

**ALAMEDA COUNTY COMMUNITY DEVELOPMENT AGENCY
PLANNING DEPARTMENT**



STAFF REPORT

TO: Alameda County Planning Commission

HEARING DATE: February 19, 2019

APPLICATION: PLN2018-00086

PROPONENT: Demmon Partners, Mitch McKinzie

PROPOSAL: **TRACT MAP SUBDIVISION (TR-8488) AND SITE DEVELOPMENT REVIEW**, New mixed-use multi-family project with 163 rental housing units, 11,524 sq. ft. of indoor retail, 660 sq. ft. of outdoor retail seating area

AFFECTED PROPERTIES: six parcels totaling 5.12 acres located on the west side of Hesperian Blvd, between Paseo Grande and Via Mercado, San Lorenzo area of unincorporated Alameda County, with County Assessor's Parcel Numbers 412-0039-001-03, 412-0039-002-00, 412-0039-003-00, 412-0039-004-02, 412-0042-112-00, and 412-0042-113-00

ZONING: C-1 (as modified by the *San Lorenzo Village Center Specific Plan*)

GENERAL PLAN DESIGNATION: General Plan land use designation of *San Lorenzo Village Center Specific Plan* Subareas 5B, 5C, and 5D (Residential Mixed-Use: residential permitted where part of the project includes commercial development)

ENVIRONMENTAL REVIEW: The proposed application has been reviewed in accordance with the provisions of the California Environment Quality Act (CEQA) and an Addendum to the *San Lorenzo Village Center Specific Plan* EIR Final Environmental Impact Report (EIR) has been conducted in accordance with CEQA Section 15164, because the project will not have significant new impacts or substantially increase previously identified significant impacts studied in the EIR.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission take testimony for the proposed residential and commercial mixed-use project with 163 rental housing units, 11,524 sq. ft. of indoor retail, 660 sq. ft. of outdoor retail seating area; consider the information on commercial and retail viability, parking availability, urban design, and project development; adopt the Addendum to the *San Lorenzo Village Center Specific Plan EIR Final Environmental Impact Report* (EIR), and approve the Tentative Tract Map subdivision.

Subsequent to the Planning Commission approval of the Tentative Tract Map subdivision and adoption of the Addendum to the EIR, the Planning Director may approve the Site Development Review component of this project.

SITE AND CONTEXT DESCRIPTION

Physical Features: The site made up of six, mostly vacant, parcels, totaling 5.12 acres in size. It is flat and mostly shaped in rectangular form, except for a rectangular vacant “nub” protruding to the northwest. The southeastern-most parcel is occupied by a vacated building. Via Mercado runs east-west through the bottom third of the project site. Via Arriba runs north-south just west of the middle of the site.

Adjacent Area: The area to the north and east consists of commercial development, within the heart of the San Lorenzo community. Directly to the east, across from Hesperian Boulevard, is located the Lorenzo Theater, a State-designated Historic Landmark. Via Mercado is intended to be relocated to the southern edge of the project, to separate the project from existing single-family neighborhood located to the south of the project. Via Arriba terminates at Paseo Grande at the northern edge of the site, and continues running south through a residential neighborhood located due south of the site. There is a single-family residential neighborhood located due west and south of the project site. A vacant commercial parcel is located due north of the project site, with commercial uses also located further north and due west of the project site. The San Lorenzo Village Homes Association building, the San Lorenzo Library, and the new Eden Senior Housing (“Arbor at Hesperian”) are located further east beyond the commercial uses.

PROJECT DESCRIPTION

The project proposal is to allow the construction of mixed-use multi-family project with 163 rental housing units, 11,524 sq. ft. of indoor retail, 660 sq. ft. of outdoor retail seating area, on six parcels totaling 5.12 acres (at a gross density of 31.8 dwelling units per acre). The proposal would include three-story and four-story buildings located along the northeast corner of the property, with five buildings total. The three buildings located along Hesperian Blvd would be four stories total (53 feet tall at the parapet). The two buildings along the west side of Via Arriba would be three stories total (36 feet tall at the parapet), and would be separated from the existing single-family neighborhood to the west by a 54-foot wide driveway.

The project would include surface parking, and mechanical stacked parking inside a podium garage, as described in the Parking section of the staff report below.

- 233 off-street parking spaces for Village Green Apartment residents, including 124 surface parking spaces and 109 garage spaces
- 33 off-street surface parking spaces for the retail portion of the site
- 60 parallel and perpendicular on-street spaces along Via Arriba and Via Mercado.

Project Approvals:

Vesting Tentative Tract Map Subdivision, TR-8488: The project includes subdivision of the site for purposes of relocation Via Mercado further south to the current location of an alleyway at the south edge of the project, and creating up to 163 residential condominium units and up to 3 commercial condominium units.

Site Development Review: The proposal is for development of a mixed-use project mixed-use multi-family project with 163 rental housing units, 11,524 sq. ft. of indoor retail, 660 sq. ft. of outdoor retail seating area, on six parcels totaling 5.12 acres (at a gross density of 31.8 dwelling units per acre).

STAFF ANALYSIS

Conformance with the General Plan:

The site is located within the *Eden Area General Plan*, adopted by the Alameda County Board of Supervisors on March 30, 2010. The Plan designates the parcels as “San Lorenzo Specific Plan Area”, which states:

Eden Area General Plan, page 3-28:

San Lorenzo Village Specific Plan Area (SLZVSPA)

This designation is designed to implement the vision, uses and intensities in the San Lorenzo Village Center Specific Plan, which was adopted by Alameda County in 2004. The Specific Plan provides a long-term vision for the historic San Lorenzo Village area on Hesperian Boulevard from the Interstate 880 overcrossing on the north to around Via Mercado on the south. The designation covers approximately 30 acres and envisions the area as an active center with stores, public facilities, cultural uses, outdoor spaces and attractive streetscape environment with new multi-family, mixed use development. New development should create a visually rich, architecturally distinct area with an identity unique to San Lorenzo. The area should have a comfortable, human-scaled environment while at the same time encourage buildings with a significant architectural presence.

The maximum amount of cumulative development allowed in the San Lorenzo Village area is 580 housing units with an average density of 19.5 dwelling units per acre and a maximum of 230,000 square feet of commercial and public uses. Specific land use, urban design, dimensional standards and other policies and standards are identified in the Specific Plan. The Specific Plan must be followed as the controlling document for the San Lorenzo Village area as defined in that document.

The proposed 11,524 sq. ft. of indoor retail and 660 sq. ft. of outdoor retail seating area, would provide opportunities for commercial and outdoor space for the San Lorenzo Village Center area. There are 77 existing dwelling units within the *San Lorenzo Village Center Specific Plan* area, within Area 2 (the Eden senior housing facility). The proposed rental residential project, with 163 proposed units, would result in 240 residential units, less than half the total amount allowed within the Plan area. The Plan area size is 29.5 acres. At 240 units for the total area, the density with the proposed project would be 8.14 dwelling units per acre.

Conformance with the *San Lorenzo Village Center Specific Plan*:

The *San Lorenzo Village Center Specific Plan* includes regulations for Residential Mixed-Use standards. Residential uses are permitted where part of the project includes commercial development (no minimum amount of commercial development is given in the Plan). The overall density allowed is 19.66 units per acre throughout the Plan area. Again, compared to the Plan area, the density for this project, combined with the existing Eden senior housing facility, creates a density of 8.14 dwelling units per acre for the Plan area. The number of units allowed for areas 2, 4, and 5A through 5D is 450. At 240 dwelling units so far (including this project plus Eden senior housing), the proposal meets this unit maximum for these areas. The size of areas 2 and 5A through 5D is 16.99 acres. Within these areas the density of the 240 dwelling units from the Eden senior housing plus the proposed project is 14 dwelling units per acre, well below the 19.66 allowed on average throughout the Plan area. Residential open space is permitted in lieu of private at not less than 150 sq. ft. per unit and is encouraged on roof tops and courtyard gardens. The proposal complies by providing community residential open space in a central courtyard plus roof-top

open space, plus individual balconies for each unit, combining for an open space amount of well over the 150 sq. ft. per unit minimum.

COMMENTS FROM REGULATORY AGENCIES

Staff has received comment letters from the PG&E, Hayward Area Recreation and park District, Alameda County Sheriff's Office, from the Alameda County Fire Department, and from the Building Inspection Department (see attached).

Pacific Gas & Electric: In a letter dated January 2, 2019, PG&E staff stated that the project, in the San Lorenzo Village Center Specific Plan Sub-Areas 5B, 5C, and 5D, is within the same vicinity of PG&E's existing facilities that impact this property. There are underground gas distribution lines that run parallel on the west side of Hesperian Blvd and north side of Via Mercado, adjacent to the proposed development. Attached to the distribution lines are underground service lines servicing the building located on the south side of Via Mercado. Any modification or relocation requests should be coordinated with PG&E.

Public Works Agency, Land Development Division: In a letter dated December 12, 2018, the Public Works Agency, Land Development Division stated as follows:

1. The Developer's proposal for the "replacement" of Via Mercado, a County owned and maintained road will have to be accordingly handled through the Subdivision Map process. Further, there would need to be Developer's notification to all of the affected public agencies and utility companies and a requirement for these agencies and utility companies to provide reviews and approval of utility relocation plans.
2. Any proposed improvements along Hesperian Boulevard must conform to the County Hesperian Boulevard Streetscape Project and the Master Plan.
3. All frontage roadway and traffic improvements along both Hesperian Boulevard and Paseo Grande will be the responsibility of the Developer.
4. Modify the existing traffic signal system at the intersection of the current Via Mercado alignment and Hesperian Boulevard.
5. Underground the existing overhead utilities along the southerly property line, between Hesperian Boulevard and Via Arriba.
6. On-street parking will not be allowed at the following locations:
 - a. Adjacent to the designated right turn lane, northbound, on Via Arriba, between the driveway entrance and Paseo Grande.
 - b. Within the first 25 feet from limit lines or crosswalks.
7. The Clean Water/C.3 design requirement for the project should be based on 100% LID treatment.
8. Maintain a minimum of 20 feet clear behind the sidewalk to the first parking space at all driveway entrances.
9. Provide pedestrian curb ramps at all crosswalks and roadway type driveway entrances.
10. Remove and replace the existing curb ramp with directional curb ramps (two curb ramps) at the intersection of Paseo Grande and Paseo Largavista.
11. Provide a minimum of 5 feet wide sidewalk, including at tree wells, landscape planter, fire hydrant, above ground utilities, etc.
12. Public pedestrian pathway (sidewalk) must be located within public right-of-way. Right-of-way dedication may be necessary.
13. Use Alameda County fire apparatus as a minimum design vehicle to determine turning curb radius for each leg of intersections. Justifications, including a traffic analysis, will be required if a smaller vehicle is used. Turning curb radius at intersection will be designed to allow single unit trucks to make each turning movement without encroaching on curbs, sidewalk, opposing lanes, or same-

direction lanes at the entrance leg.

