastbound Ramps	AM	13.9	B
	PM	20.5	C
Redwood Road and Project Entrance	AM	N/A	N/A
	PM	N/A	N/A
Redwood Road and Brecon Court	AM	17.1	C
	PM	24.6	C

Source: Abrams Associates, 2015

In addition to the existing roadway network, transit facilities serving the project site include public transit and pedestrian and bicycle facilities. Two major public mass transit operators, BART and Alameda-Contra Costa Transit District (AC Transit), provide service within or adjacent to the project area. Castro Valley BART station is located less than 0.25 mile from the project site; and the AC Transit bus route, which connects to Castro Valley BART, stops on the same block as the project site. There are sidewalks on most streets in the project area and there is an existing Class II bicycle lane on northbound and southbound Redwood Road. A Class II bicycle lane is classified as being a completely separated facility designed for the exclusive use of bicyclists and pedestrians with minimized crossing points.

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? (Less than significant)

and

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? (Less than significant)

The project would consist of 29,580 sf of commercial space. The project is forecasted to generate approximately 41 net new vehicle trips on the surrounding roadway system during the AM peak hour and 46 trips during the PM peak hour.²¹

Existing Plus Project

Existing Plus Project conditions are summarized in Table 9. As noted above, the project would generate approximately 41 net new vehicle trips on the surrounding roadway system during the AM peak hour and 46 trips during the PM peak hour. When Existing conditions and the projected project-generated vehicle trips are evaluated together, the four evaluated intersections are expected to maintain acceptable conditions during peak periods (LOS D or better), as shown in Table 9.

Table 9 Existing Plus Project Intersection LOS Conditions

Intersection	Peak Hour	Existing		Existing Plus Project	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Redwood Road and I-580 Westbound Ramps	AM	29.3	C	29.4	C
	PM	26.5	C	27.3	C
Redwood Road and I-580 Eastbound Ramps	AM	13.9	B	14.3	B
	PM	20.5	C	21.0	C
Redwood Road and Project Entrance	AM	N/A	N/A	14.7	B
	PM	N/A	N/A	21.6	C
Redwood Road and Brecon Court	AM	17.1	C	18.3	C
	PM	24.6	C	25.6	D

Source: TIA, 2015

²¹ Trip generation calculations are based on rates from the Institute of Transportation Engineer's (ITE) Trip Generation Manual, 9th Edition.

Baseline Plus Project

Baseline Plus Project conditions are summarized in Table 10. When the 41 vehicle trips during the AM peak hour and 46 trips during the PM peak hour expected to be generated by the project are evaluated in addition to Baseline conditions, the four evaluated intersections are expected to maintain acceptable conditions during peak periods (LOS D or better), as shown in Table 10.

Table 10 Baseline Plus Project Intersection LOS Conditions

Intersection	Peak Hour	Baseline		Baseline Plus Project	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Redwood Road and I-580 Westbound Ramps	AM	32.2	C	32.7	C
	PM	30.2	C	31.1	C
Redwood Road and I-580 Eastbound Ramps	AM	14.4	B	14.7	B
	PM	21.6	C	22.2	C
Redwood Road and Project Entrance	AM	N/A	N/A	14.9	B
	PM	N/A	N/A	22.4	C
Redwood Road and Brecon Court	AM	17.6	C	18.9	C
	PM	25.8	C	27.0	D

Source: TIA, 2015

Construction

Construction activities associated with the project would result in an increase in traffic to and from the project site and could lead to unsafe conditions near the project site. Even though construction related impacts would be temporary and the number of vehicle trips generated during construction would be less than the project trip generation at build out, a Traffic Control Plan would be developed and implemented to ensure safe traffic flow during construction. Therefore, the construction activities associated with the project would not lead to noticeable congestion in the vicinity of the site or the perception of decreased traffic safety.

