



**ALAMEDA COUNTY CDA, PLANNING DEPARTMENT  
STAFF REPORT**

**TO: CASTRO VALLEY MUNICIPAL ADVISORY COUNCIL  
HEARING DATE: MAY 22, 2017**

**GENERAL INFORMATION**

**APPLICATION: Site Development Review & Tract Map, PLN2016-00056**

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

**PROPOSAL:** Construction of 27 two-story townhomes and corresponding subdivision into eight (8) building lots and four (4) common lots by Vesting Tentative Tract Map 8380, with a gross density of 14.4 units per acre. The townhomes would be 25 feet in height, with two-car garages in each, plus an additional 22 off-street guest parking spaces (including two handicapped-accessible spaces) and 8 on-street guest parking spaces, and provide total lot coverage of 42 percent.

**ADDRESS, PARCEL NUMBER AND SIZE:** 3544 Jamison Way (including also 3546, 3548, 3528 and 3530 Jamison Way), Assessor's Parcel Numbers: 84A-0076-020-01; 84A-0076-021-04; 84A-0076-021-06; 84A-0076-022-00; and 84A-0076-023-00. Combined area of parcels: 1.885 acre (82,125 sq. ft.).

**ZONING:** R-S-D-15 (Residential-Suburban, "D" Combining District requiring 1,500 square feet of building site area per dwelling unit) District.

**GENERAL PLAN DESIGNATION:** *Castro Valley General Plan, adopted March 2012: Residential Mixed Density (RMX) 29 du/ac.* The category is intended to provide a variety of housing types near commercial business districts while maintaining the existing character and development pattern of the neighborhood. The housing types include one-family dwellings, duplexes, townhomes, and two-story multi-family residential uses. Residential densities range from 8 to 29 units per net acre based on the lot width, depth, and size.

**ENVIRONMENTAL REVIEW:** The project is subject to the requirements of the California Environmental Quality Act (CEQA, 1970 as amended) and State and County CEQA Guidelines. An Environmental Checklist/Initial Study and proposed Mitigated Negative Declaration (IS/MND) has been completed and began a 30-day period of public review on May 5, 2017. The IS/MND identified potential impacts of project construction on air quality, cultural resources, hazardous materials, seismic safety, stormwater runoff, flooding, construction noise and traffic. Specific mitigation measures were also identified that would reduce each significant impact to a less than significant level. Public comments on the IS/MND will be received through June 5, 2017. Public comments and responses to comments will be included in the staff report to the Planning Commission for their hearing to consider adoption of the IS/MND.

**RECOMMENDATION:**

The Council should review the staff report, take public comment on the IS/MND and on the project, deliberate as to the merits of the project, and recommend approval of the Site Development Review by the Planning Director, and approval of the Vesting Tentative Tract Map by the Planning Commission.

## PARCEL ZONING HISTORY

June 21, 1951, the 12th Zoning Unit designated properties in the Castro Valley area to various Zoning Districts.

February 15, 1962, the 411<sup>th</sup> Zoning Unit designated specific parcels including the subject site to R-1 (Single Family Residential).

June 10, 1967, the 759th Zoning Unit designated properties in this vicinity to the CN (Neighborhood Commercial) District which was reversed on June 21, 1969, by the 878th Zoning Unit, back to the R-1 District.

Undetermined, 1970s era, redesignated to R-S-D-20 (Suburban Residence, 2,500 square feet m.b.s.a. per dwelling unit) District. A private street, P-51, was recorded at a similar time.

July 7, 2005, 2218<sup>th</sup> Zoning Unit redesignated the site and numerous sites to the current R-S-D-15 (Suburban Residence, 1,500 square feet m.b.s.a. per dwelling unit) District to promote implementation of the year 2000 Housing Element.

## SITE AND CONTEXT DESCRIPTION

Project Site: The project site is composed of five parcels that have a combined frontage along Jamison Way of 219' and a depth of 375', forming a large rectangular site that is level and developed over time. There is a presently a duplex and a single-family residence on the front two parcels, and three other single family homes on three lots to the rear on flag lots or lots accessible by a joint easement. The five parcels contain numerous trees and extensive landscaping, a swimming pool and driveways. The homes were built between 1940 and 1956. The frontage is not improved with curb, gutter or sidewalks.

Surrounding Context: The site is bordered on the west by single family homes along a cul-de-sac (Woodbine Avenue); more single family homes lie to the northwest of the site along Santa Maria and Lorena Avenues. Numerous two-story apartment complexes are directly north of the site along Lorena Avenue, and extending along the same side of Lorena Avenue to the east towards Redwood Road, and directly east of the site along Jamison Way. South of the site, and extending eastward to Redwood Road, and south to Castro Valley Boulevard is the Castro Village shopping center area, made up of several multi-tenant and free-standing commercial buildings with small to large stores, a Safeway supermarket, restaurants, a bowling alley, offices and other uses. Directly south of the site is a multi-tenant two-story building with retail and office uses, bordered on the east by a new, free-standing TJ Maxx store and a major entry to the center, and on the west by a secondary entry providing service access to the rear of many businesses. West of the service road are more single family residences along Jamison Way towards Santa Maria Avenue. To the east of the TJ Maxx building, extending to Redwood Road, is a mix of small medical and dental offices. The Castro Valley BART station is approximately half a mile south of the site.

Access to the site is along Jamison Way, which extends for a quarter of a mile west of Redwood Road to Santa Maria Avenue. Its intersections with Redwood Road and Santa Maria Avenue are stop-sign controlled only (i.e., not signalized). Santa Maria Avenue has a signalized intersection at Castro Valley Boulevard, and also extends north to Somerset Avenue, an east-west collector street across central Castro Valley. Most of Jamison Way has sidewalk improvements to the east of the site, but none to the west.

## PROJECT DESCRIPTION

The overall form of the site plan has not changed since it was first presented to the Council in November 2016, but certain details such as setbacks, parking, and window placement were adjusted to comply with the *2014 Residential Design Standards and Guidelines*, based on Planning staff review. Landscaping plans were also provided, and other application requirements were met since November 2016.

The proposed project is to clear the site, removing existing buildings, vegetation and pavements, and construct 27 new two-story townhome residences, in eight separate buildings, separated on a north-south axis by a pedestrian access aisle through the center of the site. Four rows of townhomes would be built, with one row oriented towards Jamison Way, the next two facing each other and oriented toward a central wide greenway on an east-west axis. The rear-most row would face north to a more private common walkway along the north edge of the site. The front row nearest Jamison Way would contain six townhomes while the other three rows would contain seven units each. Driveway alleys between the first two and last two rows of townhomes would provide access to two-car garages for each townhome at the effective rear of each unit. The proposed density would be roughly 14.4 units per acre.

Two floor plans are proposed, but which are nearly identical in floor area and configuration, based on a three-bedroom, two-and-a-half bath, two-car garage concept, with 1,627 square feet of conditioned space per unit among each of the exterior units (16 units with only one common wall), and 1,670 square feet for interior units (11 units, with two common walls). Private front yard areas would typically vary between 314 and 330 square feet, including porches of 66 to 78 square feet; end-of-row units would have additional area on their sides, providing up to 657 square feet in total area. The townhomes represent approximately 44,400 square feet of total (two-story) construction, and coverage is estimated as 41 percent of the site. Although the *Design Guidelines* do not specify a maximum coverage limitation, a minimum of 35 percent of the site is required to be landscaped.

A total of 22 on-site guest parking spaces are proposed along the main driveway, primarily along the west side of the site and main driveway as parallel spaces, and there would be the equivalent of eight more on-street guest parking spaces on Jamison Way. The on-site parking spaces include two head-in handicapped accessible parking spaces (including one van-designated space), and one space that is reserved for car washing, as required by stormwater pollution prevention regulations (to provide for car wash drainage to the bioretention areas instead of to in-street drainage inlets). All driveways would have a minimum width of 20'. Patterned pavement is proposed at the main entry and across each alley at their intersections with the main driveway.

The front row of townhomes facing Jamison Way would have a 20' setback from the front property line (to the front of each porch support pillar, and thus fully compliant), divided between common open space along the street (10' deep), and semi-enclosed yard areas (10' deep). At the rear of the site, a clear 20' setback is proposed, also split between 10'-deep private yards and a 10'-wide common pedestrian access corridor, for the effective front-facing side of the last row of townhomes. The east side of each townhome building row would have a minimum 6.2' setback to the property line, and each building in a row would be separated from each other by 10' across the central walkway, with a 4'-wide sidewalk and 3' of landscaping on each side. The front and western building would have a 10' setback from the driveway (and three parallel parking spaces); the other three buildings would have a minimum 13' setback from the driveway (directly, without parking spaces), split between a sidewalk and a 5.5'-wide landscaped setback. The driveway would have a 5'-wide landscaped setback from the western property line, except along about 120' extending north from Jamison Way, where the main bio-retention basin (stormwater-treatment system) would be placed between the property line and the driveway, with a maximum width of 30'.

The middle two rows of townhomes would be separated across a 40'-wide common open space park area, as well as the 10' deep private areas in front of each home, thus separating the buildings by 60'. The park area would include a barbecue and picnic tables at the eastern end, and additional seating areas would be placed centrally, where the central walkway to the front and rear is proposed and would intersect with the park area. The Design Guidelines require 600 square feet of total open space per dwelling unit, of which a minimum of 300 square feet is to be provided as private open space, and 200 square feet as common "usable open space" for projects with five or more units. Private open space must have a minimum least dimension of 10', while the minimum dimension for common open space is 25'. As indicated above, at

least 314 square feet would be provided in private yard areas or porches for each unit, and 228 square feet of usable common open space (that meets the minimum dimension standard) would be provided per unit.