14. Provide a minimum of 14 feet wide curb lane, not including gutter pan area.
15. All on-site and on-street parking stalls shall have sufficient access and maneuvering area.
16. Ensure that curb ramps are provided for all disabled parking spaces.
17. Parking is not allowed to overhang sidewalk. However, it can overhang into a landscape planter.
18. No compact parking stalls will be allowed within public right-of-way.
19. Any road improvements and any necessary relocation of utility facilities shall be at no cost to the County.
20. Obtain County Fire Department approval of this application
21. No private improvements should be located within the public right-of-way area.
22. Street lights will have to be provided at the following locations:
 - a. Along Via Mercado, between Via Arriba and Hesperian Boulevard
 - b. Along Via Arriba, between Via Mercado and Paseo Grande
 - c. Along the south side of Paseo Grande, between Hesperian Boulevard and Paseo Largavista
 - d. At the intersection of Via Mercado and Via Arriba
 - e. At the southwest corner of the intersection of Paseo Grande and Paseo Largavista

The applicant has agreed to work with the Public Works Agency during the Final Tract Map and Building Permit phases of the project to resolve these technical issues.

Hayward Area Recreation and Park District: In a letter dated December 12, 2018, HARD staff stated that at a HARD Board hearing on December 10, 2018, the HARD Board by motion directed HARD Staff to take two actions:

1. Formally notify Alameda County of the Board's approval to allow the developer to pay Park Dedication in-lieu fees rather than dedicate land for the proposed development; and
2. Request the County to create a condition of approval for the project entitlements mandating the developer pay the in-lieu fees that are in effect at the time of issuance of a building permit, and not provide for any reduction or relief from any fee increase that may occur between the time the vesting tentative map is approved and the issuance of the building permit.

Planning Department staff will include this request as a Condition of Approval of the project, should it be approved.

Alameda County Fire Department: In a letter dated December 17, 2018, the County Fire Department stated as follows:

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

1. Aerial fire apparatus access roads are being provided along Via Mercado, Paseo Grande and Hesperian. The associated buildings shall be positioned so that they fall within the 15-30 setback.
2. Fire sprinkler systems are required and shall be installed in all structures. Each system will need to comply with the applicable NFPA 13 standard.
3. Fire Department connections shall face a fire access road and be readily accessible by fire personnel.
4. Parking is not allowed in front of fire service connections, test outlets, and hydrants.
5. Fire sprinkler systems shall not be run underneath the foundation of a building unless it is designed and meets the requirements set forth in the NFPA 13 standard.
6. Hose connections shall be located at an intermediate landing between stories as outlined in CFC Section 905.4(1).

7. Standpipe systems shall extend to the roof level on which the rooftop garden is located per Section 905.3.8 of the 2016 CFC.
8. The applicant shall replace or modify the existing EBMUD water lines to the extent necessary to meet the required fire-fighting and fire sprinkler water needs.
9. The applicant shall provide fire pump rooms that are directly accessible from the fire access roads.
10. Each building shall be provided with a separate fire pump if adequate flow and pressure are not available without a pump.
11. Fire pump rooms shall have one or two doors that are of a width that is adequate for the replacement and repairs to the pump.
12. The applicant will modify the pool area to provide adequate spacing for ground ladder access to the egress windows.
13. Street intersections and turning maneuvers shall comply with the Alameda County Public Works standards for Hesperian and the requirements set forth in Appendix D of the CFC as adopted by Alameda County Fire.
14. This project shall comply with all building and fire code requirements in effect at time of building permit submittal.

The applicant has agreed to work with the Alameda County Fire Department during the Final Tract Map and Building Permit phases of the project to resolve these technical issues.

Alameda County Sheriff's Office: In a letter dated September 14, 2018, the Sheriff's Office stated that while it would seem each new development project does not create a significant law enforcement problem, the total number of new projects ultimately impacts the Sheriff's Office ability to respond to calls for service, including additional impact on support staff in records, warrants, and dispatch. Also, if the project is approved, the scope and location of the project will add to the potential for theft and vandalism, especially during the construction phase. The Sheriff's Office would like to see additional security features added during the construction phase, including restricting access, and providing additional lighting and physical security. The project final construction should include adequate exterior lighting, security cameras, complete perimeter fencing, and heavy security doors and locks.

Planning Department staff will condition the project to work, during the Building Permit phase of the project, with the Sheriff's Office on security measures to the satisfaction of the Sheriff's Office.

Building Inspection Department: In a letter dated December 26, 2018, the Building Inspection Department stated that all new buildings need to comply with California Building Codes in effect at the time of submittal of Building Permits, including requirements for disabled access.

The applicant is willing to work with the Building Inspection Department on these standard issues as standard protocol for obtaining Building Permits.

Public Works Agency, Permitting: In an email dated May 18, 2018, the Permitting Division stated as follows:

1. On-site Car Wash Area(s). PWA will consider a possible "operational" control in lieu of having to provide on-site car wash facilities per our guidelines.
2. Off-site Accessible Parking. Caltrans has a guideline requiring 1 accessible slot for every 25 regular parking spaces for an off-street parking facility, but not for the number of on-street accessible slots. The CalTrans design standards for on-street are only for parallel parking; they do have a diagonal accessible parking standard, but only for off-street. The CalTrans parallel accessible on-street stall would have to be at least 20' long x 8' wide – and would have to be located adjacent to a no-parking

5' min. wide unloading zone. The required accessible parking should all be on-site – as close to the building entrances as possible.

The applicant has modified the project to include parking dimensions per regulation, have handicapped parking near the development entrances, and no diagonal on-street parking.

COMMUNITY COMMENTS

The County Planning Department received several letters of concern (see attached) regarding the project. Reasons for the concern include:

1. the high density (31.8 dwelling units per acre for the project-specific net area);
2. lack of parking (327 parking spots provided for the project, including on-site and on-street parking along Via Arriba and Via Mercado);
3. rental housing units (these would be market-rate rental housing units, not ownership units and not affordable housing units);
4. amount of retail (the project proposes 11,524 sq. ft. of indoor retail, 660 sq. ft. of outdoor retail seating area); and
5. size of the buildings (proposal would include three-story and four-story buildings located along the northeast corner of the property, with five buildings total. The three buildings located along Hesperian Blvd would be four stories total (53 feet tall at the parapet). The two buildings along the west side of Via Arriba would be three stories total (36 feet tall at the parapet), and would be separated from the existing single-family neighborhood to the west by a 54-foot wide driveway).

Responses to the comments are discussed in the analysis below.

The County Planning Department also received several letters of support for the project (see attached). Reasons for the support include the need for more housing, the need to revitalize “downtown San Lorenzo”, the need to fill in the vacant subject parcels, and the fact that Hesperian is well suited for the additional traffic.

DISCUSSION

Commercial Retail Analysis:

At the previous Planning Commission hearing in September of 2018, the Planning Commission requested staff to obtain analysis of the implications of the amount of retail proposed (11,524 sq. ft. of indoor retail, 660 sq. ft. of outdoor retail seating area). The commissioners wanted expert information on whether the San Lorenzo area could sustain the amount of commercial proposed, or more or less commercial square footage. The project applicant had retained the services of the ALH Urban and Regional Economics commercial consulting firm when proposing the amount of commercial retail for the development. The consultant had produced a report in November 2017, and has produced an updated report dated November 30, 2018, with the following findings:

1. Examination of current retail market conditions in San Lorenzo indicate the retail market is stagnant, with no identifiable improvement over the past year.
2. An update to the November 2017 study would not change the overall findings and recommendations, which are that the original planned 8,600 square feet of retail space would be more than sufficient to serve the Project and local retail demand.
3. The approximately 12,000 square feet of retail planned in response to County and community

requests exceeds the Project's market-based recommendations.

4. The 2004 *San Lorenzo Village Center Specific Plan* included area recommendations for retail development potential, which were primarily prepared based on site capacity considerations, versus consideration of market demand, limiting the relevancy of the recommendations.
5. The retail market study underpinning the Specific Plan was prepared almost two decades ago, and thus could not anticipate retail trends affecting the market today, especially pertaining to the growing impact of online retailing on storefront retail.
6. The Project's market-appropriate amount of retail is closer to the originally planned 8,600 square feet, versus the 12,000 square feet now planned. The demonstrated success of this retail can function as a Specific Plan Area catalyst to spur future area retail and other development.

Therefore, considering the expertise of the commercial retail consultant, Planning Staff considers that the proposed 11,524 sq. ft. of indoor retail, 660 sq. ft. of outdoor retail seating area are adequate for this project.

Urban Design:

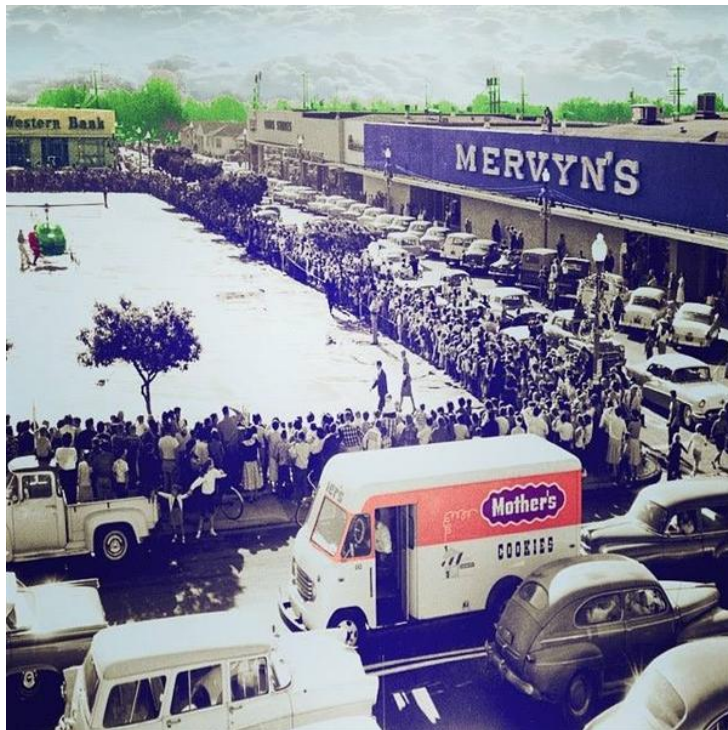
The project is designed in the "art deco" and "modern" style of the 1920s through the 1940s, to complement the "modern" architectural style of the 1947 Lorenzo Theater located across Hesperian Boulevard to the east. Because of its architecture and local importance, the Lorenzo Theater is considered historically significant and is now listed in the State Registry of Historic Places. The project architecture will also reflect the general period of construction of the San Lorenzo Village Plaza and the San Lorenzo Village Square shopping center properties, as well as the greater San Lorenzo Village residential master planned community, built in the 1940s and the 1950s by the developer David Bohannon. The project will include a prominent new San Lorenzo "fin sign" at the street corner of Paseo Grande and Hesperian Blvd.

The buildings would be located up close to the Hesperian Boulevard and Paseo Grande frontages, providing an "urban edge" as requested by the General Design Guidelines of the *San Lorenzo Village Center Specific Plan*. There would also be pass-through pedestrian access to the interior entries to commercial spaces off of the on-site commercial / guest parking lot. The General Design Guidelines can be found on page 18 through 25 of the Plan.