Summary

According to the Castro Valley General Plan, Policy 6.2-1, Alameda County considers any project-related traffic impacts that cause existing LOS to deteriorate to an LOS E or worse during peak commute hours to be significant. None of the intersections near the project site would result in a deterioration of LOS conditions to worse than LOS D. As such, the project is consistent with the Castro Valley General Plan and Congestion Management Plan. Therefore, the project would result in a less than significant impact.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (No Impact)

Hayward Executive Airport is located approximately 3 miles away from the project site at 20301 Skywest Drive in Hayward. The project site is not within the scope of the Hayward Executive Airport Land Use Compatibility Plan. Therefore, the project would result in no impact.

d) Substantially increase hazards due to a design feature (i.e., sharp curves or dangerous intersections) or incompatible uses (i.e., farm equipment)? (Less than significant)

The project would have one unsignalized access/entry point. Based on a review of the proposed site plan the TIA determined that the site circulation would not cause any safety or operational problems. The project site design has been required to conform to Alameda County design standards and the site design is not expected to create any impacts to pedestrians, bicyclists or traffic operations. The traffic study prepared for the project concludes that the proposed access and circulation plan as feasible, and would not introduce or increase hazards to design features. The impact would be less than significant.

e) Result in inadequate emergency access? (Less than significant)

The site design for the project includes a primary, right-turn only entrance that permits access to the back of the project site. All lane widths within the project would meet the minimum width that can accommodate emergency vehicles and the final emergency vehicle access plan would be subject to final approval from the Fire Department. Further, no internal site circulation or access issues have been identified that would cause a traffic safety problem or any unusual traffic congestion or delay. Therefore, the development of the project is expected to have less-than-significant impacts regarding emergency vehicle access.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? (Less than significant)

The project would generate additional pedestrian and bicycle traffic in the area, thereby potentially increasing conflicts between vehicles, bicycles, and pedestrians. There is an existing sidewalk and Class II bike lane along northbound and southbound Redwood Road. Although the project would increase vehicle, bicycle and pedestrian traffic in the project vicinity, it is not expected to significantly impact or change the design of any existing bicycle or pedestrian facilities or create any new safety problems for bicyclists or pedestrians in the area.

The project has the potential to increase patronage on bus lines in the area. However, the project would not result in degradation of the LOS on any roadway segments currently being utilized by bus transit in the area and, as such, no significant impacts to transit are expected. As a result, the project would result in a less than significant impact.

XVII Utilities and Service Systems

	Significant Impact	Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

EBMUD provides water service for Castro Valley. The Mokelumne River in the western slopes of the Sierra Nevada Mountains is the primary source of water to the region. According to the Castro Valley General Plan, water consumption within the EBMUD service area has remained relatively level, despite continuing growth. Generally, 46 percent of water consumption is from single-family residential uses, 17 percent by multi-family residential uses, 17 percent by industrial uses, 14 percent from commercial uses, and 6 percent from

irrigation uses. The Castro Valley Sanitation District (CVSD) provides and maintains sewage collection system that serves most of Castro Valley. The Alameda County Flood Control and Water Conservation District owns and manages most storm drains within Castro Valley. The Castro Valley Sanitary District and the Oro Loma Sanitary District handle refuse collection and disposal in the planning area. The Altamont landfill located east of Livermore provides solid waste disposal for Alameda County. The landfill had a capacity of 67 million tons as of 2001, which is considered adequate to accommodate solid waste disposal needs through 2071.

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (No impact)

Wastewater generated on the project site would originate from commercial sources and no industrial wastewater would be generated by the project. Wastewater generated by the project would be typical of commercial areas. As a result, no specific changes to the wastewater treatment plan would be required to treat these flows. Therefore, no impacts related to the RWQCB wastewater treatment requirements would be expected.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (Less than significant)

The project's on-site wastewater conveyance system includes connection to an existing 6-inch sewer line and an existing 1.5-inch size water line. The project would increase water demand and wastewater generation because the undeveloped existing site would be developed for commercial uses. Water and wastewater infrastructure serving the project site would continue to have capacity to handle the project and would not require construction of additional facilities because the project would tie-in to these existing lines and would not require an expansion of existing infrastructure. The Castro Valley General Plan Buildout scenario anticipated the water and wastewater capacity if the project site were to be developed with a community commercial land use. As a result, neither EBMUD nor Castro Valley Sanitary District would require expansion of existing facilities to accommodate the project. The impact would be less than significant and no mitigation is required.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (Less than significant)