The usable common open space would be provided primarily in the central park area (4,175 square feet), supplemented by the bio-retention basin area (2,000 square feet), for a total of 6,175 square feet. Other non-private open space with dimensions of less than 25', which can contribute to the overall open space requirement of 600 square feet per unit, includes unenclosed yard areas along Jamison Way (approximately 1,260 square feet), along the rear of the site (an estimated 1,450 square feet), and between each building along the central walkway (a total combined area of 2,840 square feet). Although the minimum private open space would be 314 square feet, the average private yard would be notably larger, around 395 square feet. On this basis, the project would provide a total average of 623 square feet per unit (228+ 395= 623), although some individual units would have about 540 square feet in combined private and common open space, if the other non-private open space is not included.

The subdivision by Vesting Tentative Tract Map 8380 would create eight building lots, varying in size according to the number of units in each three-to-four-unit building, of between 5,566 and 6,892 square feet. The four common lots would be the property of a homeowners' association, and includes the main access driveway and alleys, the central park area, the rear and west side, and separately, the front yard area. Subdivision into condominium space "air" is part of the project, but may be deferred to a later date.

## **RESPONSE TO REFERRALS**

Public Works Agency, Permits Section: The Permits Section identified several requirements for improvements to the site and street frontage. These were summarized in the prior staff report, and are incorporated into the attached draft conditions of approval. The current plans received in January 2017 were revised to include a vehicle wash area in response to comments from the Permits Section.

Public Works Agency, Building Inspection Department (BID): The Building Inspection Department noted in its comments, dated April 28, 2016 that a complete soils report and geotechnical analysis will be required, and that the new structures will be subject to the County's Green Building and Construction and Demolition Ordinances. These and other comments are incorporated into the draft conditions of approval.

Public Works Agency, Grading Division: Comments dated May 2, 2016 by the Grading Division, regarding the need for grading plan, and erosion and sedimentation control plans to be reviewed and approved by the County, seasonal grading limitations (October through April), and state Water Board reporting requirements are incorporated into the draft conditions of approval.

Alameda County Fire Department: The Fire Department initially responded April 22, 2016 with a variety of requests for plan changes such as to indicate that fire suppression sprinklers will be provided in the structures, signage to clarify the extent of fire access in the alleys, existing and new fire hydrants, accessibility to each unit, and fire apparatus turnaround design parameters. Updated plans were submitted in January 2017, and the Department responded with approval subject to specified conditions, that have been incorporated into the draft conditions of approval.

Castro Valley Sanitary District (CVSD): The Sanitary District provided a response on April 19, 2016 to the referral, noting the need for a new mainline sewer on the property, to be connected to the Jamison Way sanitary sewer. However, the Jamison Way line was identified as a high priority for repair and/or replacement due to its age, and noted that the developer may be responsible for the costs of such work under the District's Sanitary Code. The draft conditions of approval include the District's requirements.

Castro Valley Unified School District: The response dated April 19, 2016 indicated that students moving into the new homes should be aware that they may not be able to attend schools that are close to their home

due to excessive demand at District schools. In addition, the applicant will be obligated to pay the necessary mitigation fees to the School District.

Public Comment: A courtesy notice describing the project proposal was mailed in early April 2016 to neighborhood residents. A resident at 3566 Jamison Way, east of the site, indicated she had concerns with the potential for increased traffic on Jamison Way as a result of this project, combined with other commercial development of the Castro Village area. She noted frequent speed violations that appeared attributable to the lack of lane dividers and speed bumps, and objected to recreational vehicles and trucks parking along the street and staying overnight. She requested measures to reduce these problems, and asked also that the demolition and construction process address the problem of nuisance urban wildlife, with traps and other controls instead of displacing them into the surrounding neighborhood.

Prior Council Review: A preliminary hearing on the project was held by the Municipal Advisory Council on November 28, 2016 to allow the public and the Council to make recommendations to the applicant for any changes before detailed analysis and environmental review were initiated. At the hearing, Ms. Taylor, a resident on a lot on Woodbine Avenue bordering the site, indicated privacy concerns and requested that trees be placed bordering her lot and those of her neighbors to screen their yards from view from future residents. A property owner to the north, Mr. Bronzini, who acknowledged stormwater runoff from his property onto the project site, sought assurance that the development would not block future runoff, or that there would be assistance from the developer to address the runoff. Another area resident, Mr. Dugy indicated he supported the project to provide higher density housing near downtown Castro Valley and near the BART station. Various concerns and questions raised by the Council members included: a) if there were affordable housing set-asides or from housing bond measures that could assist in providing affordable housing units in the project; b) if trash bins would be collected within the project site or on Jamison Way (the latter of which would be unacceptable); and c) if trees and other plant materials in the landscaping could be chosen to minimize leaf litter. The Council Chair and other members were largely supportive of the project, its density and location near BART. The Chair also responded to Mr. Bronzini and assured him that new development is disallowed from blocking existing stormwater runoff that has historically flowed onto a development site, so a solution to the runoff concern is required. It was also stated by the developer that trash would be collected from the individual garages, and not on Jamison Way.

## **ENVIRONMENTAL REVIEW**

The project is subject to the California Environmental Quality Act (CEQA, 1970 as amended) and State and County CEQA Guidelines, and thus staff directed the applicant to have an Initial Study prepared (using the environmental checklist incorporated into the CEQA Guidelines) to identify the potentially significant adverse environmental impacts of the project. The Initial Study found that with the adoption of identified mitigation measures, all of the project impacts can be avoided or reduced to less than significant levels. The applicant has agreed to carry out the indicated mitigation measures, and as a result, a Mitigated Negative Declaration (MND) is proposed to be adopted in compliance with CEQA, by the Planning Commission when it acts to approve or deny the Vesting Tentative Tract Map.

The Initial Study/Mitigated Negative Declaration (IS/MND) began circulation on May 2, 2017 to public agencies and the public, for comment and subsequent consideration by the Municipal Advisory Council and the Planning Commission. The IS/MND evaluated the project's potential for impacts on a wide range of considerations, and identified specific impacts as summarized in the table below, along with mitigation measures that the applicant has agreed to implement, to reduce each impact to a less than significant level.

## SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Significant Impacts	Mitigation Measures
<p><u><i>Air Quality:</i></u> Construction of the project would require an estimated 381 truck trips for off-haul of topsoil contaminated with agricultural chemicals; emissions from this number of truck trips if they occurred in a concentrated period of time (even if spread over seven to eight days) would have the potential to exceed regional air quality thresholds for nitrogen dioxide.</p>	<p>AQ-1 would place a cap on truck hauling to 38 daily round trips for off-site disposal of soil. Distribution of trips over a period of no less than ten days would result in daily truck trip emissions that would be within the regional air district's thresholds.</p>
<p><u><i>Biological:</i></u> The site contains suitable nesting habitat for a variety of birds that are protected under the California Fish and Game Code (CFGF) and the Migratory Bird Treaty Act (MBTA). Future redevelopment of the site would impact suitable habitat for bird nesting by removing vegetation including numerous trees, shrubs and woody debris. The pallid bat is also a protected species that, although not likely to occur on the site, could inhabit structures on the site.</p>	<p>B-1 would prohibit initial site disturbance activities during avian nesting season (February through August), or retain a qualified biologist to complete a pre-construction survey to identify any active nests.</p> <p>B-2 would require a pre-construction survey of trees and structures and may require further actions to avoid and minimize potential impacts to roosting bats.</p>
<p><u><i>Cultural Resources:</i></u> The site has been extensively graded for agricultural and residential use, and thus has limited potential for discovery of undocumented archaeological resources. However, there remains the possibility of such discoveries and significant damage to such resources. There is also a limited potential to uncover previously undocumented human remains.</p>	<p>CR-1 would protect cultural resources in the event unanticipated cultural deposits are encountered during construction or land modification activities. If a potentially significant discovery occurs, consultations with a professional archaeologist and Native American Tribal representatives would be required, possibly leading to a Phase II subsurface testing program.</p> <p>CR-2 would require no further disturbance in the event human remains are discovered. If the remains are determined to be of Native American descent, the coroner will notify the state Native American Heritage Commission and follow required protocol.</p>
<p><u><i>Geology and Soils:</i></u> There is a potential for undocumented existing fills on the site to undergo vertical movement, or that may be inadequate to support the proposed building loads.</p> <p>Geotechnical investigation of the site determined that surface soil on-site may have moderate expansive potential, due to the higher clay content in the soil, and subsurface soils may have moderate to highly expansive soils, which could result in structural risks for planned buildings and pavements.</p>	<p>GEO-1 would require existing fill removal as recommended in the Preliminary Geotechnical Exploration prepared by ENGEO, a geotechnical engineering firm. Buildings and pavements would be placed on engineered fill.</p> <p>GEO-2 would require expansive soil mitigation as recommended in the Preliminary Geotechnical Exploration prepared by ENGEO, including further study of subsurface soils, foundation design and engineering, special foundations and other site-specific strategies.</p>
<p><u><i>Hydrology:</i></u> The site is subject to continued low-flow run-on or drainage from approximately 3,400 square feet of adjacent properties, which if blocked by the project or not otherwise diverted to a storm drain, could result in adverse flooding or other drainage impacts including erosion or siltation.</p>	<p>H-1 would require that the project developer address low-flow run-on from adjacent property by coordinating an agreement with adjacent property owners to redirect stormwater (other than high-concentration flows) away from the project site or provide for collection and treatment in the planned on-site bio-retention cells prior to discharge.</p>