Some members of the community have expressed a preference for the buildings fronting Hesperian Boulevard to look like a village center, with Buildings 3 and 4, located toward the west edge of the project site (west of Via Arriba), to be changed style to be "cottagey" 1940s looking plaza). However, this "cottagey" look is, from County staff's opinion, not a desired look for larger three-story buildings. There is a nod in the "art deco" and "modern" style of architecture that existed for the downtown commercial buildings in the late 1940s and early 1950s.



Pictures of several San Lorenzo Village downtown buildings from the late 1940s and early 1950s



Design Objectives of the Specific Plan include (pg 17):

The goal of design of the design objectives is to create a visually rich, architecturally distinct commercial and community center with an identity unique to San Lorenzo. These would create a comfortable, human-scaled environment while at the same time encouraging buildings having significant architectural presence.

- Maintain a coherent overall image in the Plan Area with carefully selected architectural style and materials.
- Apply architectural styles that suit the needs of individual buildings and land uses but also fit into the overall image of the Plan Area.
- Use a distinct but flexible architectural style during the initial development phase which successive development can adapt or relate to.
- Articulate individual stores or store groups by varying design elements such as the roof line, facade, color, or other features.
- Create visual interest through a careful balance of regularity (such as consistent bay widths, cornice lines, etc.) and variety of architectural elements (such as special doors, materials, window frames, etc.)
- Orient buildings to provide sufficient solar access for outdoor spaces.
- Recognize that special places such as corners, plazas and locations facing public spaces are opportunities for special architecture that can deviate somewhat from established patterns.
- Minimize blank walls facing public areas through the use of windows, other architectural elements, landscaping, murals or other artwork.
- Reduce the appearance of mass through such features as articulated bays, height variation, placement of windows and other architectural elements.
- Consider an architectural style reflective of San Lorenzo's historical legacy.
- Notwithstanding the 50-foot height limit, the height of new buildings should vary, with two and three-story buildings encouraged where appropriate throughout the plan area.

Building Standards for all uses within the Plan area include (pgs 26 and 27):

Category	Control
Height & Bulk	50' height limit; exceptions: (1) Hand rails, parapets, elevator or stair towers, mechanical equipment, flag poles, chimneys, and pavilions for roof top gardens (pavilions not to exceed 10% of roof area.) (2) Height limit along Paseo Largavista and residential portions of Via Arriba not to exceed 30 feet. (3) height profile of new buildings shall be contained within a 45 degree angle, (or 1:1 ratio of setback to height) starting at grade from the common property line with parcels having single-family houses. 4. Future expansion and/or replacement of existing library may occur within the profile of the existing library building.
Landscape Buffer	Install trees within 10 feet of boundary adjacent to properties with existing single-family houses where new development exceeds 15 feet in height. Tree planting shall be designed to effectively screen new development from existing residences. Tree species and landscape plan shall be considered through the SDR process for new projects.
Front Setback	None; exception: along Paseo Largavista and residential portions of Via Arriba, setback to match residential standard
Side Setbacks	None; exception: at boundary adjacent to an R zone, setback to match residential standard
Rear Setback	None, except as determined by Height and Bulk provisions noted above.

Use size	Site Development Review (SDR) by Planning Commission required for all new construction or additions exceeding 1,000 square feet.
Parking structures	All openings to be screened to protect privacy of nearby residential uses.
Lighting	All direct illumination to be contained within property boundaries and shielded to illuminate only areas of concern.

Commercial Use Standards

Retail and Office	Permitted on all floors of designated commercial and/or mixed-use buildings.
Off street parking	As determined by parking demand study with SDR
Compact parking	Up to 25% of total permitted.
Off street loading spaces	None; exception: single uses exceeding 10,000 gross sf shall have not less than one loading space
Drive-thru uses	Not permitted
Signs	As established by master sign program with SDR, or same standards as for C-1 zoning district until where no sign program exists.

Residential Mixed Use Standards (pg 30)

Residential Use	Permitted where part of a project that includes commercial development
Unit Density	Overall density: 19.66 units per acre
Number of Units	450 for Subareas 2, 4 and 5A through 5D, 130 for Subarea 6, total not to exceed 580 for entire Plan Area
Residential Open Space	Open space is permitted (in-lieu of private) at not less than 150 sf per unit and is encouraged on roof tops, and courtyard gardens.
Parking	Standard housing: 2 spaces per unit; or as determined by parking demand study, whichever is greater Senior housing: as determined by parking demand study
Guest parking	As determined by parking demand study
Other residential uses	C (Conditionally Permitted)

The project proposes a drop from four stories to three stories away from the frontage of Hesperian Boulevard. The proposed height of 53 feet (52'-11" at the corner of Hesperian Blvd and Paseo Grande), is allowable per the Plan for parapets. The height of Buildings 3 and 4, closes to the single-family houses to the west, is 36'-3" to the top-most parapet, and these buildings are located 53 feet away from the single-family residences, so that there is more than a one-to-one horizontal to vertical distance separation (there is, in effect, a public street-width distance) between these buildings and the single-family property lines to

the west. The proposal would also include more than a 45 degree angle (or one-to-one ratio of setback to height) between the Building 2 at the southern end of the project (adjacent north of the relocated Via Mercado) and the existing single-family properties to the south. The height of Building 2 is 51'-2" to the top-most parapet, and its distance to the existing single-family properties to the south is over 78 feet (a wide residential street width). Landscaping trees are proposed along the building street frontages, property boundaries to residential neighborhoods, and interior parking lots.

The proposal, for mixed-use residential and commercial development, meets the mixed-use standards above, regarding density, as analyzed in the previous section. The proposal does not need a Conditional Use Permit because the proposed residential uses are part of the commercial mixed-use development project. The project's conformance to parking standards is described below.

Open Space:

The *San Lorenzo Village Center Specific Plan* requires 150 sq. ft. per unit of open space. For 163 dwelling units, that is 24,450 sq. ft. of open space. The project proposes 17,760 sq. ft. of common open space (common open space means open space shared only by the residents of the project), plus 6,863 sq. ft. of private open space (private open space means balcony space available to one dwelling unit only), for a total of 24,623 sq. ft. of open space, which exceeds the requirement.

The project will pay, per residential dwelling unit, park dedication fees to the Hayward Area Recreation and Park District (H.A.R.D.).

Landscaping:

The project applicant for the Village Green Apartments, Demmon Partners, has committed to installing fast growing evergreen trees with a full canopy (*not* cypress trees) along the western and southern edges of the project, along the property and fence line located adjacent to the existing single-family residences, west of the proposed parking lot next to Buildings 3 and 4, and south of the relocated street Via Mercado. The amount of trees shall obscure, but not fully screen, the view of the proposed project from the existing single-family residences. The minimum number of trees planted on the project side shall coincide with: at least one tree per adjacent property on the single-family side of the property line along the western edge of the project, and at least two trees per adjacent property on the single-family side of the property line along the southern edge of the project (south of the relocated Via Mercado). This commitment will be included as a Condition of Approval, should this Tentative Tract Map subdivision and Site Development Review be approved.

There is a preference by at least one member of the San Lorenzo Village Home Owners' Association for London Plane / Sycamore trees to be located along Hesperian Boulevard and Via Mercado. On Hesperian Boulevard, small, fast-growing trees would be acceptable if no London Plane trees are possible due only to the conflicts with existing street conduits.

The project applicant has committed to preserving the existing street lights that are original to the Mervyn's shopping center from the late 1940s. These street lights will be used, as possible, throughout the private property parking lots and landscaped areas. These street lights cannot be used in the public rights-of-way because the County Public Works Agency has stated that they cannot maintain these street lights. This commitment will be included as a Condition of Approval.

Project Amenities:

Housing Affordability:

At the September 17, 2018, Planning Commission hearing, the project proponent announced that he would be providing a certain number of residential units as affordable to teachers, first responders, and other public servants. The applicant, Demmon Partners, has since confirmed that they will institute the following special rent program:

- Current Teachers-25% Rent reduction and 50% of Deposit - Total of 8 units (5% of all units)
- Military, Policemen, Firemen - \$100 Rent reduction and 50% deposit - Total of 16 Units (10% of all units)

This commitment will be added to the Conditions of Approval, should this Tentative Tract Map subdivision and Site Development Review be approved.

Multi-Modal Transportation Options:

The project is located along the Hesperian Blvd corridor, which has been identified by the Alameda County Transportation Commission as a Planned Development Area. AC transit lines 93, and 97, and Transbay Line S provide service along Paseo Grande and Hesperian Boulevard, connecting San Lorenzo to Hayward, San Leandro, and San Francisco. Two of the three lines provide service to BART. The nearest BART station is Bay Fair, which is approximately 1-1/2 miles north of the site. Regional access is provided by Interstate 880 (I-880) and Interstate 580 (I-580). Also, the applicant is proposing to provide free shuttle bus service three times per morning commute and three times per afternoon during the weekday commute hours to the Bay Fair BART station.

Specifically, the applicant has proposed the following:

The proposed shuttle service would deliver and return from the Village Green to the Bay Fair BART Station.

- Program Detail – Shuttle Service from Village Green to the Bay Fair Bart Station and Return
- Eligible – All Residents of Village Green Apartments only
- Resident Cost-No Charge – Complimentary
- Days of Service – Monday through Friday
- Times to BART Station – 6:30 am, 7:30 am and 8:30am
- Times of Return – 4:30 pm, 5:30 pm and 6:30 pm
- Pick Up Place – at a designated place inside the Village Green Apartments

Currently, the applicant, Demmon Partners, proposes to locate the passenger shuttle loading area on the public street of Via Arriba, on the north-bound east side, just south of the intersection with Paseo Grande. The applicant proposes to use the area as a pedestrian loading area during commute hours, and a cargo loading area during non-commute hours. The Public Works Agency has stated that because the proposed loading area is in the public right-of-way, the area cannot be reserved for exclusive use of the project, and would be subject to potential use by other passenger commute services such as para-transit shuttle services, UPS and Fed Ex deliveries, etc.

Therefore, per the Alameda County Public Works Department and AC Transit bus service, in lieu of implementing private shuttle service, the Project Applicant should consider participating in AC Transit's EasyPass program, by which the Project applicant and on-site employers can purchase annual bus passes for residents and employees in bulk at a discount. If the Project applicant prefers to implement the private shuttle service, the Project applicant must coordinate with Alameda County and AC Transit staff to ensure that shuttle operations do not impact AC Transit bus stop operations adjacent to the Project site and at the Bay Fair BART Station.

This aspect of the project can be finalized with the Public Works Agency during the Final Tract Map process, subject to approval by the Public Works Agency.

Required short-term bicycle parking for residential uses is one bike space per 25 units (7 spaces for 163 dwelling units), and two percent of the required auto parking for retail uses (2 spaces). Long-term bicycle parking requirement for multi-family residential uses is one space for every four units (41 spaces). Long-term bicycle parking is not required for the proposed retail space. The Project will provide 41 long-term bike parking spaces and 9 short-term spaces, meeting the County requirement.