The southern edge of the project site contains an existing subsurface storm water drainage pipe that is approximately 10 inches in diameter. This storm drainage pipe drains into the existing Castro Valley Creek, which is located directly adjacent to the eastern boundary of the project site. Stormwater drains toward four existing grated storm inlets into this subsurface pipe and travels toward the creek. In previous meetings with Alameda County staff, it was determined that existing stormwater drainage infrastructure on the project site would be adequate to accommodate the project, thus no additional storm water drainage infrastructure or expansion is required. Additionally, the project proposes to collect and convey stormwater through nine bioretention areas along the northern boundary of the project site and adjacent to Castro Valley Creek culvert. The project would implement pervious paver features into the project design as well. The impact would be less than significant and no mitigation is required.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (Less than significant)

The project site is currently undeveloped and designated for Public Facility land uses. The project would construct 12 commercial development units in 2 building structures. According to project architects, it is estimated that each unit would consume modest amounts of water each day, approximately 50 to 75 gallons per work day (gpd) per unit.²² According to the Castro Valley General Plan, EBMUD has determined that it has sufficient water supplies to serve growth anticipated in the Castro Valley through 2030. Accordingly, the Castro Valley General Plan Buildout scenario anticipated water demands if the project site were to be developed with a community commercial land use. Therefore, water demand is accounted for in the EBMUD projections. The impact would be less than significant and no mitigation is required.

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (Less than significant)

The Oro Loma/Castro Valley Water Pollution Plant in San Lorenzo treats wastewater in Castro Valley. Castro Valley Sanitary District is entitled to a nominal average dry-weather flow of 5.0 million gallons per day (mgd) through the Oro Loma Wastewater Treatment Plant, which has a total plant capacity of 20 mgd. According to the Castro Valley General Plan EIR, daily dry-weather flow averaged 3.7 mgd, and 2.3 mgd during drought conditions. However, the typical wastewater generation rate is 80 percent (80 percent of the water used enters the wastewater system). Projected development under the Castro Valley General Plan build-out scenario would generate about 628,800 gallons per day (gpd), a 1.7 percent increase in current average daily dry water flow. However, this increase is within the Castro Valley Sanitary District's 5.0 mgd daily entitlement. Accordingly, the Castro Valley General Plan buildout scenario anticipated the wastewater capacity if the project site were to be developed with a community commercial land use. Therefore, wastewater capacity is accounted for and the impact would be less than significant.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? (Less than significant)

The Altamont landfill had a capacity of 67 million tons as of 2001, which is considered adequate to accommodate solid waste disposal needs through 2071. According to the Castro Valley General Plan EIR, the Altamont landfill was adequate to service the Buildout scenario. Accordingly, the Castro Valley General Plan Buildout scenario anticipated the solid waste capacity if the project site were to be developed with a community commercial land use. Therefore, solid waste capacity is accounted for and the impact would be less than significant.

g) Comply with federal, state, and local statutes and regulations related to solid waste? (No impact)

The project consists of proposed commercial land uses. These commercial land uses would not result in the generation of unique types of solid waste that would conflict with existing regulations applicable to waste disposal. The project would be required to comply with Castro Valley solid waste disposal requirements, including recycling programs established under Assembly Bill (AB) 939. As a result, the project would comply with federal, state, and local statutes and regulations related to solid waste and there would be no impact.

²² Grant, Galen. Architect. FCGA Architecture. May 26, 2015 – email communication

XVIII Mandatory Findings of Significance

	Significant Impact	Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a) Have the potential to degrade quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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a) Have the potential to degrade quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? (Less than significant)

Mitigation measures are provided that adequately protect habitat, wildlife populations, and plant and animal communities. Mitigation measures that would adequately protect a known historical resource and any currently unknown cultural resources that may be uncovered during project construction are also included herein. With this mitigation, the project would not have the potential to degrade the quality of the environment; affect habitat, fish, and wildlife species; or cultural resources.