Significant Impacts	Mitigation Measures
<i>Hazards and Hazardous Materials:</i> Historic agricultural use of the site resulted in contamination of the soils with pesticides and herbicides, at concentrations exceeding federal EPA standards, based on ten samples taken at depths of up to 24 inches below the ground surface.	HAZ-1 would require a qualified environmental site assessor to conduct additional soil testing for arsenic and pesticides, and disposal of contaminants that exceed Residential Regional Screening Levels.
<i>Noise and Vibration:</i> Construction of the project may expose adjacent residences to vibration levels that exceeds Federal Railroad Administration threshold for residences and buildings used for sleeping (e.g., hotels) (though not for risk of building damage).	N-1 would require best management practices to assure acceptable vibration levels during construction. Noise MM N-2 would require best management practices to reduce noise levels during construction.
<i>Transportation:</i> The main driveway intersection at Jamison Way may result in sight-distance obstructions due to parked vehicles near the entry, and safety concerns.  The project would generate new pedestrian trips or demand for travel to the adjacent shopping center and the nearby BART station (less than one mile distant), where there are notable gaps in the sidewalk network connecting these uses. The Castro Valley Plan includes policies to ensure that new development address impacts to pedestrian safety, access, and circulation, and residents would not have safe routes to travel without a more complete network of sidewalks.	T-1 would require the applicant to coordinate with County Public Works Agency to paint 20 feet of red curb No Parking Zones on either side of the Project driveway.  T-2 would require the applicant to install or wholly fund sidewalk and curb improvements on the north side of Jamison Way, and on the west side of Redwood Road south of Jamison Way.
<i>Tribal Cultural Resources:</i> The project would disturb subsurface soils and therefore has the potential to unearth unanticipated cultural resources of importance to Native Americans.	TCR-1 would require the discovery of unanticipated cultural resources during construction and found to be of Native American origin, to be reported to a qualified archaeologist; if certain criteria are met, a mitigation plan to protect the resource may be required, in consultation with designated Native American tribes.

The IS/MND also discussed a much wider array of environmental and planning considerations, including aesthetics, other geotechnical and hydrological considerations (e.g., seismic safety, stormwater drainage and water quality), the historic merit of existing structures, population displacement, transportation and traffic, climate change and greenhouse gas emissions, and public services and utilities. In these topic areas, based on evidence presented in the IS/MND, the environmental impacts were determined to be less than significant and did not require mitigation measures. In the case of earthquake hazards and stormwater issues, there are standard conditions of approval, state building codes, regional water quality permit requirements and other federal, state and local regulations that will ensure that environmental impacts will be avoided, and that the public, including persons working or residing in the vicinity and future residents, will not be exposed to environmental hazards. State and local regulations also ensure that public services and utilities are provided in a way that will not result in adverse environmental impacts.

The traffic and transportation section of the IS/MND found that existing conditions at some nearby intersections operate at Level of Service (LOS) F, which represents extremely congested, jammed or grid-locked conditions (compared to LOS A, representing free-flowing traffic with almost no delay), specifically for the left-turn movement during the afternoon and evening peak hours at Jamison Way and Redwood Road, and for all movements at the unsignalized intersection of Santa Maria and Somerset Avenues. At the latter intersection, signal warrants are met and signalization could be expected to occur in the future, but at the Jamison Way intersection, signal warrants are not met due to the low relative volume of traffic on Jamison Way. The addition of project trips (an estimated 112 *net* or new total daily trips, and about 16 peak hour trips) would not be enough to change the signal warrant results or otherwise change the LOS

results for any intersection. Average delay at Jamison Way and Redwood Road would increase by less than four seconds. Other study intersections, including the project driveway, and Santa Maria Avenue's intersections with Jamison Way and with Castro Valley Boulevard, would operate at acceptable LOS (A, B or C). As a result of the analysis, no significant traffic impacts attributed to the project were identified in the IS/MND. The only identified transportation-related impacts were for sight distance at the project driveway, and for potential conflict with the Castro Valley General Plan and its policies to ensure that new development "facilitate pedestrian access and address any impacts to the pedestrian safety, access, and circulation" (Policy 6.6-6).

The IS/MND will be subject to at least 30 days of public review, ending on June 5, 2017. Public comment on the IS/MND will be received at the current hearing by the Municipal Advisory Council, and will be considered, together with a response to comments, by the Planning Commission when they take action on the Tract Map, tentatively scheduled for June 19, 2017. The Council is expected to consider recommendations from Planning staff that it recommend the Planning Commission adopt the IS/MND. Adoption of the IS/MND by the Planning Commission does not represent project approval, but is only a determination that the environmental impacts have been appropriately and adequately evaluated, and that the identified mitigation measures will avoid, minimize or reduce potential impacts in the near and long term that may result from the project.

## **GENERAL PLAN**

The site is subject to the *Castro Valley Plan*, adopted in 2012, and which designates the site as "Residential Mixed Density" (RMX) allowing a maximum density of 29 dwelling units per acre. The RMX designation is provided with the following description:

This land use category is intended to provide a variety of housing types near commercial business districts while maintaining the existing character and development pattern of the neighborhood. The housing types include one-family dwellings, duplexes, townhomes, and two-story multi-family residential uses. Residential densities range from 8 to 29 units per net acre based on the lot width, depth, and size.

The project proposal is for approximately 14.4 dwelling units per acre, and therefore would be consistent with the RMX land use designation.

## **STAFF ANALYSIS**

With respect to the General Plan, the Zoning Ordinance requirements and the Residential Design Standards and Guidelines adopted by the County in 2014 (effective since January 1, 2015), the proposed project would be conforming with extremely few exceptions. Although the site is designated as R-S-D-15, for which the Multi-Family Residential Medium Density set of standards (Table 2.5-1) could be applied to the project, the proposal for two-story townhomes is more reasonably evaluated with regard to the Two-Story Townhomes (Table 2.4-1). A staff assessment of the project is provided in a four-page table attached at the end of this staff report, based on Table 2.4-1 of the Design Guidelines. The assessment finds that the project fully meets all "development intensity and neighborhood compatibility" standards such as site size and width and unit width, all "building height and form" standards, all "building relationship to the street" requirements, open space standards, and other guidelines.

Original plans showed small 2' encroachment of the porches of each of the six units facing Jamison Way (including support pillars; with a 2'-overhang it would have been a 4' encroachment). The revised plans indicate a full 20' setback to the porch pillars. Another original design aspect has been modified under the current plans, to provide a minimum 13' setback between the buildings and guest parking where 10' is required, with both a sidewalk and landscaping, which was previously only 5' wide, without landscaping.



Lastly, the assessment in the table based on Table 2.4-1 noted that the required offset of windows facing each other for buildings that are 10' apart is not indicated in the architectural plans; updated architectural plans show the required offsets and do not now need to be made conditions of approval of the project, other than verification that the architectural plans submitted for building permits are consistent with the approved plans for the Site Development Review (with the offset windows).

The plan sets also included, on the Tract Map (the first of seven civil drawings) a table showing “Zoning Conformity”. Planning staff has evaluated the analysis as shown in the table below, and found that it is generally accurate and reflects a very high degree of conformity to the R-S-D-15 Zoning and *Design Guidelines* Table 2.4-1 standards, with only one minor reservation regarding total open space, in that while the *average* amount of total open space per unit would exceed the requirement, the individual units without side yards would only have about 540 square feet in combined private and common open space, not including common open space that does not meet the minimum 25' dimension, such as along the front and side yards. However, staff interprets the requirement to be for an average, and accept the open space design.

<b>Applicant's Zoning Compliance Table</b>			<b>PLANNING STAFF VERIFICATION OF STANDARD &amp; DETERMINATION OF COMPLIANCE</b>
Alameda County Townhome Standards	Required/ Allowed	Proposed	
Min. Side Setback	5'	6.2 Avg.	5' required; 6.2' complies.
Min. Front/Rear Setback	20'	20'	20' required; 20' provided, complies
Min. Building Length	150'	88.5'	150' max length req'd; 88.5' max. proposed.
Min. Private Usable Open Space	300 s.f./unit	314	300 s.f. req'd; 314 s.f. is compliant.
Min. Total Open Space	600 s.f./unit	623	600 s.f. req'd; <b>see discussion in text.</b>
Max. Building Height	25'	25	30' allowed; 25' proposed; compliant.
Min. Parking Requirement	2/Unit (1 covered)	2/Unit (2 covered)	2 spaces required; 2 spaces provided in each garage.
Std. Guest Parking Spaces	1/Unit	1/Unit 27 Total	1 space required per unit; 28 guest parking spaces proposed.
Car Wash Stall	1	1	Complies.
Accessible guest parking spaces	2*	2**	2 accessible parking spaces; complies.
Min site landscaping	Min. 35%	35%***	35% required; 35% site is landscaped.
Max. Condo Air-Space Density	22 units/ac	14.52 units /ac	29 units/ac. allowed; 14.4/ac. Proposed
Max. Building coverage	Max. 55-60%		55% max. applies; 39% proposed; compliant.
Floor area ratio			No floor area ratio is specified. <sup>1</sup>

\* Two accessible spaces required for 26–50 units according to the 2013 CALDAG manual <sup>1</sup> *Design Standards and Guidelines* do not define any floor area ratio.