Theater Marquee:

The applicant, Demmon Partners, has expressed commitment to repairing the Lorenzo Theater marquee. This would include the physical repairs, electrical, and painting as needed, and finalized per the attached rendering. Demmon Partners will commit to (not to exceed) \$300K in total expense, to be paid to the County Economic and Civic Development Department, or to contract the work directly, based on County preference. This commitment will be made part of the Conditions of Approval.

Memorial Plaque for the old Mervyn's Site:

The applicant has expressed commitment to installing and maintaining a memorial/remembrance to the Mervyn's Store site in the form of a plaque or bench, or other small amenity to be located in close proximity to the old Mervyn's location on Via Arriba. The location is shown on Site Plan Sheet A1.0. The design may mimic the "San Lorenzo Village" sign currently at the corner of Grant Avenue and Via Alamos, although the design and location can be changed to the preference of the San Lorenzo Village Homes Association. This commitment will be made part of the Conditions of Approval.



Dog Park:

The project includes a small dog park, located at the northwest corner of the project, to be 18 feet wide by 90 feet deep (1,620 sq. ft. in size), to be maintained by the project, but available to the public. The dog park would include synthetic turf, bench seating, and four-foot tall perimeter fencing.

Parking Proposal:

The *San Lorenzo Village Center Specific Plan* establishes a parking requirement for residents of two parking spaces per dwelling unit, or as determined by a parking demand study, whichever is greater. The *Specific Plan* also specifies that the parking supply for residential guests and commercial uses should be determined based on a parking demand study. One-third of the proposed project parking supply would be designated as shared-use among residential and commercial uses; thus, the parking demand analysis considers the demand for residential and commercial uses combined. Therefore, the *Specific Plan* minimum parking requirement is based on the greater of the two parking spaces per dwelling unit or the shared parking demand results for residential and commercial uses combined. The parking requirement is greater using the basic ratio compared to the peak hour shared parking demand estimate, therefore the minimum parking requirement for the Project is 326 spaces.

There seems to be support for the proposed parking plan within the *Specific Plan* document itself. Specifically, Objective 5C of the plan states:

Provide shared-use (non-exclusive) parking areas that can serve a variety of users during different times of the day

Also, Parking Policy 2.1 states:

Encourage common parking areas as opposed to exclusive use parking, especially during evening and other non-peak hours.

Also, the *Specific Plan* also allows for abandonment or reconfiguration of two adjacent local streets, Via Mercado and Via Arriba, in order to attract desirable development. The Transportation and Circulation Streets policy states:

Via Mercado and a one-block portion of Via Arriba are two-lane interior streets serving the Village Square Subarea. Starting at Paseo Grande, Via Arriba proceeds south paralleling Hesperian Boulevard. It passes through the shopping area and continues on through a residential area of single-family houses and apartment units. Via Mercado, located between Via Arriba and Hesperian Boulevard, is one block long and serves only the commercial area. The abandonment or reconfiguration of one or more of these streets within the Plan Area is an option that may be considered in order to attract desired development.

One of the challenges to meeting the *Specific Plan* parking requirements for this project is that the *Specific Plan* has both a high residential requirement (2 spaces per unit), and at the same time encourages shared parking between differing land uses. Determining separate parking demand for each land use type (residential, commercial and guest) leads to a much higher total parking requirement of 378 spaces. Taking a cumulative approach to parking is not encouraged by the *Specific Plan*, and it would result in nearly 50 additional spaces being required, or approximately 12,000 to 15,000 square feet of additional site area. This is not an insignificant number and could impact the viability of the project if the County were to use this approach to meeting parking requirements. Using best practices for a shared parking program and a robust transportation impact analysis, the applicant has demonstrated adherence to the strict requirements of the *Specific Plan*, while also providing shared parking throughout the project as encouraged by the specific plan.

The transportation analysis also provides a series of recommended parking demand management strategies that can be implemented by the project applicant in effort to reduce parking demand and better manage the proposed parking supply. These strategies include unbundling parking from residential rental units, enforcing time limits for shared spaces during business hours to encourage turnover of parking spaces, limiting garage space to vehicles only (i.e. no personal storage in the garages), and providing alternatives to vehicle ownership through ride share, transit options as well as other demand management strategies.

Taken all together, the project relies heavily on the premise that single vehicle use by residents and visitors can be managed by a combination of reducing demand and limiting available parking spaces through shared parking. While the project does meet the basic residential requirement of 2 spaces per unit (326), it utilizes the concepts above to meet both the letter and spirit of the specific plan language related to overall parking strategies.

It should be noted that the reconfiguration of Via Arriba and Via Mercado is beneficial to providing parking for the project, but requirements to keep the street public as well as meeting various Fire Department requirements has actually limited the amount of parking along these two streets. So while the streets are being reconfigured to attract desired development as allowed in the *Specific Plan*, the parking contribution is not as high as previously hoped. Additional mechanical lifts are being provided in the covered garage area to make up any lost spaces, so that the project maintains the mandated 326 spaces (2 per unit) minimum.

The applicant proposes to provide and maintain an automated mechanical parking elevator layout. The top and bottom stall of each automated stacker would be dedicated to one residential unit. The applicant proposes to use Klaus Multi-Park company to design, engineer, and install the vehicle stacked parking units inside the building's garage structure. The Klaus Multi-Park company would maintain the equipment per normal monthly inspection and maintenance schedules.

In response to the *Specific Plan* goals, the Project would provide a total of 93 shared parking spaces (60 on-street and 33 off-street parking spaces) to be used by residents, guests, commercial patrons, and employees of the Project. About 29 percent of the Project parking supply would be designated as shared-use, the remaining 71 percent of the parking supply (233 off-street parking spaces) is designated for residential use only.

The project would provide 326 vehicle parking spaces, as follows:

- Private garage parking—50 spaces
- Residential parking (uncovered)—124 spaces
- Parallel on-street parking on Via Arriba and Via Mercado—16 spaces
- Perpendicular on-street parking on Via Arriba and Via Mercado—44 spaces
- Covered garage parking (first floor Building 2)—5 spaces
- Mechanically stacked parking (first floor Building 2)—27 spaces each, 2 levels—54 spaces total
- Retail parking (shared with residential)—33 spaces.

PARKING SUMMARY

PARKING REQUIRED			
	REQUIRED RATIO ¹	NO OF UNITS	STALLS REQUIRED
RESIDENT	2 STALL PER DWELLING UNIT	163	326
COMMERCIAL	REFER TO PARKING DEMAND STUDY FOR REQUIRED PARKING ANALYSIS AND SHARED PARKING METHODOLOGY		
TOTAL PARKING REQUIRED			326

¹ AS STATED IN THE SPECIFIC PLAN, THE PARKING REQUIREMENT IS 2 STALLS PER DWELLING UNIT OR AS DETERMINED BY A PARKING DEMAND STUDY, WHICH EVER IS GREATER. REFER TO PARKING DEMAND STUDY FOR REQUIRED PARKING ANALYSIS AND SHARED METHODOLOGY.

PARKING PROVIDED (REFER TO PARKING DEMAND STUDY FOR REQUIRED PARKING ANALYSIS AND SHARED PARKING METHODOLOGY)		
PARKING TYPE		TOTAL
OFF-SITE: STREET PARKING (NON-EXCLUSIVE RESIDENTIAL AND COMMERCIAL) ³		
	STANDARD STALLS	41
	PARALLEL STALLS	16
	STD. ACCESSIBLE STALLS	2
	VAN ACCESSIBLE STALLS	1
	<i>SUBTOTAL</i>	60
ON-SITE: PARKING (NON-EXCLUSIVE RESIDENTIAL AND COMMERCIAL) ⁴		
	STANDARD STALLS	29
	STD. ACCESSIBLE STALLS	3
	VAN ACCESSIBLE STALLS	1
	<i>SUBTOTAL</i>	33
ON SITE: GARAGE PARKING (EXCLUSIVELY RESIDENTIAL)		
	PRIVATE GARAGE STALLS	50
	STANDARD BLDG. B GARAGE STALLS	4
	AUTOMATED BLDG. B GARAGE STALLS	54
	VAN ACCESSIBLE STALLS	1
	<i>SUBTOTAL</i>	109
ON SITE: RESIDENTIAL PARKING (EXCLUSIVELY RESIDENTIAL)		
	STANDARD UNCOVERED	47
	COMPACT STALLS ²	74
	STD. ACCESSIBLE STALLS	3
	<i>SUBTOTAL</i>	124
TOTAL PARKING PROVIDED		326

² COMPACT STALLS ARE ALLOWED UP TO 25% OF TOTAL PARKING PROVIDED. 77 COMPACT STALLS ARE PROPOSED WHICH IS 24% OF THE TOTAL PARKING AND WITHIN THE REQUIRED LIMITS.

³ STREET PARKING IS NON-EXCLUSIVE AND SERVES BOTH COMMERCIAL AND RESIDENTIAL USES.

⁴ SOME ON-SITE PARKING IS NON-EXCLUSIVE AND SERVES BOTH RESIDENTIAL AND COMMERCIAL USES.

CEQA ANALYSIS

Along with adoption of the *San Lorenzo Village Center Specific Plan*, an Environmental Impact Report (EIR) was certified for the *Specific Plan* in 2004. While the proposed project is consistent overall with development proposed in the *Specific Plan*, some of the specific parameters of development differ from those analyzed in the *Specific Plan* EIR. In such circumstances, where the project details and environmental conditions are not the same as those analyzed in the program EIR, additional analysis of environmental impacts of the proposed project may be warranted.

The CEQA document was prepared as an Addendum to the *Specific Plan* EIR, because some changes or additions are necessary to the *Specific Plan* EIR but none of the following conditions calling for preparation of a subsequent EIR (detailed in CEQA Guidelines Section 15162) apply to the project. The conditions require that a subsequent EIR be prepared if:

1. Substantial changes are proposed in the project which will require major revisions of the EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions of the EIR or Negative Declaration due to involvement of new significant environmental effects or a substantial increase in severity of previously identified significant effects; or
3. New information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified or the Negative Declaration was adopted, shows the following:
 - A. The project will have one or more significant effects not discussed in the previous EIR or Negative Declaration.
 - B. Significant effects previously examined will be substantially more severe than previously shown in the previous EIR.
 - C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - D. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponent decline to adopt the mitigation measure or alternative.

The Addendum demonstrates that no substantial changes have occurred with respect to the circumstances under which the prior EIR were certified, and there is no significant new relevant information which was not known and could not have been known at the time that the prior EIR was certified as complete. Further, the project would not have any new significant effects not discussed in the previous EIR, and would not result in any significant effects that would be substantially more severe than previously shown in the previous EIR. Therefore, the County believes the Addendum is fully consistent with the requirements of Guidelines Sections 15162, 15163, and 15164. The County Planning Commission would adopt the Addendum to the *Specific Plan* EIR if you agree with its conclusions.