- b) Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? (Less than significant)**

The project site is included in the Castro Valley General Plan’s Community Development Strategy as an area for potential commercial renovation and development. This Community Development Strategy is referred to as “buildout” and was prepared for the Castro Valley General Plan twenty year planning horizon. As a part of the buildout, the cumulative effects of the project were analyzed under the Castro Valley General Plan EIR. Therefore, the project would not result in any cumulatively considerable impacts that were not previously identified in previously certified environmental documents.

- c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (Less than significant)**

The implementation of the mitigation measures identified herein would reduce all potential impacts to a less-than-significant level. Therefore, the project would thus not result in impacts that would cause substantial adverse effects on human beings, either directly or indirectly.

References

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California Department of Fish and Wildlife (CDFW). 2015. California Natural Diversity Data Base (CNDDB). Records search.

Illingworth & Rodkin, Inc. 2015. Air Quality and Greenhouse Gas Report.

Illingworth & Rodkin, Inc. 2015. Noise Study Report.

Northwest Information Center. 2015. California Historical Resources Information System (CHRIS) records search

Pacific Biology. 2015. Draft Initial Study of the Redwood Commercial Park Project, Biological Resources.

State of California Water Resources Control Board, 2015. Geotracker and Envirostor Data. Available: <http://geotracker.waterboards.ca.gov/> Last accessed April 16, 2015.

Agreement by Project Applicant:

I, the applicant, hereby acknowledge and agree to incorporate the mitigation measures included in the Initial Study into the project description.

H. James Kueppe
Applicant's Signature

12-11-15
Date

H. JAMES KUEPPE
Applicant's Printed Name

Redwood Commercial Park Project



Legend

- Project Site
- Existing Sound Wall



Project Location

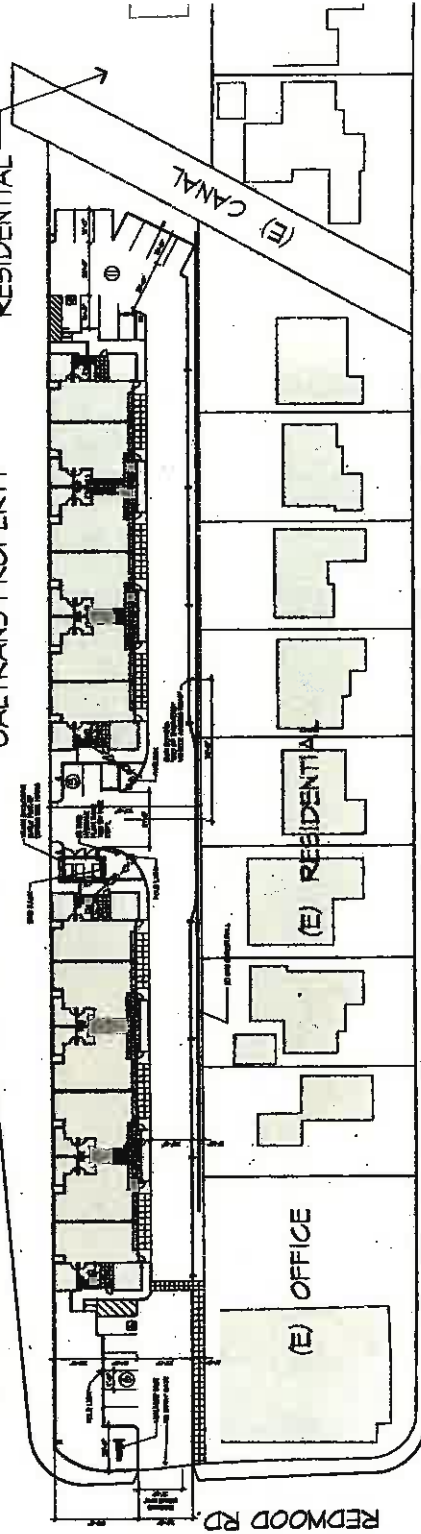
Redwood Commercial Park Project

500 FREEWAY - EAST BOUND LANES

500 FREEWAY ON-RAMP

MULTI-FAMILY RESIDENTIAL

CALTRANS PROPERTY



VEGAS AVE.