\*\* Two accessible spaces proposed - one as van accessible

\*\*\* Pedestrian walkway is included in landscape percentage

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

Neighborhood Concerns. One area resident expressed concerns with increased traffic due to the project, in response to the initial neighborhood notice, but was primarily opposed to the existing overnight use of Jamison Way by a mixture of semi-truck trailer drivers and mobile homes, and existing high speeds that she attributed to lack of speed humps or bumps and lane dividers. She also wished to make sure that the problem of nuisance urban wildlife being displaced during the demolition process is adequately addressed. The Public Works Agency Traffic Section did not recommend any traffic calming measures for the project such as speed humps, or lane dividers. Their view is that installation of speed humps would require an extensive community review process, and there does not appear to be a widespread community interest in such controls among area residents. Lane dividers like a yellow stripe or raised median may be considered to be appropriate by the Traffic Section on high-volume arterials or major collector streets, but are not appropriate for a local street such as Jamison Way. Overnight parking by truckers or RVs on public streets is not permitted by the state vehicle code, which is enforced by the County Sheriff. Conditions of approval will require pre-construction surveys of avian wildlife species that are protected by state and federal law, as discussed in the IS/MND (and summarized above). The conditions can also include a stipulation that the consulting biologist for such surveys recommend appropriate traps or if necessary extermination protocols for terrestrial species.

At the public hearing in November 2016 another neighbor, who resides directly west of the project site on Woodbine Avenue, requested planting of a tree screen to ensure privacy in her yard and those of her neighbors. The preliminary landscape plan provided by the applicant shows trees located along both sides of the new main private street, which combined with the approximately 48' to 75' distance between the new townhomes and the western property line, would substantially minimize the potential for loss of privacy for the adjacent residents.

The issue of off-site stormwater “run-on” (or runoff from adjacent properties to the project site) raised by Mr. Bronzini is the subject of a specific mitigation measure (H-1) to reach an agreement with adjacent property owners to develop a strategy to ensure that low-flow stormwater (i.e., not high-flow flows) is directed away from the project site, or is collected and treated in the planned on-site bio-retention cells on the project site’s perimeter (all of which have sub-drains for discharge to the County stormwater drain, but which provide for capture of stormwater contaminants such as fertilizers, pesticides, bacteria, etc.).

Council Concerns. Members of the Council posed a few questions about the project at the preliminary hearing on the project on November 28, 2016 related to housing set-asides, trash collection, leaf litter and stormwater runoff. The questions of trash collection and stormwater runoff were effectively resolved at the hearing (or are addressed elsewhere in this report and by mitigation measure H-1), and a condition of approval is proposed to promote plant selection to minimize leaf litter on Jamison Way and on the site. In November 2016 County voters approved Measure A1, the *Affordable Housing Bond* measure to enable expenditure of up to \$580 million for five main programs for both home purchase and rental housing assistance. A little under 10% of the \$580 million (\$50 million) is targeted for a Down Payment Assistance Loan Program that will be implemented by the end of 2017 and that could *theoretically* assist some households with purchase of one of the townhomes, but it would depend heavily on the market price of the townhome and the Program operator, which has not yet been determined. It is premature to make any assurance that the townhome units would be available for such a purpose, although a condition of approval could ensure that eligibility is reviewed at the time building or occupancy permits are issued.

**RECOMMENDATION**

The Council should review the staff report, take public comment on the IS/MND and on the project, deliberate as to the merits of the project, and recommend approval of the Site Development Review by the Planning Director, and adoption of the IS/MND and approval of the Tract Map by the Planning Commission.

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

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**STAFF ASSESSMENT – 3544 JAMISON WAY, PROPOSED TOWNHOMES  
USING 2014 RESIDENTIAL DESIGN STANDARDS AND GUIDELINES, TABLE 2.4-1**

<i>Standard</i>	<i>R-S-D-20</i>	<i>Additional Standards</i>	<i>Staff Assessment</i>
<b>Development Intensity and Neighborhood Compatibility</b>			
Minimum Building Site Size (sq ft)	5,000		Site is 82,125 square feet; compliant.
Minimum Area per Dwelling Unit (sq ft) R-S-D20	2,000	Appropriate for three-story townhomes.	Over 3,000 square feet of building site area provided per dwelling unit; compliant.
Minimum Building Site Width (ft)			
Two-Story Townhomes	65		Lot width is 219'; compliant
Three-Story Townhomes	75		N.A. (Not Applicable). Two-story only.
Minimum Lot Width (ft)	25	A minimum lot width of 30 to 40 feet may be necessary for two story townhomes with double loaded attached garages in front, and to comply with Parking Location and Design requirements. Minimum lot width may be reduced to 20 feet if garages are single-car wide, detached and/or accessed from an alley.	Minimum unit width is 22'; however, access is from an alley, not the front of the unit, and is therefore deemed compliant.
<b>Building Height and Form</b>			
Maximum Height (ft)			See Figure 2.4-4.
Two-Story Townhomes	25		25' maximum height proposed.
Two-Story Exception	30	Provided that roof is pitched and the portion of the roof over 25 feet in height is at least 25 feet away from building site property lines.	N.A. as currently proposed.
Maximum Stories	2 - 3		Two-story only; complies.
Maximum Floor Area (Percentage of First Story Building Footprint)			
Second Story	80	The second story shall not exceed 80 percent of the first story building footprint area.	Second stories are 80% or less (79.5%) of the first-floor footprint, and therefore compliant.
Maximum Building Length (ft)	150	Exceptions may be approved by Staff if buildings are designed with many different setbacks (instead of a long flat wall), [etc.]	Maximum building length is 88', and therefore compliant.
<b>Building Relationship to the Street</b>			
Maximum Front Yard Paving (%)	50		N.A. Front yards have no paving other than sidewalks, and the 20' wide entry driveway.
Street Facing Façade Design	Required. Street facing facades must be designed to orient towards the public street, or private street if lot does not abut a public street. Windows, entry door, and other elements must be incorporated to create an attractive street appearance that is compatible with the surrounding neighborhood.		First row of townhomes faces and is oriented towards Jamison Way. "Back buildings" have no orientation toward internal street, but strong orientation to interior walkways and open space.
Building Entrances on Streets	Required. The principal entry shall be located in a visible location facing the public street, or private street if lot does not abut a public street.		The front row of townhomes face Jamison Way. Other unit entries face either the central park area or the rear of the site.
Covered Front Porch or Covered Recessed Entry	Required		
Minimum Depth (ft)	5		5' depth provided.
Minimum Area of Porch or Recessed Area (sq ft)	5 percent of the first story building footprint area; up to a maximum of 75 square feet		Each entry porch would provide a minimum of 66 sq. ft., which is about 5.5% of the first story footprint.

\* Closest match to townhome project proposal.

Continues on following page

**STAFF ASSESSMENT – 3544 JAMISON WAY, PROPOSED TOWNHOMES (Continued)**  
**USING 2014 RESIDENTIAL DESIGN STANDARDS AND GUIDELINES, TABLE 2.4-1**

<b>Standard</b>	<b>R-S-D-20*</b>	<b>Additional Standards</b>	<b>Staff Assessment</b>
<b>Setbacks for Light, Air, and Privacy</b>			
Minimum Setbacks (ft)		Building setbacks apply along the perimeter of a building site and lot setbacks apply to individual lots [or townhome units] within a building site. In the event of conflict between building setback requirements and lot setback requirements, the project must comply with whichever standard results in the greater setback	<i>(see discussion below)</i>
<b>Building Site</b>			
Front (Facing Public Street)	20		20' provided facing Jamison Way.
Side (Facing Adjacent Neighboring Properties)	5	A minimum of 50 percent of the required bulk reduction shall occur along the building site side property line.  If a building is within 5 feet of this property line, a minimum of 50 percent of the second story facade shall be stepped back a minimum of 5 feet from the first story facade and a minimum of half of that required amount shall occur along this side setback.	6.2' provided on east side; over 30' provided on west side.  The upper story of the end units on the east side are stepped back by 5' (although not required, being over 5' from the property line).
Side Exception	10	The building site side setback shall be a minimum of 10 feet if the project consists of three-story townhomes.	N.A. (two-story townhomes only).
Rear (Facing Neighboring Properties)	20		20' provided.
Lot/Unit Front	10		10' provided.
Lot/Unit Side	5	Required setbacks apply to the ends of rows of attached single-unit dwellings.	6.2' provided on east side; 10' between buildings; compliant.
Lot/Unit Rear	15		No 'rear' setbacks provided, or deemed to be required with alley access.
Minimum Distance Between Buildings (ft)	Front is considered any wall with windows into the primary living area of the unit.		
Front to Front or Rear	40		Over 40' provided between middle two rows of townhomes, that are 'front to front'.
Rear to Rear	30		30' provided across access alleys.
Side to Front or Rear	20	If windows are clear and eye-level, they must be offset by at least 5 feet.	N.A.; no side to front or rear.
Side to Side	10	If windows are clear and eye level, they must be offset by at least 5 feet.	10' provided side to side. Architectural plans revised to identify offset.
Minimum Setback from Access Driveway (ft)	10	Must be landscaped.	10' landscaped setback from front building, and 13' of combined sidewalk and landscaping for setback of other three buildings.
Setback from Access Driveway Exception (ft)	7.5	The minimum setback from access driveway shall be 7.5 feet if building site width is less than 70 feet and greater than or equal to 6 feet; must be landscaped.	N.A. Site is 219' in width.