APPROVAL PROCESS

County staff has agreed with the developer on using the Final Tract Map mechanism to sequence the relocation of the Via Mercado right-of-way, modifications to the Via Arriba right-of-way, improvements to the Hesperian Blvd streetscape to consider the Hesperian Boulevard improvement project currently being designed by the County Public Works Agency, and anticipated to start construction in the last quarter of 2019, and the installation by the developer of the project amenities described above.

Per the Alameda County Subdivision Ordinance and the Zoning Ordinance the Planning Commission is responsible for approval of Tentative Tract Map subdivisions such as this project, and the Planning Director is responsible for approval of Site Development Reviews such as the second component of this project. The Planning Commission would also adopt the Addendum if you agree with its conclusions.

CONCLUSION

The project appears to be a positive addition to the San Lorenzo Village Center area. Staff is comfortable with the project and recommends that the Planning Commission adopt the Addendum to the *San Lorenzo Village Center Specific Plan EIR Final Environmental Impact Report* (EIR), and approve the Tentative Tract Map subdivision.

Subsequent to the Planning Commission approval of the Tentative Tract Map subdivision and adoption of the Addendum to the EIR, the Planning Director may approve the Site Development Review component of this project.

PROJECT DOCUMENTS AVAILABLE FOR PUBLIC VIEWING

All documents for this staff report and its attachments are available for public review at: <http://acgov.org/cda/planning/landuseprojects/currentprojects.htm>

ATTACHMENTS

- Draft Planning Commission Resolution
- Project drawings
- Applicant Responses to County Requests for Updates, including “Updated Implications of Village Green Apartments Retail Analysis” and Lorenzo Theater Marquee Restoration graphic.
- Referral responses
- Communications received by the public
- Addendum to the *San Lorenzo Village Center Specific Plan EIR Final Environmental Impact Report* (EIR) also available at <http://acgov.org/cda/planning/landuseprojects/currentprojects.htm>

PREPARED BY

Rodrigo Orduña, Assistant Planning Director

**THE COUNTY PLANNING COMMISSION OF ALAMEDA COUNTY
HAYWARD, CALIFORNIA**

RESOLUTION NO. XXXX - AT MEETING HELD ON FEBRUARY 19, 2019

**Introduced by Commissioner XXXX
Seconded by Commissioner XXXX**

WHEREAS the Alameda County Planning Commission did receive the petition **TRACT MAP SUBDIVISION (TR-8488) AND SITE DEVELOPMENT REVIEW PLN2018-00086** by Demmon Partners/Mitch McKinzie initiating consideration to allow a new mixed-use multi-family project with 163 rental housing units, 11,524 sq. ft. of indoor retail, 660 sq. ft. of outdoor retail seating area, and Adoption of an Addendum to the *San Lorenzo Village Center Specific Plan* EIR, for property located in the Zoning District of C-1 (as modified by the *San Lorenzo Village Center Specific Plan*) and General Plan land use designation of *San Lorenzo Village Center Specific Plan* Subareas 5B, 5C, and 5D (Residential Mixed-Use: residential permitted where part of the project includes commercial development), on six parcels totaling 5.12 acres located on the west side of Hesperian Blvd, between Paseo Grande and Via Mercado, San Lorenzo area of unincorporated Alameda County, with County Assessor's Parcel Numbers 412-0039-001-03, 412-0039-002-00, 412-0039-003-00, 412-0039-004-02, 412-0042-112-00, and 412-0042-113-00; and

WHEREAS this Commission did hold a public hearing to consider the Tract Map Subdivision (TR-8488) for purposes of relocating the Via Mercado public street and creating up to 163 residential condominium units and up to three commercial condominium units, and Adoption of the Addendum to the *San Lorenzo Village Center Specific Plan* EIR, for said proposed development at the hour of 6:00 pm on Monday, the Fourth day of January, 2019, at 224 West Winton Avenue, Public Hearing Room (Room 160), Hayward, California; and

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

WHEREAS the proposed application was reviewed in accordance with the provisions of the California Environment Quality Act (CEQA) and an Addendum to the San Lorenzo Village Center Specific Plan EIR Final Environmental Impact Report (EIR) was prepared in accordance with CEQA Section 15164, because the project will not have significant new impacts or substantially increase previously identified significant impacts studied in the EIR; and

WHEREAS it is the finding of this Commission that approval of the proposed subdivision of the herein described property for purposes of relocating the Via Mercado public street and creating up to 163 residential condominium units and up to three commercial condominium units is in the public interest for the reasons that:

The proposed project subdivision is in conformance with the land use and development standards in the Alameda County Subdivision Ordinance, the *San Lorenzo Village Center Specific Plan*, and the *Eden Area General Plan*;

The proposal would provide a much needed economic boost to the San Lorenzo Village Center area through the provision of additional "downtown" residents and commercial and outdoor gathering space;

The proposed 11,524 sq. ft. of indoor retail and 660 sq. ft. of outdoor retail seating area would provide opportunities for commercial and outdoor space for the San Lorenzo Village Center area;

The relocation of Via Mercado further south prior to issuance of Building Permits continue would allow continued public access through the area while allowing for redevelopment of the San Lorenzo Village Center area;

The design of the buildings in the “art deco” and “modern” style reflect the general period of construction of the San Lorenzo Village Plaza and the San Lorenzo Village Square shopping center properties, as well as the greater San Lorenzo Village residential master planned community;

The proposed parking provision, as encouraged by the *San Lorenzo Village Center Specific Plan*, includes a creative use of mechanicals parking systems to allow for resident, guest, customer, and general public shared parking on-site and on the public streets of Via Mercado and Via Arriba, to meet the parking requirement as dictated by the *Specific Plan* through a Parking Demand Study; and

The project amenities will provide a much needed aesthetic improvement to the San Lorenzo Village Center area while respecting and complementing the historic architecture of the previous commercial uses in the “downtown” area.

NOW THEREFORE

BE IT RESOLVED that this Planning Commission does hereby adopt and certify the Addendum to the *San Lorenzo Village Center Specific Plan* EIR for this project, and approves the subdivision of the herein described property for purposes of relocating the Via Mercado public street and creating up to 163 residential condominium units and up to three commercial condominium units, per Exhibit A, Tract Map Subdivision (TR-8488), for project PLN2018-00086, on file with the Planning Department at 224 W. Winton Ave., Hayward, California, and subject to the following Conditions of Approval.

ADOPTED BY THE FOLLOWING VOTE:

AYES:

NOES:

ABSENT:

EXCUSED:

ABSTAINED:

ALBERT LOPEZ - PLANNING DIRECTOR & SECRETARY
COUNTY PLANNING COMMISSION OF ALAMEDA COUNTY

**THE COUNTY PLANNING COMMISSION OF ALAMEDA COUNTY
HAYWARD, CALIFORNIA**

RESOLUTION NO. XXXX - AT MEETING HELD ON FEBRUARY 19, 2019

**Introduced by Commissioner XXXX
Seconded by Commissioner XXXX**

**CONDITIONS OF APPROVAL
for the
TENTATIVE VESTING TRACT MAP SUBDIVISION (TR-8488) for PLN2018-00086**

The **Tentative Vesting Tract Map Subdivision (TR-8488)** for PLN2018-00086 (complete project TRACT MAP SUBDIVISION (TR-8488) AND SITE DEVELOPMENT REVIEW) by Demmon Partners/Mitch McKinzie, application to allow a new mixed-use multi-family project with 163 rental housing units, 11,524 sq. ft. of indoor retail, 660 sq. ft. of outdoor retail seating area, and Adoption of an Addendum to the *San Lorenzo Village Center Specific Plan* EIR, for property located in the Zoning District of C-1 (as modified by the *San Lorenzo Village Center Specific Plan*) and General Plan land use designation of *San Lorenzo Village Center Specific Plan* Subareas 5B, 5C, and 5D (Residential Mixed-Use: residential permitted where part of the project includes commercial development), on six parcels totaling 5.12 acres located on the west side of Hesperian Blvd, between Paseo Grande and Via Mercado, San Lorenzo area of unincorporated Alameda County, with County Assessor's Parcel Numbers 412-0039-001-03, 412-0039-002-00, 412-0039-003-00, 412-0039-004-02, 412-0042-112-00, and 412-0042-113-00, is hereby approved subject to the Exhibit A, "Village Green, Tentative Vesting Tract Map No. 8488", dated as received January 22, 2019, and Exhibit A, "Village Green San Lorenzo, CA, 4th Submittal 01/21/2019", dated as received January 22, 2019, and subject to the following Conditions of Approval:

GENERAL CONDITIONS FROM THE COUNTY PLANNING DEPARTMENT

1. All conditions must be accomplished prior to or concurrent with filing the Final Tract Map, unless another time of compliance is specified below or on the face of Exhibit A. If conditions or improvements are permitted to be deferred, improvement plans, engineer's estimate and guarantees shall be submitted by the land divider in a form and amount as approved by the Director of Public Works.
2. The design and improvement of this land division shall be in substantial conformance with the design and improvement indicated graphically or by statement on Exhibit A including road location, grade, alignment, width and intersection design; design and grading of lots; location and design of storm drainage facilities; and location and design of frontage improvements.
3. All required plans, specifications, and technical data necessary to complete the Final Tract Map shall be filed with the Director of Public Works. Requirements for filing the map, review fees, improvements and inspections of work shall be determined by the Director of Public Works.
4. A current title report and copies of the recorded deeds of all parties having record title interest in the property to be divided and if necessary, copies of deeds for adjoining properties shall be submitted to and accepted by the Director of Public Works.
5. Where easements are not obtained rights of entry and drainage releases shall be acquired by the project proponent in writing from the adjoining property owners for

use of improvements of drainage ways outside the boundary of the Tract Map. Original copies of right of entry shall be provided to the Director of Public Works.