SITE DATA:

APN: 416.10.17.4
TOTAL SITE AREA:

45,3020 SF

BUILDING AREA:

FIRST FLOOR:

UNIT A OR C: 1,360 X 4 =
UNIT B OR D: 1,300 X 8 =

TOTAL FIRST FLOOR:

5,440 SF
10,400 SF
15,840 SF

SECOND FLOOR:

UNIT A OR C: 1,175 X 4 =
UNIT B OR D: 1,130 X 8 =

TOTAL SECOND FLOOR:

4,700 SF
9,040 SF
13,740 SF

TOTAL BUILDING AREA:

29,580 SF

REQUIRED PARKING:

1ST FLOOR WORK (T.I. INDUSTRY):

BUILDING AREA: (12) x 26' =

AREA FOR PARKING CALC.:
- 1 CAR / 100 SF X 11,952 SF =

2ND FLOOR WORK / STORAGE:

2ND FLOOR OFFICE:
- 1 CAR / 250 SF X 4,275 SF =

TOTAL REQUIRED:

15,840 SF

3,888 SF

11,952 SF

- 11.95 CARS

0 CARS

17.1 CARS

29.05 CARS

PARKING PROVIDED:

UNCOVERED (STANDARD):

UNCOVERED (ACCESSIBLE):

UNCOVERED (COMPACT):

16 CARS

2 CARS

2 CARS

24 CARS

TOTAL PROVIDED:

44 CARS

SITE PLAN
SCALE: 1" = 20'



OCCUPANT LOAD PER UNIT
PER CBC TABLE 1004.1.2

1ST FLOOR:	BUSINESS (1/100) =	8.24
	GARAGE (1/200) =	1.62
2ND FLOOR:	WAREHOUSE (1/500) =	1.01
	OFFICE (1/100) =	.83
TOTAL =		11.72

TWO EXITS NOT REQUIRED

NOTE:
- ALL HEIGHTS & DIMENSIONS ARE APPROXIMATE.

- SURROUNDING CONTEXT IS DRAWN FOR DIAGRAMATIC PURPOSES ONLY.

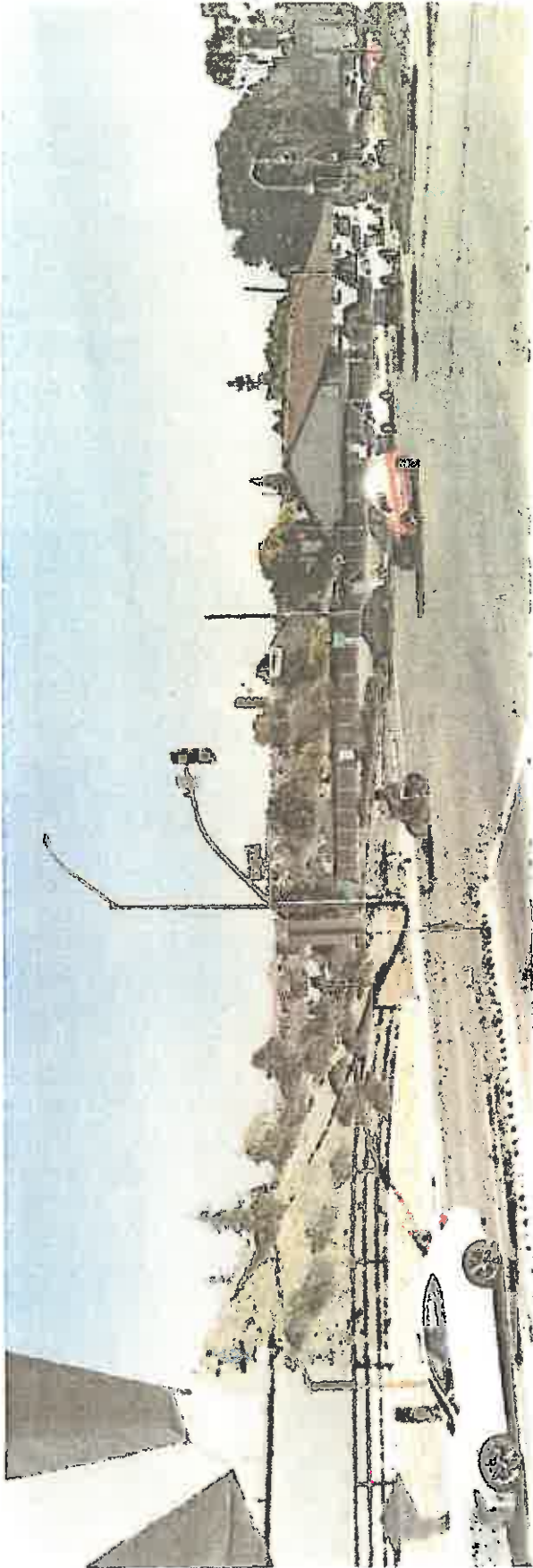
- FIRE SPRINKLERS AT BOTH BUILDINGS.