\* Closest match to townhome project proposal.

**STAFF ASSESSMENT – 3544 JAMISON WAY, PROPOSED TOWNHOMES (Continued)**  
**USING 2014 RESIDENTIAL DESIGN STANDARDS AND GUIDELINES, TABLE 2.4-1**

<i>Standard</i>	<i>R-S-D20</i>	<i>Additional Standards</i>	<i>Staff Assessment</i>
<b>Auto Circulation: Site Access and Driveways</b>			
Minimum Access Driveway/Private Street Width (ft)	20		20' wide driveway provides access to whole site and all garages.
Minimum Access Driveway/Private Street Width Exception	12	Minimum 12' if lots are narrow and driveways serve fewer than 5 units. Fire Department may consider this exception if the rear-most corner of the rear-most building is within 150' of the curb and alternative means and methods are incorporated to meet Fire Code safety objectives.	N.A. Lot is wide (219') and driveway serves 27 townhome units.
Maximum Curb Cuts (number per building site)	1	Exception may be granted by Staff if building site exceeds one acre, building site frontage exceeds 200 feet, or through lot.	Only one curb cut proposed; compliant.
Minimum Driveway Gates Setback (ft)	20	Gates across driveways shall be set back a minimum of 20 feet behind the property line, or greater depending on location in State Responsibility Fire Area and street travel speed.	N.A. No gates proposed.
<b>Parking Location and Design</b>			
Maximum Garage Width (ft)	20		Garage doors are 16' wide only, within 22'-wide unit façades.
Facing Public Street (%)		Where garage doors face a public street, garage width shall not exceed 50 percent of the width of the front facade of the building unit.	N.A. Garage doors only face alleys.
Facing Access Driveway/Private Street (%)		Where garage doors face a private street or access driveway, garage width for two-story townhomes shall not exceed 60 percent and three-story townhomes shall not exceed 70 percent of the width of the front facade of the building unit.	N.A. Garage doors are approximately 73% of each unit's width – 16' of 22'; however, units also 'face' opposite side from the access alley. Deemed compliant.
Facing Access Driveway/Private Street Exception (%)		Where garage doors face a private street or access driveway, garage width for two-story townhomes shall not exceed 70 percent and three-story townhomes shall not exceed 80 percent of the width of the front facade of the building if the garage (wall to wall) is set at least four feet behind the front door or a second story above the garage projects at least two feet forward in front of the garage.	N.A. Standard applies only to townhomes with garages and front facing features on the same façade.
Maximum Driveway Apron Width (ft)		Driveway apron widths shall not exceed the garage door width by more than one foot in either direction. See Figure 2.4-12.	16'-wide garage doors set within 17'-wide and 2'-deep 'micro-aprons'; compliant.
Unit parking (space per unit)	2	Minimum of one space must be covered. Tandem parking allowed for up to 25 percent of the units.	2 side-by-side parking spaces provided per unit; compliant.
Guest Parking (space per unit)		Space along the public street frontage of a building site can be counted toward guest parking requirements. However, guest spaces may be required to be on the building site if there is existing parking congestion, as defined by the Planning Director, on the street. A parking study may be required to determine existing parking congestion. Driveway aprons may be counted for the required guest parking.	See following.
Units ≤ 1,000 sq. ft.	0.5		N.A. All units exceed 1,000 sq. ft. in area.
Units > 1,000 sq. ft.	1		28 parking spaces provided in total, including 20 onsite and 8 off-site, on street.

\* Closest match to townhome project proposal.

Continues on following page

**STAFF ASSESSMENT – 3544 JAMISON WAY, PROPOSED TOWNHOMES (Continued)  
USING 2014 RESIDENTIAL DESIGN STANDARDS AND GUIDELINES, TABLE 2.4-1**

<b>Facilities for Pedestrian, Bicycles and Transit</b>			
Minimum Decorative Driveway Paving (% of Driveway and Parking Area)	10	Locate at driveway entrance, driveway aprons and in areas that can be used as open space.	Will be required as a condition of approval.
Minimum Decorative Driveway Paving Exception (% of Driveway and Parking Area)	25	Required if there is no pedestrian walkway/sidewalk provided along the access driveway/private street. A minimum 4-foot-wide walkway consisting of decorative paving should also be provided.	N.A.; pedestrian walkways provided both along driveway/private street and as a separate interior corridor.
Pedestrian Walkway Next to Driveway/Private Street	Required for 5 units or more; for fewer than 5 units, may have no sidewalk if driveway pavement has differentiated pedestrian paving.		Walkway provided next to driveway; compliant
Minimum Width of Pedestrian Walkway (ft)	4		4' wide sidewalk provided.
<b>Site Landscaping</b>			
Minimum Site Landscaping (%)	35		35%
Minimum Width of Landscaped Buffer Between Pedestrian Walkway and Access Driveway/Private Street (ft)	3		N.A. – Main pedestrian walkway does not abut any driveway, but is only adjacent to buildings.
Minimum Width of Side Landscaping for Driveway/Private Street/Parking Area (ft)	5	Applies between the driveway/private street/parking areas and the side and rear property lines.	5' provided; compliant.
Minimum Side Landscaping Exception (ft)	0 - 3	The minimum driveway side landscaping shall be 3 feet when building site width is less than 75 feet and greater or equal to 60 feet. The minimum driveway side landscaping shall be 0 feet when the building site width is less than 60 feet. Staff may approve a minimum side landscaping of 3 feet for building sites that are 75 feet or wider if vertical landscaping (e.g. trees, shrubs, bushes) is planted along this side landscaping area.	N.A.; building site width is 219'. The 5' requirement applies, and is provided.
<b>Useable Open Space</b>			
Minimum Total Usable Open Space (sq. ft. per unit) (private and common)	600	Common usable open space is not required for projects with four units or fewer, provided that each small-lot single-family unit has a minimum of 500 square feet of private open space.	623 sq. ft. proposed, based on an average of 395 sq. ft. per unit, and 6,175 sq. ft. of common open space that includes a central park area and a bio-retention area.
Minimum Common Usable Open Space (sq. ft.)	1,000 s.f.; 200 s.f./unit	Common space buildings or covered structures cannot occupy more than 20 percent of common open space.	N.A. No common open space buildings proposed.
Minimum Dimension (ft)	25		40' wide central open space area, 25' minimum provided across bio-retention zone.
Minimum Private Usable Open Space (sq. ft. per unit)	300	Private open space must be open air, not fully enclosed with walls. Private open space cannot be covered by a roof by more than 50 percent of the area; however, balconies can have up to 100 percent ceiling coverage.	314 sq. ft. minimum private yard areas proposed, including porch areas. No balconies proposed.

\* Closest match to townhome project proposal.

(end of table based on Table 2.4-1)

## Design Guidelines for Residential Projects – Project Evaluation Guide 27-Unit Townhome Project, 3544 Jamison Way, PLN2016-00056

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

### A. Development Intensity and Neighborhood Compatibility

- ✓ A-1: Respect the development pattern of the neighborhood and complement its character.
- ✓ A-2: Enhance appearance and contribute to existing visual context of the neighborhood.
- ✓ A-3: Site buildings to respect privacy, light, and air for surrounding buildings.

### B. Building Height

- ✓ B-1: Respect adjacent buildings, and create transition by height and scale.
- N B-2: Position higher masses away from adjoining properties to promote transitions.
- ✓ B-3: In low and medium density zones, reduce visual and shadow impacts by positioning upper stories towards center of site, , step back upper stories, and/or use pitched roofs & dormers for upper stories (aimed at three- or more-story-buildings).
- ✓ B-4: Respect single-story development along public streets with stepbacks of second story mass.
- N B-5: On hillside lots, step buildings down, step back upper stories.

#### Building Form and Bulk

- ✓ B-6: Avoid boxy forms and large unrelieved surfaces.
- ✓ B-7: Articulate surfaces on public, private frontages.
- ✓ B-8: Use horizontal and vertical stepbacks to break apart long building walls and deviate in roof form and height.
- N B-9: Continuous ground-level parking podiums and lobbies are acceptable if Guidelines B-6 through B-8 are met.

### C. Building Relationship to the Street

- ✓ C-1: Provide front setbacks that match other buildings on the block.
- ✓ C-2: Maximize landscaping of front yards and minimize unnecessary paving.
- ✓ C-3: Orient entry features toward the street, including front porch, entry door, major living room windows, etc.
- ✓ C-4: Primary entry to face public street or highlight entry with landscaping or structures.
- N C-5: In a prevailing single family neighborhood, distinguish attached units by varying design treatment.