6. Project proponent or its successors shall defend, indemnify, and hold harmless Alameda County or its agents, officers, or employees from any claim, action, or proceeding against Alameda County, or its agents, officers, or employees to attach, set aside, void, or annul this Vesting Tentative Tract Map, including any amendments thereto, or underlying environmental documents and actions taken pursuant to CEQA, Alameda County Zoning Ordinance, other State and County code and ordinance requirements, and any combination thereof. Such indemnification shall include but not be limited to any such proceeding. If the project proponent or its successors fail to adequately defend the County of Alameda, the County may provide its own legal defense and the project proponent or its successors shall be responsible for the County's reasonable attorney's fees.
7. The project proponent shall preserve the existing street lights that are original to the Mervyn's shopping center from the late 1940s. These street lights shall be used, as determined by the Public Works Agency, throughout the public streets along the project frontage, and within the project private property parking lots and landscaped areas. A site plan showing the number of these street lights and their locations shall be submitted to the County Planning Department and the Public Works Agency for their review and approval prior to issuance of the Final Tract Map.
8. The project proponent shall register with the Alameda County Housing and Community Development Department, the following special rent program, to be enforceable during the life of the project, or for 30 years from the date of approval, whichever is sooner:
 - Current Teachers - 25% Rent reduction and 50% of Deposit - Total of 8 units (5% of all units)
 - Military, Policemen, Firemen - \$100 Rent reduction and 50% deposit - Total of 16 Units (10% of all units)
9. The project proponent or its successor shall participate in AC Transit's EasyPass program, by which the Project proponent and on-site employers can purchase annual bus passes for residents and employees in bulk at a discount. If the Project applicant prefers to implement the private shuttle service, the Project applicant must coordinate with Alameda County and AC Transit staff to ensure that shuttle operations do not impact AC Transit bus stop operations adjacent to the Project site and at the Bay Fair BART Station. Prior to issuance of Final Map, the project proponent shall provide the Alameda County Planning Department with a letter from the Public Works Agency agreeing to the program chosen. If the EasyPass system is chosen, the project proponent shall provide written documentation that the EasyPasses shall be offered to the residents and employees during the life of the project, or for 30 years from the date of approval, whichever is sooner.
10. Prior to issuance of Final Occupancy, the project proponent shall repair the Lorenzo Theater marquee (located at 16080 Hesperian Blvd, San Lorenzo, CA, with County Assessor's Parcel Number 412 -0039-025-00), to include the physical repairs, electrical, and painting as needed, and finalized per Lorenzo Theater marquee improvement rendering included in the file for PN2018-00086. The project proponent shall provide not to exceed \$300,000 in total expense, to be paid to the County Economic and Civic Development Department, or to contract the work directly, based

- on County preference.
11. Prior to issuance of Final Tract Map, the project proponent shall install and maintain a memorial/remembrance to the Mervyn's Store site in the form of a plaque or bench, or other small amenity, to be located in close proximity to the old Mervyn's location on Via Arriba. The design shall be approved by the San Lorenzo Village Homes Association.
 12. The proposed dog park at the north west corner of the project, as shown on Exhibit A, shall be open to the public and not only accessible to the residents, employees, or customers of the project.
 13. Prior to issuance of the Final Tract Map, the project proponent shall provide for approval by the Planning Department detailed Landscaping and Irrigation Plans and Stormwater Treatment Low Impact Development Plans showing the locations, species, deciduous or evergreen plant type, water use, size at planting, irrigation system, and expected size at maturity, of all proposed plant species. The detailed Landscaping Plan shall also show all exterior furniture, structures, paving, bicycle racks, fencing, gates, walls, planters, exterior lighting fixtures, and signage, for the proposed project. The landscaping to be installed shall be fast growing evergreen trees with a full canopy (*not* cypress trees) along the western and southern edges of the project, along the property and fence line located adjacent to the existing single-family residences, west of the proposed parking lot next to Buildings 3 and 4, and south of the relocated street Via Mercado. The amount of trees shall be intended to screen and obscure the view of the proposed project from the existing single-family residences. The minimum number of trees planted on the project side shall coincide with: at least one tree per adjacent property on the single-family side of the property line along the western edge of the project, and at least two trees per adjacent property on the single-family side of the property line along the southern edge of the project (south of the relocated Via Mercado). The detailed Landscaping Plan shall include London Plane / Sycamore trees to be located along Hesperian Boulevard and Via Mercado. On Hesperian Boulevard, small, fast-growing trees would be acceptable if no London Plane trees are possible due only to the conflicts with existing street conduits.
 14. The detailed Landscaping Plan shall comply with the California Water Efficient Landscaping Ordinance. At minimum, such a plan shall address the following Bay-Friendly Guidelines:
 - A. Chosen plants will match the microclimate and soil conditions, growing to their natural size in the space allotted them, thus avoiding shearing.
 - B. The plan will use non-invasive plant species. Invasive plant species listed by Cal-IPC as invasive in the SF Bay Area will not be used.
 - C. The plan will apply Integrated Pest Management, Water Conservation, and Energy Conservation Techniques as outlined by Bay-Friendly Guidelines,
 - D. The plan will create and protect wildlife habitat, where practicable as outlined by the Bay-Friendly Guidelines.
 - E. Any work shall be completed by a Bay-Friendly Qualified Landscape Professional or a Professional Landscaper.
 15. Prior to Final Occupancy, the Planning Department shall approve the detailed Landscaping Plan.
 16. The permittee or its successor shall maintain compliance with the requirements of the following agencies:

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- A. Alameda County Public Works Agency, Building Inspection Department
 - B. Alameda County Public Works Agency, Land Development Department
 - C. Alameda County Public Works Agency, Clean Water Program
 - D. Alameda County Public Works Agency, Permitting
 - E. Alameda County Fire Department
 - F. Alameda County Sheriff's Office
17. The applicant, owner, or successor shall comply with all other local, state, or federal regulations, laws, and ordinances, during the life of this Permit. Failure to comply with all other local, state, or federal may subject the permit to revocation in accordance with conditions of approval herein and per the Alameda County Zoning Ordinance Section 17.54.030.
18. During construction, the applicant, owner, or successor shall keep the subject site secure against illegal trespassing with fencing to the satisfaction of the Planning Director.
19. The applicant, property owner, or successor shall be responsible for payment of all reasonable costs associated with the necessary permit processing or inspections of 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.
20. The Tentative Tract Map shall expire three years from the date of approval (expiration on February 04, 2022), unless prior to that date, the project proponent files an extension request with the Alameda County Planning Department, or obtains Final Tract Map approval.

Access / Street Improvements

21. A Joint Maintenance Agreement, as approved by the Planning Director, shall be recorded with the County Recorder. Said agreement shall condition the ownership of the parcels to share equally in the maintenance and parking enforcement of the common parking areas on private property, any common utility services, and storm drainage easements serving or crossing more than one parcel.
22. All public streets, access, and private common areas shall be improved as shown on Exhibit A. Said improvements shall be guaranteed by a cash deposit or an instrument of credit at the option of the Director of Public Works. No guarantee will be necessary if plans are approved and improvements completed to the satisfaction of the Director of Public Works prior to filling the Final Tract Map.
23. Any right of way dedication, relocation of improvements or public facilities or road improvements shall be accomplished at no expense to the County.
24. Approval shall be secured from the Director of Public Works of detailed plans prepared by an engineer (including location, extent and sized of all permanent and temporary facilities) for: a) grading, drainage, erosion and sedimentation control; b) storm drainage facilities; and c) on-site improvements including paving.

Site Alterations / Improvements

25. Grading on this site shall conform to the applicable portions of the Alameda County Grading Ordinance. A Grading Permit shall be secured from the Director of Public Works, as needed, in accordance with requirements of the Alameda County Grading Ordinance and design and quantities generally shown on Exhibit A with the intent, but not the requirement to balance the cut and fill soil quantities.
26. Design and improvement of the land division shall comply with recommendations and requirements of the Public Works Agency at their discretion.
27. No grading shall be permitted on this site until grading, drainage, erosion and sedimentation control plans have been approved by the Director of Public Works. Grading plans shall also be approved by the Planning Director prior to filing the Final Tract Map or grading of the site.
28. Grading shall not augment rate of flow or concentrate runoff to adjacent properties or block runoff from adjoining properties.
29. 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. and on Saturdays 9:00 A.M. to 6:00 P.M., unless otherwise authorized by the Director of Public Works. Hours of operation shall be posted prominently at the front of the property in a location visible to the public.
30. Dust shall be controlled and adjoining public streets and private properties shall be kept clean of project dirt, mud, materials, and debris, to the satisfaction of the Director of Public Works.
31. Any known water well without a documented intent of future use that is shown on the map, is known to exist, is proposed, or is located during the course of field operations must be destroyed or backfilled prior to any demolition or grading in accordance with a well destruction permit obtained from the Public Works Agency.
32. Operations shall cease in the vicinity of any suspected archaeological resource until an archaeologist is consulted and his or her recommendations followed, subject to approval by the Planning Director. If evidence of human remains is discovered on the site, the County Coroner shall be notified immediately.
33. All utility distribution facilities within the land division shall be placed underground.
34. Water services is to be provided and are to be connected to the East Bay Municipal Utility District water system and installed at the expense of the project proponent in accordance with the requirements of said District and the approval by the Director of Public Works.
35. A letter from the East Bay Municipal Utility District stating that it has agreed to provide water to the project shall be submitted to the Director of Public Works.
36. Sanitary sewers are to be provided to service the project and are to be connected to the Oro Loma Sanitary District system of sewers and installed at the expense of the project proponent in accordance with the requirements of said District and the approval of the Director of Public Works.
37. A letter from the Oro Loma Sanitary District stating that it has agreed to provide a connection to its sanitary sewer system for the project shall be submitted to the Director of Public Works.
38. Fire protection improvements shall be installed by the project proponent in accordance with the requirements of the Alameda County Fire Department. A letter from this

- Department stating that it has approved the design and improvement guarantees shall be submitted to the Director of Public Works.
39. Prior to release of guarantees, all improvements as specified herein or shown on Exhibit A shall be installed in accordance with the improvement plans approved by the Director of Public Works. Inspections shall be certified by a registered Engineer or by Public Works Agency staff, at the option of the Director of Public Works. Fire protection improvements shall be inspected and approved by the Alameda County Fire Department.
 40. 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).
 41. 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 Applicant 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 during construction, and as shown on the Preliminary Grading and Stormwater Site Plan for post-construction conditions.
 42. The developer shall provide the Alameda Countywide Clean Water Program brochure entitled "The Bay Begins at Your Front Door," available to initial property occupants at the time of property move-in. The applicant may contact the Alameda Countywide Clean Water Program at 510-670-5543 for information on obtaining the above-mentioned literature.

REQUIREMENTS FROM THE PUBLIC WORKS AGENCY

43. The Developer's proposal for the "replacement" of Via Mercado, a County owned and maintained road will have to be accordingly handled through the Subdivision Map process. Further, there would need to be Developer's notification to all of the affected public agencies and utility companies and a requirement for these agencies and utility companies to provide reviews and approval of utility relocation plans.
44. Any proposed improvements along Hesperian Boulevard must conform to the County Hesperian Boulevard Streetscape Project and the Master Plan.
45. All frontage roadway and traffic improvements along both Hesperian Boulevard and Paseo Grande will be the responsibility of the Developer.
46. Modify the existing traffic signal system at the intersection of the current Via Mercado alignment and Hesperian Boulevard.
47. Underground the existing overhead utilities along the southerly property line, between Hesperian Boulevard and Via Arriba.
48. On-street parking will not be allowed at the following locations:
 - a. Adjacent to the designated right turn lane, northbound, on Via Arriba, between the driveway entrance and Paseo Grande.