Existing view from eastbound I-580



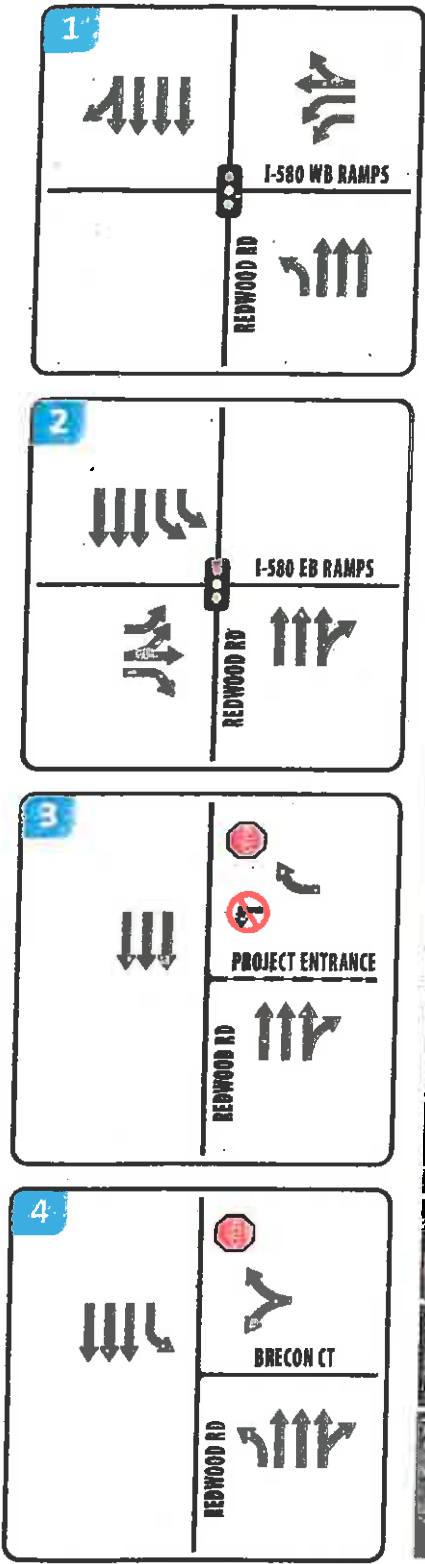
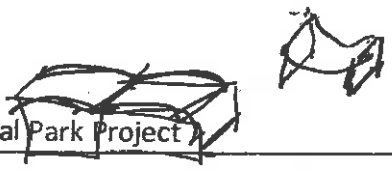
Proposed view from eastbound I-580



Existing View from Redwood Road/I-580



Proposed View from Redwood Road/I-580



Existing Lane Configuration