### D. Building Design

- ✓ D-1: Provide design integrity throughout components.
- ✓ D-2: Avoid using different architectural styles
- ? D-3: Use high-quality, durable materials resistant to deterioration
- ? D-4: Use highest quality and most durable materials at the base
- ✓ D-5: Use stucco, wood siding, masonry, tile, wood shingles, metal and glass panels for siding; avoid scored plywood and aluminum
- ? D-6: Use complementary and high quality material on all sides
- ✓ D-7: Place changes in materials at interior corners or at least six feet from exterior corners, or other logical terminations
- ✓ D-8: Use coordinated not competing color schemes
- ✓ D-9: Use bright and dark colors only as accents and trim colors
- ✓ D-10: Exclude any fluorescent or neon colors
- ✓ D-11: Use colors compatible with the surrounding neighborhood as visible from the property
- ✓ D-12: Provide depth to architectural elements through decorative trim, varied roof forms, 18” roof overhangs, railings,
- ✓ D-13: Provide projections and recesses across façade
- ✓ D-14: Use projections to enhance and articulate the design
- ✓ D-15: Vary roof forms to avoid large, boxy, unrelieved masses and façades and parapets
- ✓ D-16: Vary roof forms among building or unit sections (*primarily related to attached/multi-family projects*)
- ✓ D-17: Design window features to enhance and add interest, and vary according to building or room parts
- ✓ D-18: Provide window recesses or decorative trim to create shadows and interest

## Design Guidelines for Residential Projects – Project Evaluation Guide 27-Unit Townhome Project, 3544 Jamison Way, PLN2016-00056

- ✓ D-19: Highlight building entrances with architectural or landscape features
- ✓ D-20: Scale building entrances to be appropriate to the structure

### *Scoring system –*

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

### E. Building Setbacks for Light, Air and Privacy

- ✓ E-1: Provide adequate light, air, and privacy
- ✓ E-2: Provide rear setbacks that have sufficient depth
- ✓ E-3: Combine or use lower building heights and increased side and rear setbacks when adjacent to lower density areas
- ✓ E-4: Separate buildings on single sites to ensure privacy and minimize shadows on open space
- E-5: Use design to protect privacy such as off-setting side-yard facing windows, placing minor windows above eye level

### F. Auto Circulation: Site Access, Streets and Driveways

- ✓ F-1 Minimize number of curb cuts, to maximize sidewalk continuity and increase front yard landscaping.
- ✓ F-2 Align curb cuts to optimize on-street parking and minimize paving.
- N F-3 Maximize shared driveways when less than 50 feet apart, and provide minimum 5-foot wide landscaped buffer for any adjacent access driveways.
- ✓ F-4 Design driveways and public and private streets to meet Engineering Design Guidelines.
- ✓ F-5 Avoid gates unless strongly justified.

### G. Parking Location and Design

- ✓ G-1 Locate parking to the side, rear or beneath buildings.
- ✓ G-2 Do not locate parking between the building and the street or access driveway; maximize front yard landscaping.
- N G-3 For ACBD RC (Res-Comm) Districts only, place resident parking at rear or out of sight from street unless limited to one garage door. Exposed parking spaces under apartments/residential units.
- ✓ G-4 Minimize prominence of driveways and parking garages within the street/front façade and front yard.
- ✓ G-5 Place driveways to side of properties and avoid central placement.
- ✓ G-6 Disperse parking areas throughout a project instead of concentrating them in large lots.
- ✓ G-7 Reduce prominence of garage doors by placing behind porch, living spaces, cantilever upper story over garage, etc.

### H. Facilities For Walking, Bicycle, Transit

- ✓ H-1 Provide new or repaired sidewalk, curb, gutter and street trees along project frontage, using applicable guidelines.
- ✓ H-2 Provide interior sidewalks connecting the street and or driveway to the building or unit entries.
- +/- H-3 Provide walkways using decorative paving where sidewalks are not required (e.g., for projects with four or fewer units).
- ✓ H-4 Use decorative, pervious paving in paved and landscaped areas as a design enhancement and for traffic calming.
- ⊙ H-5 Place decorative paving in priority areas, including the first 20' of a driveway from the street, as a pedestrian path if not otherwise required to be raised and separate, areas for parking maneuvering, garage aprons, or other parking areas.
- H-6 Provide accessible and secure on-site bicycle parking or storage facilities.
- N H-7 Provide transit shelters where required, and that provide adequate seating, shade and streetscape enhancement.

### I. Site Landscaping

- ✓ I-1 Include landscaping in projects to create attractive visual scenes for residential units, create useable open space, maximize stormwater infiltration and provide privacy for adjacent residential uses and units.
- ✓ I-2 Design landscaping features for attractiveness and design integrity throughout a project.
- ✓ I-3 Design front yard landscape elements for compatibility with streetscape improvements on adjacent public right-of-way.
- ✓ I-4 Use live plant materials for front and side yards, and minimize use of rock or other inorganic material.
- ✓ I-5 Place landscaping in key priority areas, including edges of streets and driveways, property perimeter, between buildings and driveways or parking areas, within common open space areas.
- ÷ I-6 Do not reduce amount of existing landscaping on a site.



## Design Guidelines for Residential Projects – Project Evaluation Guide 27-Unit Townhome Project, 3544 Jamison Way, PLN2016-00056

### Site Landscaping Materials

- ✓ I-7 Provide landscaping that complies with the State and County’s Water Efficiency Landscape Ordinance.
- ✓ I-8 Select landscaping materials that can withstand pedestrian and vehicle contact, take root and thrive into maturity, and are not classed as invasive species by the Invasive Species Council of California (ICSS).
- ✓ I-9 Place landscape materials with higher water needs in small courtyards and other intensively used areas.

### Parking Area Landscaping

- ✓ I-10 Provide landscaping of parking lots, driveways, and other auto circulation areas in a way that improves their appearance from residential units, from common areas and adjacent properties.
- ✓ I-11 Incorporate trees, landscape islands, shrubs, and groundcover in parking areas, and meet applicable standards.
- ✓ I-12 Provide for shade of paved surfaces to the maximum extent feasible in order to reduce heat gain and related effects.

### Stormwater Management

- ✓ I-13 Utilize best management practices for stormwater management, per County requirements and guidelines.
- ✓ I-14 Design landscaped areas to function as stormwater management or treatment areas as well as visual amenities.
- ÷ I-15 Integrate landscaping with innovative stormwater management practices and combine site design, treatment, source control, Hydromodification Management measures, Low Impact Development strategies, & avoid mechanical systems.

### J. Usable Open Space

- ✓ J-1: Provide both common and private open space, for the sake of interaction, fresh air, gardening, grilling and dining.
- ✓ J-2: Usable open space may have stormwater treatment functions (grassy swales, flow-through planters, rain gardens, etc.).
- ✓ J-3: Design common open space(s) to be a shared open space for use by all residents.
- ✓ J-4: Include seating areas and other passive recreation facilities.
- ✓ J-5: Locate common space centrally for all units, not at extreme site edges; may be on ground level or in upper story courtyards.
- ✓ J-6: Combine trees, shrubs, and groundcover in landscaping; upper story space should include potted plants and planter boxes for trees, shrubs, and groundcover. See also Guidelines I-7, I-8 & I-9 under Site Landscaping Materials.
- J-7: Include children’s play areas, unless the project is clearly intended for empty-nesters, singles, and seniors.

### Private Open Space: Yards, Patios and Balconies

- ✓ J-8: Design private open space to be used by a single dwelling unit.
- ✓ J-9: Locate private open space in patios, balconies, decks, or other outdoor spaces attached to the individual unit.
- ✓ J-10: Provide adequate dimensions in private open space for a table and chairs.
- ✓ J-11: Provide landscaped or soil areas suitable for private gardening.

### K. Fences and Walls

- ✓ K-1: Design fences and walls to be attractive project feature, compatible and integral with exterior building materials & design.
- ✓ K-2: Place fences or walls so as to define private and common open space areas, provide privacy and buffer against noise.
- ✓ K-3 Use masonry materials for sound reduction purposes.
- ✓ K-4 Do not use gates for townhouse housing or for single family detached developments (no “gated communities”).