- b. Within the first 25 feet from limit lines or crosswalks.
- 49. The Clean Water/C.3 design requirement for the project should be based on 100% LID treatment.
- 50. Maintain a minimum of 20 feet clear behind the sidewalk to the first parking space at all driveway entrances.
- 51. Provide pedestrian curb ramps at all crosswalks and roadway type driveway entrances.
- 52. Remove and replace the existing curb ramp with directional curb ramps (two curb ramps) at the intersection of Paseo Grande and Paseo Largavista.
- 53. Provide a minimum of 5 feet wide sidewalk, including at tree wells, landscape planter, fire hydrant, above ground utilities, etc.
- 54. Public pedestrian pathway (sidewalk) must be located within public right-of-way. Right-of-way dedication may be necessary.
- 55. Use Alameda County fire apparatus as a minimum design vehicle to determine turning curb radius for each leg of intersections. Justifications, including a traffic analysis, will be required if a smaller vehicle is used. Turning curb radius at intersection will be designed to allow single unit trucks to make each turning movement without encroaching on curbs, sidewalk, opposing lanes, or same-direction lanes at the entrance leg.
- 56. Provide a minimum of 14 feet wide curb lane, not including gutter pan area.
- 57. All on-site and on-street parking stalls shall have sufficient access and maneuvering area.
- 58. Ensure that curb ramps are provided for all disabled parking spaces.
- 59. Parking is not allowed to overhang sidewalk. However, it can overhang into a landscape planter.
- 60. No compact parking stalls will be allowed within public right-of-way.
- 61. Any road improvements and any necessary relocation of utility facilities shall be at no cost to the County.
- 62. Obtain County Fire Department approval of this application
- 63. No private improvements should be located within the public right-of-way area.
- 64. Street lights will have to be provided at the following locations:
 - a. Along Via Mercado, between Via Arriba and Hesperian Boulevard
 - b. Along Via Arriba, between Via Mercado and Paseo Grande
 - c. Along the south side of Paseo Grande, between Hesperian Boulevard and Paseo Largavista
 - d. At the intersection of Via Mercado and Via Arriba
 - e. At the southwest corner of the intersection of Paseo Grande and Paseo Largavista

REQUIREMENTS FROM THE HAYWARD AREA RECREATION AND PARK DISTRICT

- 65. Prior to issuance of Final Occupancy, the developer shall pay the Park Dedication in-lieu fees that are in effect at the time of issuance of a Building Permit for each residential dwelling unit, and not provide for any reduction or relief from any fee increase that may occur between the time the Vesting Tentative Map is approved and the issuance of the building permit.

REQUIREMENTS FROM THE ALAMEDA COUNTY FIRE DEPARTMENT

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

66. Aerial fire apparatus access roads are being provided along Via Mercado, Paseo Grande and Hesperian. The associated buildings shall be positioned so that they fall within the 15-30 setback.
67. Fire sprinkler systems are required and shall be installed in all structures. Each system will need to comply with the applicable NFPA 13 standard.
68. Fire Department connections shall face a fire access road and be readily accessible by fire personnel.
69. Parking is not allowed in front of fire service connections, test outlets, and hydrants.
70. Fire sprinkler systems shall not be run underneath the foundation of a building unless it is designed and meets the requirements set forth in the NFPA 13 standard.
71. Hose connections shall be located at an intermediate landing between stories as outlined in CFC Section 905.4(1).
72. Standpipe systems shall extend to the roof level on which the rooftop garden is located per Section 905.3.8 of the 2016 CFC.
73. The applicant shall replace or modify the existing EBMUD water lines to the extent necessary to meet the required fire-fighting and fire sprinkler water needs.
74. The applicant shall provide fire pump rooms that are directly accessible from the fire access roads.
75. Each building shall be provided with a separate fire pump if adequate flow and pressure are not available without a pump.
76. Fire pump rooms shall have one or two doors that are of a width that is adequate for the replacement and repairs to the pump.
77. The applicant will modify the pool area to provide adequate spacing for ground ladder access to the egress windows.
78. Street intersections and turning maneuvers shall comply with the Alameda County Public Works standards for Hesperian and the requirements set forth in Appendix D of the CFC as adopted by Alameda County Fire.
79. This project shall comply with all building and fire code requirements in effect at time of building permit submittal.

REQUIREMENTS FROM THE ALAMEDA COUNTY SHERIFF'S OFFICE

80. The project proponent shall work, during the Building Permit phase of the project, with the Sheriff's Office on security measures to the satisfaction of the Sheriff's Office. A letter from the Sheriff's Office verifying that the project proponent has worked in good faith with the Sheriff's Office shall be necessary for the Planning Department to release Building Permits for the first proposed building.

ALBERT LOPEZ - PLANNING DIRECTOR & SECRETARY
COUNTY PLANNING COMMISSION OF ALAMEDA COUNTY

DRAWING NAME: P:\2017\171017 Village Green Apartments\ENG\TM\Sheets\01-VG-TS.dwg
PLOT DATE: 01-18-19 PLOTTED BY: phd

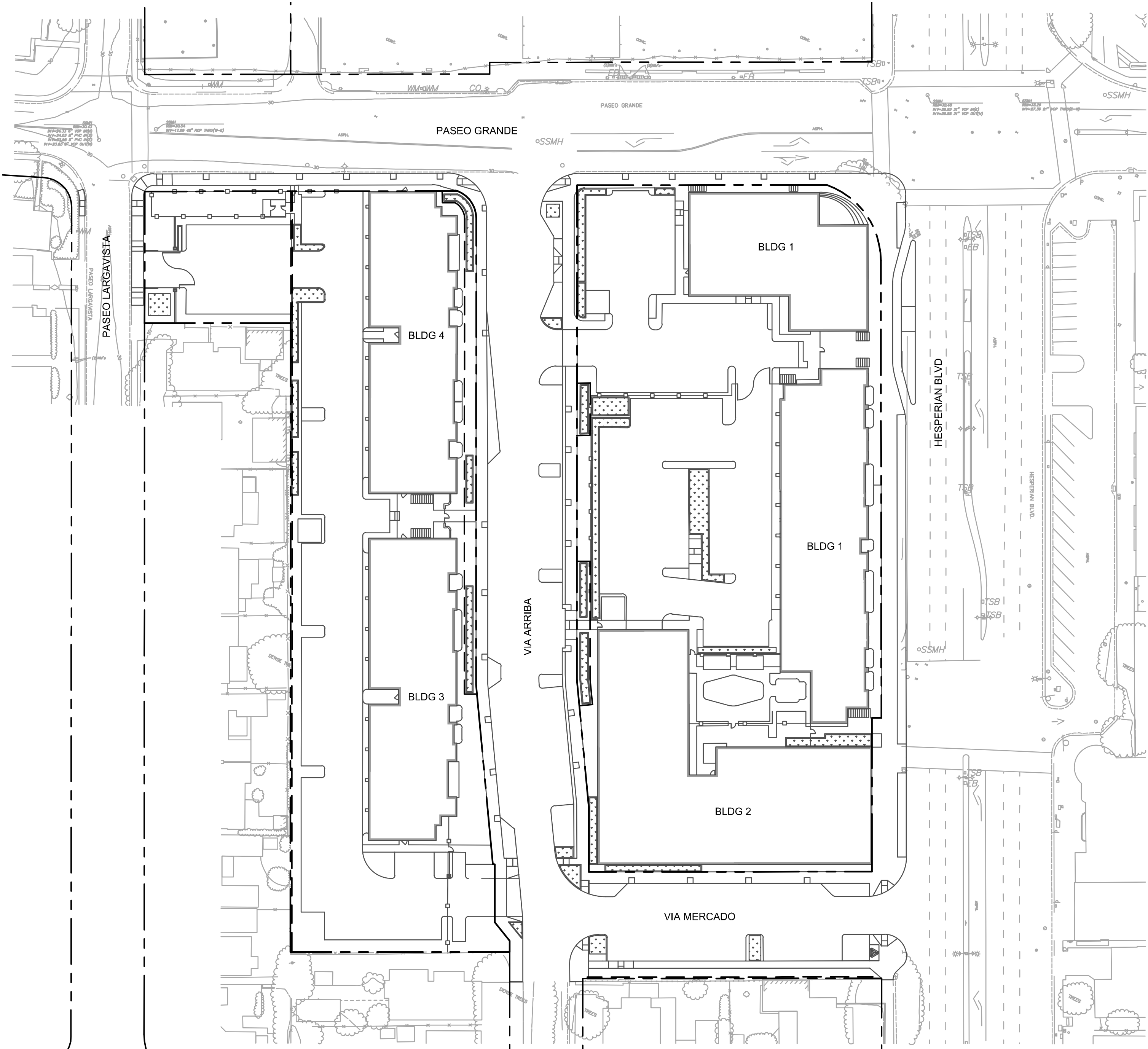
ABBREVIATIONS

Δ	DELTA
AB	AGGREGATE BASE
AC	ASPHALT CONCRETE
AD	AREA DRAIN
B/W	BACK OF WALK
BFP	BACKFLOW PREVENTER
BLDG	BUILDING
BTM	BOTTOM
BVCE	BEGIN VERTICAL CURVE ELEVATION
BVCS	BEGIN VERTICAL CURVE STATION
C&G	CURB AND GUTTER
CB	CATCH BASIN
CCP	CONCRETE CYLINDER PIPE
CL	CENTER LINE
CONC	CONCRETE
CTV	CABLE TELEVISION
DCDA	DOUBLE CHECK DETECTOR ASSEMBLY
DOC	DOCUMENT
DW	DOMESTIC WATER
DWY	DRIVEWAY
E	EAST, ELECTRIC
EG	EXISTING GROUND
ELEC	ELECTRIC
ELEV	ELEVATION
EP	EDGE OF PAVEMENT
ESMT	EASEMENT
EVCE	END VERTICAL CURVE ELEVATION
EVCS	END VERTICAL CURVE STATION
EX	EXISTING
FDC	FIRE DEPARTMENT CHECK
FF	FINISHED FLOOR
FG	FINISHED GRADE
FH	FIRE HYDRANT
FL	FLOWLINE
FNC	FENCE
FT	FEET
FW	FIRE WATER
GND	GROUND
GR	GRATE
HORZ	HORIZONTAL
INV	INVERT
IRR	IRRIGATION
L	LENGTH
L/C	LANDSCAPE
LF	LINEAR FEET
LG	LIP OF GUTTER
LD	LOW IMPACT DEVELOPMENT
LT	LIGHT
N	NORTH
NTS	NOT TO SCALE
OH	OVERHEAD
OR, O.R.	OFFICIAL RECORD
PERF	PERFORATED
PG&E	PACIFIC GAS & ELECTRIC
PL	PROPERTY LINE
PR	PROPOSED
PVC	POLYVINYL CHLORIDE
R	RADIUS
RCP	REINFORCED CONCRETE PIPE
S	SOUTH
S/W	SIDEWALK
S.A.D.	SEE ARCHITECTURAL DRAWINGS
SD	STORM DRAIN
SDAD	STORM DRAIN AREA DRAIN
SDCO	STORM DRAIN CLEANOUT
SDDI	STORM DRAIN DROP INLET
SDMH	STORM DRAIN MANHOLE
S.L.P.	SEE LANDSCAPE PLANS
SS	SANITARY SEWER
SSCO	SANITARY SEWER CLEANOUT
SSMH	SANITARY SEWER MANHOLE
ST	STATION
TBD	TO BE DETERMINED
TC	TOP OF CURB
TEL	TELEPHONE
TTC	THEORETICAL TOP OF CURB
TWELL	TREE WELL
TYP	TYPICAL
VC	VERTICAL CURVE
VERT	VERTICAL
W	WEST
WM	WATER METER
WV	WATER VALVE
W/	WITH

LEGEND

	PROPOSED	EXISTING
PARCEL LINE		
CONTOUR LINE		
FENCE		
STORM DRAIN		
SANITARY SEWER		
WATER LINE		
GAS LINE		
JOINT TRENCH		
SANITARY SEWER CLEANOUT		
SANITARY SEWER MANHOLE		
STORM DRAIN DROP INLET		
STORM DRAIN MANHOLE		
WATER METER		
FIRE DEPARTMENT CONNECTION		
FIRE HYDRANT		
WATER VALVE		
MONUMENT		
STREETLIGHT		

VILLAGE GREEN APARTMENTS
VESTING TENTATIVE TRACT MAP No. 8488
500, 520 □ 550 VIA MERCADO
16015 VIA ARRIBA
596 PASEO GRANDE
CO □ NT □ OF ALAMEDA, CALIFORNIA



SITE MAP
1"=50'



VICINITY MAP
N.T.S.