### L. Services

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

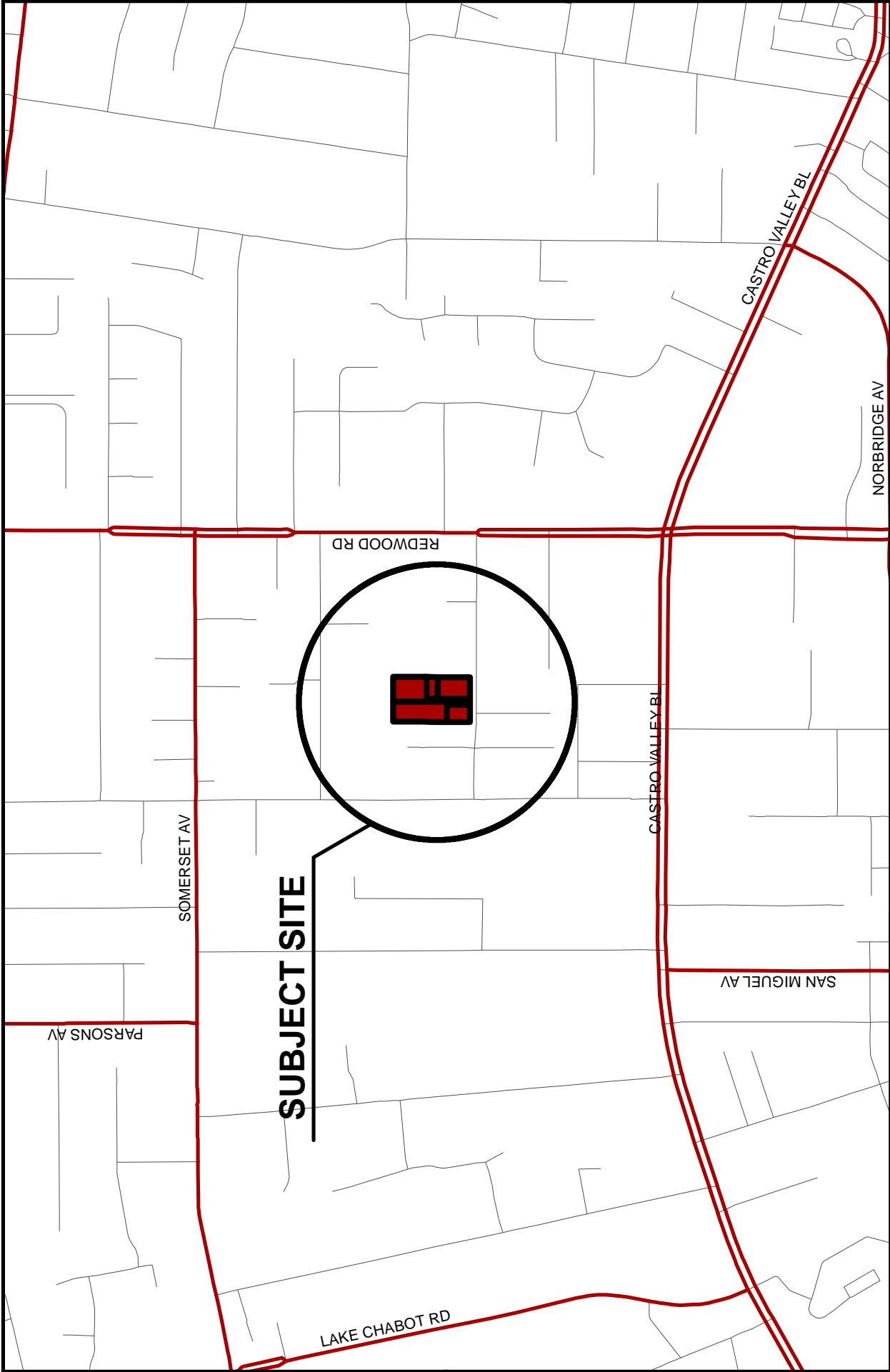
### Loading Areas and Trash

- L-2: Design streets and driveways to accommodate vehicles commonly used for moving residents’ belongings.
- N L-3 Minimize the visibility of loading areas with screen walls, landscaping, and other measures.

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

- ✓ L-4 Provide on-site facilities for trash storage and for recyclable materials.
- ✓ L-5 Provide independent bins for single family and townhome units, and central enclosures for multi-family projects.
- ✓ L-8 Place decentralized garbage, recycling, and/or compost bins behind fences or otherwise not visible from the public or private roadway.





**SUBJECT SITE**

**PLN2016-00056**  
**VICINITY MAP**

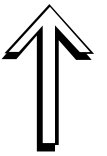
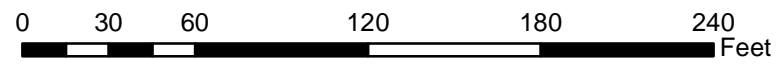
Alameda County CDA - Planning Department





**PLN2016-00056**  
**AERIAL PHOTO**

*Alameda County CDA - Planning Department*





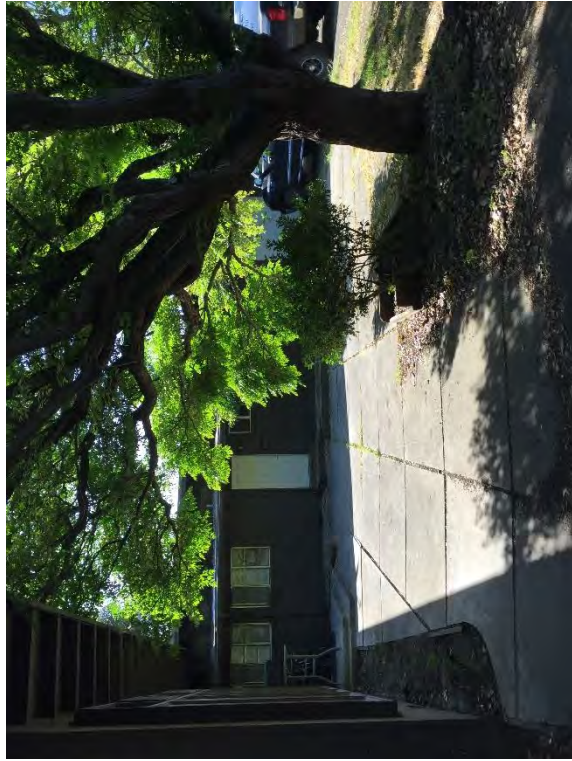
Overview of Project site frontage



View of sidewalk to east of Project site



View of frontage of Project site



View towards west, from central interior of Project site



View to north, from central interior of the Project site




View of northwest corner of Project site



View of central Project site, adjacent to Jamison Way

**PLN2016-00056**  
**SITE PHOTOGRAPHS – SET 2**  
*Alameda County CDA - Planning Department*

## MEMORANDUM

**DATE:** April 20, 2016  
**TO:** Albert Lopez, Planning Director  
**ATTENTION:** Andrew Young, Development Planning Division  
**FROM:** Rosemarie De Leon,  Construction and Development Services  
**SUBJECT:** PLN2016-00056 Site Development Review & Tract Map

Reference is made to the above subject application to allow construction of 27 townhomes and corresponding subdivision, on a 1.87 acre site (Preliminary Review prior to submittal of Tract Map), located at 3544 Jamison Way in unincorporated area of Castro Valley. The entire property is consists of five parcels: 084A-0076-020-01, 084A-0076-021-04, 084A-0076-021-06, 084A-0076-022-00 and 084A-0076-023-00.

Due to the limited information provided, we completed only the preliminary review. When grading, drainage, and improvement plans are submitted, the detailed review can begin.

Should this application receive favorable consideration by the Planning Department, please consider the following recommendations in establishing the conditions of approval:

### SPECIFIC COMMENTS

1. Install Portland concrete cement sidewalk, curb and gutter and pavement tie-in along the entire street frontage at Jamison Way that conform with the County standard details.
2. The preliminary improvement plans do not identify storm drainage system. Please ensure that the project proponent provides design details for the storm drainage and stormwater treatment systems at the site.
3. 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.
4. The proposed driveway entrance shall conform to the latest Caltrans Revised Standard Plan, RSP A87A.
5. Developer shall establish a Homeowners' Association (HOA), and record CC&Rs containing specific language which defines private ownership and financial responsibility of the proposed private street, common improvements and stormwater treatment facilities. The CC&Rs shall clearly specify an acceptable funding mechanism for all onsite common improvements.

### GENERAL COMMENTS

6. Any right-of-way dedication, road improvements, and any necessary relocation of utility facilities shall be at no cost to the County.
7. Acquire an encroachment permit from Alameda County for all work within the roadway right-of-way.
8. Parking space sizes should conform to the County minimum of 9' x 18' for compact vehicles, 9' x 20' for standard vehicles, and 14' x 20' for handicapped parking.
9. The private access way will need traffic safety signs in accordance with Alameda County standards, including the private street name, stop, and parking restriction signs.
10. Design of driveway should be approved by the Fire Department.
11. It is important to provide sufficient lighting on-site. 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 HOA and CC&Rs.
12. Note on the plans: "An encroachment permit from the Alameda County Flood Control and Water Conservation District must be acquired prior to the commencement of any work within District right-of-way and for the construction, modification, or connection to District-maintained facilities. All workmanship, equipment, and materials shall conform to District standards and specifications."
13. Provide our office with hydrology and hydraulic calculations accompanied by a drainage area map that should show, other than on and off site topography, points of concentration and drainage sub-areas with designations that area matched with the hydrology calculations. The drainage area map must show at scale, all areas tributary to the project site.
14. It is not clear how the rear yard areas will drain. Do not block the runoff from nor augment, concentrate or divert runoff to the adjacent properties.
15. Existing and proposed landscaping along the public street frontage should not create sight obstructions at the driveway. Provide adequate sight distance for vehicles exiting and entering the site.
16. It appears that there are several street trees in Jamison Way and on-site trees that are going to be removed with little space for on-site mitigation.

### **STORM WATER QUALITY MEASURES**

17. On Sh. C1, it is noted the depiction of a single large BRA next to the roadway entrance but at 1980 sq. ft., it is less than the 4% standard size for the treatment of the 60,250 sq. ft. of impervious surface indicated on the attached Stormwater Checklist.



18. There are several trees located in the area of the BRA on SP-1. Big trees at the periphery of a BRA are not recommended.
19. Table 1 indicates that all of the existing impervious surface will be removed and replaced in kind but looking at the site, it's clear that there are areas of existing roofs that will be replaced with driveways and vice-versa.
20. On P.2, the applicant has checked "Yes" to the use of "Self-Retaining Area" in Section B. This is not something that we would expect to see in a residential development (concave lawn area with elevated area drains, designed to act as a rainfall collection basin). On the other hand, the applicant has checked "No" to the use of "Self-Treating Area," which we would expect to see (regular landscaping).
21. On P.2, the applicant has ignored the requirement for a Designated Vehicle Wash Area in Section C. The Checklist has a typo, in that the actual requirement is 25 lots but this application is for 27 lots. Clarify the location of the designated vehicle wash area.

If you have any questions, please call Rosemarie De Leon at 670-5209.



## BUILDING INSPECTION DEPARTMENT

(510) 670-5440 • FAX (510) 293-0960

Public Works Agency  
Alameda County

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

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

### **Planning Application Review Comments**

Date: 4/28/2016

Application: PLN2016-00056, New 27 unit townhomes Tract Map & SDR.

Location: 3544 Jamison Way, Castro Valley

Planning Date/Staff: 4/6/2016, Andrew Young

BID Staff: Allen Lang

#### **Project Review Notes**

1. Architectural site plan, civil lot plans, elevations, and proposed building sites.
2. 27 unit townhomes, 8 buildings (3 4-unit, and 4 3-unit buildings)
3. Internal driveways.

#### **Referral Conclusion**

***The Building Department has no objection for the proposed Tract Map and PD. All new buildings need to comply with California Building Codes in effective at time of submitting building permits, including requirements for disabled access.***

#### **Special Project Conditions for the Building Permit Application:**

1. Soils report and/or geological study will be required and the report shall address any geological hazards on the site according to the latest SP117.
2. New proposed structures shall comply with Alameda County Green Building Ordinance and 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. Separate demolishing permit will be required for the demolishing of existing buildings.
5. A site permit will be required for onsite stormwater system, underground utilities, parking lot lighting, and accessible path of travel.
6. Provide a covered vehicle wash area that discharges to the sanitary sewer shall be required per Stormwater ordinance.
7. Applying for new/change of addresses will be required at building permit process – proper address will be assigned according to the County address Ordinance managed by the Building Department.

#### **General Conditions for 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 to applicants:** *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.*

COUNTY OF ALAMEDA  
PUBLIC WORKS AGENCY  
INTER-OFFICE COMMUNICATION

DATE : May 2, 2016  
TO : Andy Young, Development Planning Division  
FROM : Andy Cho, Grading Section, Construction and Development Services  
SUBJECT : Case No. PLN 2016-00056, SDR, Tract Map



We received the Exhibit A along with your cover letter dated April 6, 2016 for review and comment. This application is to allow construction of 27 townhomes on a 1.87 acre site, located at 3544 Jamison Way, Castro Valley area of unincorporated Alameda County.

Should this application receive favorable consideration by the Planning Department, please consider the following recommendations in establishing the conditions of approval:

1. No grading shall be permitted on this site until a grading plan and erosion and sedimentation control plans have been reviewed by the County and a grading permit is issued in accordance with the Alameda County Grading Ordinance, Chapter 15.36.
2. No grading work would be allowed during the rainy season, from October 1 to April 30, except upon a clear demonstration, to the satisfaction of the director of the public works, that at no stage of the work will there be any substantial risk of increased sediment discharge from the site.
3. Any proposal for grading work that will disturb more than one (1) acre of soil must file a Notice of Intent and a Storm Water Pollution Prevention Plan (SWPPP) with the State under the provisions of the State construction general permit prior to land disturbing activities.

Feel free to contact me at [andyhjc@acpwa.org](mailto:andyhjc@acpwa.org) or (510) 670-6451 if you have any questions.

/AC

Cc: Applicant



# 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

4/22/2016

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

<b>To</b>	Andrew Young	<b>PLN #</b>	16-00056
<b>Address</b>	3544 Jamison Way, Castro Valley		
<b>Job Description</b>	NC 27 townhomes & subdivision		
<b>Reviewed By</b>	Monica Jackson, Deputy Fire Marshal		

### **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.

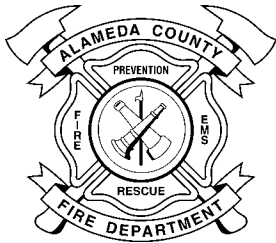
It is important to note that approval of the plan does not constitute permission to deviate from any code requirement and shall not be construed to be a permit for, or an approval of, any violation of the applicable statute, regulation, code or standard. Approval of a plan or permit presuming to give 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. All new residential structures will require fire sprinklers.
2. Drive aisles between buildings exceed 150 feet. Either provide a turnaround or provide signage that indicates end of fire department access road.
3. On Sheet C1 a fire hydrant is shown. Is this a new hydrant or existing hydrant?

4. On Sheet C2 the 400 foot radius provided for hydrant is not properly applied. The 400 feet is measured by driveable or walkable paths. Is the new/existing hydrant shown on plans the only fire hydrant within 400 feet of all exterior walls of each structure?
5. Provide square footage of largest building. This is required to calculate fire flow requirements of the closest fire hydrants.
6. All dwelling units including front and/or back yards need to be accessible without crossing another unit's property.
7. The turnaround provided shows 60 foot legs. Alameda County Code has adopted 70 foot legs.



# 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

2/2/2017

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

To	Andrew Young	PLN #	16-00056
Address	3544 Jamison Way, Castro Valley		
Job Description	NC 27 Townhomes & Subdivision		
Reviewed By	Monica Jackson, Deputy Fire Marshal		

**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. Project must adhere to current codes at the time of Building Permit approval.**
- 2. On Cover Sheet under Fire Department Notes, note #2 states that at 13D fire sprinkler system will be installed. The type of fire sprinkler system will be determined during the Building Permit approval process. A 13D fire sprinkler system will be required for R-3 occupancies, and a 13R fire sprinkler system will be required for R-2 occupancies.**
- 3. Each drive aisle between building exceeding 150 feet will be required to have the "End of Fire Department" access signage.**
- 4. Based upon information that the largest structure is 6,626 square feet in size and assuming the construction is type V-B, then the fire flow required of the proposed fire hydrant is 2,250**

**gallons per minute per 2016 California Fire Code, Appendix B. Fire flow can be reduced for sprinklered buildings to 1,125 gallons per minute.**

- 5. All dwelling units including front and/or back yards need to be accessible without crossing another unit's property.**



April 19, 2016

Todd A. Deutscher  
18 Crow Canyon Court  
San Ramon, CA 94583

Ralph Johnson  
*President*

**Subject: 3544 Jamison Way, Proposed 27 Townhomes**

Melody Appleton  
*President Pro Tem*

Dear Mr. Deutscher:

Timothy McGowan  
*Secretary*

Alameda County Community Development Agency has informed Castro Valley Sanitary District (CVSan) of your proposed development at 3544 Jamison Way. The proposed development of 27 townhomes will require the installation of a new sanitary sewer mainline on the property. This mainline will connect to the CVSan mainline in Jamison Way. To meet the CVSan construction standards for new pipe the sewer mainline will be a minimum eight (8) inches in diameter.

Daniel M. Akagi  
*Secretary Pro Tem*

Dave Sadoff  
*Board Member*

Roland P. Williams, Jr.  
*General Manager*

The existing six (6) inch vitrified clay pipe (VCP) sanitary sewer downstream of the proposed development was installed in the mid 1940's. These two segments have been identified through CVSan's Gravity Sewer Asset Management Plan as high priority in terms of possible repair or replacement. It is anticipated that the townhome development may expedite the need to repair or replace the existing main. The cost of such repair or replacement may be passed on to the developer per CVSan Code Section 4300(c). A further determination will be made once the expected flow and capacity needs are submitted to CVSan for review.

If you have question or concerns please feel free to contact me by phone (510) 537-0757, ext. 127, or via email, [melody@cvsan.org](mailto:melody@cvsan.org).

Kind regards,

Melody Knapp  
Engineering Technician

cc: Andrew Young, Development Planning Division, 224 West Winton, Hayward, CA 94544

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## Young, Andrew, CDA

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**From:** Julia Dalton Goldin Blackburn <juliagoldinblackburn@gmail.com>  
**Sent:** Monday, April 25, 2016 7:48 PM  
**To:** Young, Andrew, CDA  
**Cc:** Clinton Blackburn  
**Subject:** Site development PLN2016-00056

Hi Andrew Young,

I live at 3566 Jamison Way, two parcels to the East of the proposed sub-division.

I have concerns with the increased traffic on Jamison Way caused by this project and other commercial development on the "Village." Our street is a 30MPH zone, but people frequently speed down the street because there are no lines down the center, and no speed bumps. There is also a problem of Recreational Vehicles and Trucks parking along the street and staying for 1 or more nights. In addition we have 18 wheelers cutting through the neighborhood to access the village, when they could access the village along other points (Santa Maria, Redwood, CV Boulevard.) In order to support this project I would really like to see street improvements such as:

-road lines indicating the lanes along Jamison -more speed limit signs -speed bumps to reduce reckless speeding -and most important I would like Jamison to become a 'no-truck' street. There is no reason that a residential zoned street should have 18-wheelers using it as a thoroughfare.

As an aside, we have a major varmint problem on Jamison Way, likely exasperated by local restaurants and unkempt lots. I hope that during development the project will take the time to set traps for raccoons and opossums instead of ignoring them, and driving them to neighboring lots.

Thank you kindly for your time, please feel free to call me at (520) 207-4999.

Warmly,  
Julia Blackburn, owner of 3566 Jamison Way