PURPOSE:

SUBDIVIDE SUBJECT SITE FOR PURPOSES OF RELOCATING PUBLIC STREET AND CREATING 163 RESIDENTIAL CONDOMINIUM UNITS AND UP TO 3 COMMERCIAL CONDOMINIUM UNITS.

PROJECT INFORMATION

PROPOSED AREA:	3.96 ACRES
PRESENT USE & ZONING:	TYPE-C1
PROPOSED USE & ZONING:	MIXED-USE, MULTI-FAMILY TYPE-V, 3 AND 4-STORY BUILDINGS

PROJECT TEAM

APPLICANT
DEMMON PARTNERS
1451 RIVER PARK DRIVE, SUITE 121
SACRAMENTO, CA 95815
(630) 365-8130
CONTACT: TERRY DEMMON

PROPERTY OWNER
DAVID D. BOHANNON ORGANIZATION
60 E 31ST AVENUE
SAN MATEO, CA 94403
(650) 345-8222

ARCHITECT
ARCHITECTURE DESIGN COLLABORATIVE
23231 SOUTH POINTE DRIVE
LAGUNA HILLS, CA 92618
(949) 267-1660
CONTACT: CHRIS WEIMHOLT
EMAIL: cweimholt@adcollaborative.com

CIVIL ENGINEER
BKF ENGINEERS
300 FRANK OGAWA PLAZA, SUITE 380
OAKLAND, CA 94612
(510) 899-7300
CONTACT: KEVIN WONG
EMAIL: kwong@bkf.com

LANDSCAPE ARCHITECT
MJS LANDSCAPE ARCHITECTURE
507 30TH STREET
NEWPORT BEACH, CA 92663
(949) 675-9964
CONTACT: PAUL MAKSY
EMAIL: paul@mjs-la.com.com

ENGINEER'S STATEMENT

THIS TENTATIVE TRACT MAP HAS BEEN PREPARED BY ME OR UNDER MY DIRECTION IN ACCORDANCE WITH STANDARD ENGINEERING PRACTICE.

KEVIN M. WONG, P.E. DATE 01/21/2019
BKF ENGINEERS
R.C.E. NO. 72285

SHEET INDEX

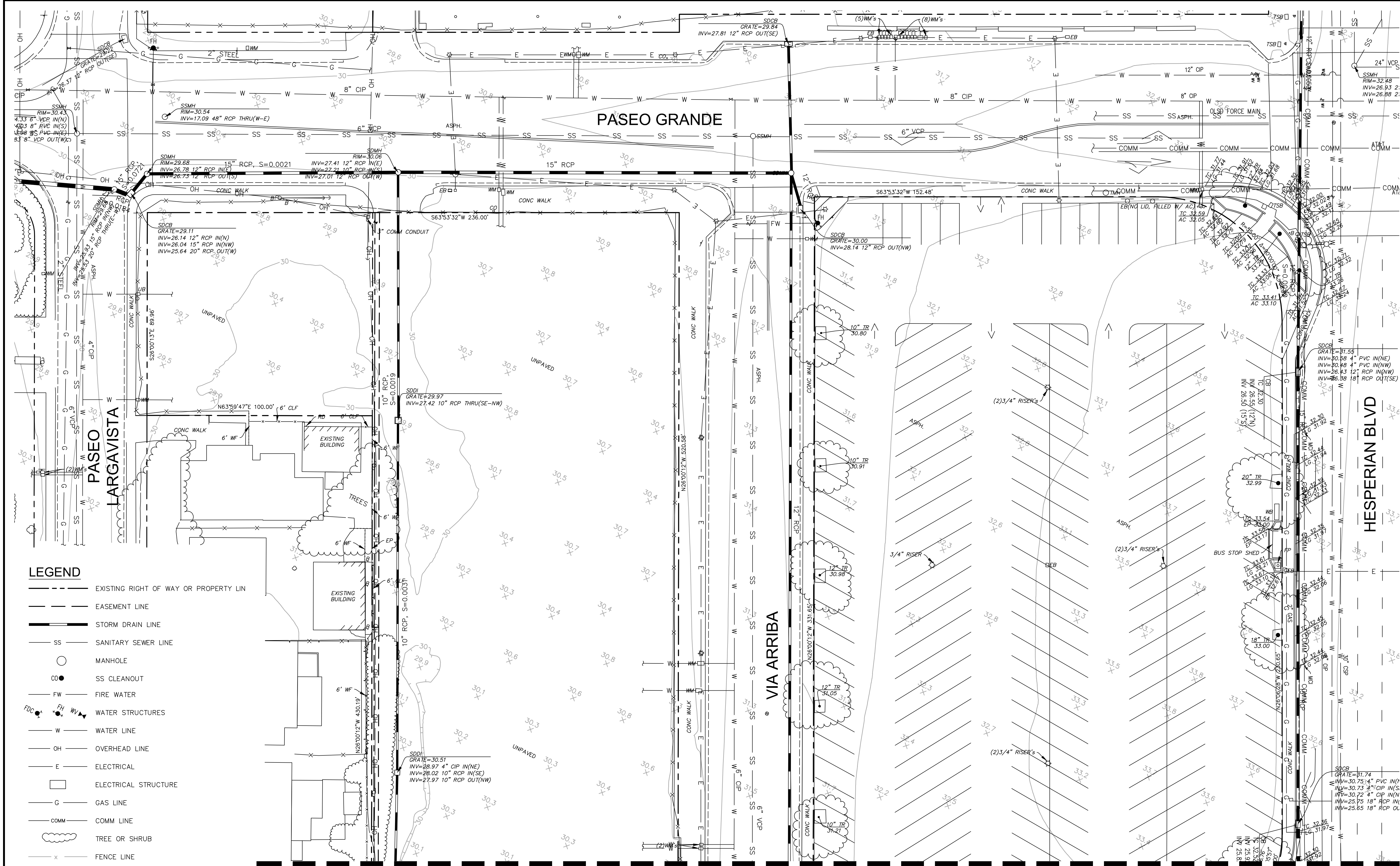
SHEET NUMBER	DESCRIPTION
C1.0	TITLE SHEET
C2.0-C2.1	EXISTING CONDITIONS
C3.0	EXISTING PARCELIZATION PLAN
C3.1	PROPOSED PARCELIZATION PLAN
C4.0-C4.1	GRADING AND DRAINAGE PLAN
C5.0-C5.1	UTILITY PLAN
C6.0-C6.1	PRELIMINARY STORMWATER CONTROL PLAN

VILLAGE GREEN
VESTING TENTATIVE TRACT MAP No. 8488
TITLE SHEET

Date	No.	Revisions
01/21/2019	1	AS SHOWN
	2	Design AP
	3	Drawn AP
	4	Approved KW
	5	Job No 20171017

Revisions	
No.	Date
1	01/21/2019
2	01/21/2019
3	01/21/2019
4	01/21/2019
5	01/21/2019
6	01/21/2019
7	01/21/2019
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100	01/21/2019

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PLOT DATE: 01-18-19 PLOTTED BY: phd



Revisions		No.	Date
Scale	AS SHOWN		01/21/2019
Design	AP		
Drawn	AP		
Approved	KW		
Job	No 20171017		

DRAWING NAME: P:\2017\171017 Village Green Apartments\ENG\TM\Sheets\02-VG-EX.dwg
PLOT DATE: 01-18-19 PLOTTED BY: phd

LEGEND

- EXISTING RIGHT OF WAY OR PROPERTY LINE
- EASEMENT LINE
- STORM DRAIN LINE
- SS SANITARY SEWER LINE
- MANHOLE
- SS CLEANOUT
- FW FIRE WATER
- WATER STRUCTURES
- W WATER LINE
- OH OVERHEAD LINE
- E ELECTRICAL
- ELECTRICAL STRUCTURE
- G GAS LINE
- COMM COMM LINE
- TREE OR SHRUB
- FENCE LINE
- STREET LIGHT
- AERIAL LIP OF GUTTER
- 32.8 AERIAL SPOT ELEVATION
- 30 AERIAL CONTOUR

SURVEY NOTES

- EXISTING CONDITIONS OBTAINED FROM TOPOGRAPHIC SURVEYS PERFORMED BY BKF ENGINEERS, DATED 9/28/2017 AND 9/29/2017. ADDITIONAL EXISTING CONDITIONS INFORMATION OBTAINED FROM AERIAL SURVEY PERFORMED BY RICHARD J. LUNG AND ASSOCIATES, DATED 10/05/2016.
- BASIS OF BEARINGS: HORIZONTAL COORDINATES ARE BASED ON GPS OBSERVATIONS IN STATE PLANE COORDINATES, ZONE 3.
- BENCHMARK: NGS 23" BRASS CAP MONUMENT POINT ID HT0223 LOCATED IN TOP OF CURB ON THE NORTH CORNER OF A STEEL GRATE IN BLOSSOM WAY.
ELEVATION = 56.33 FT (NAVD88)

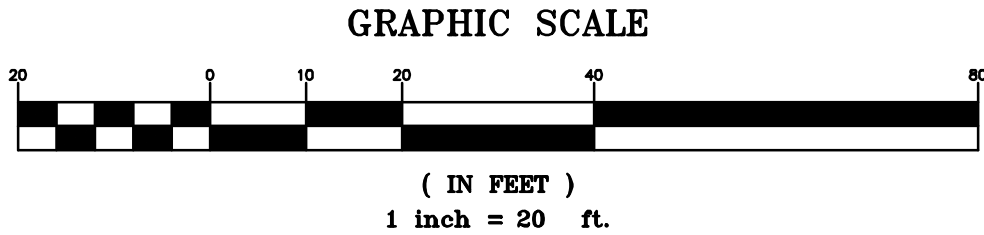
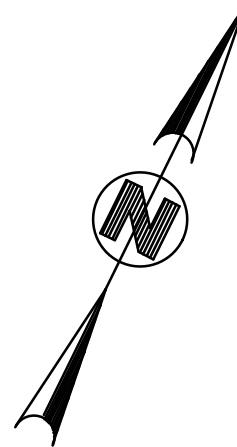
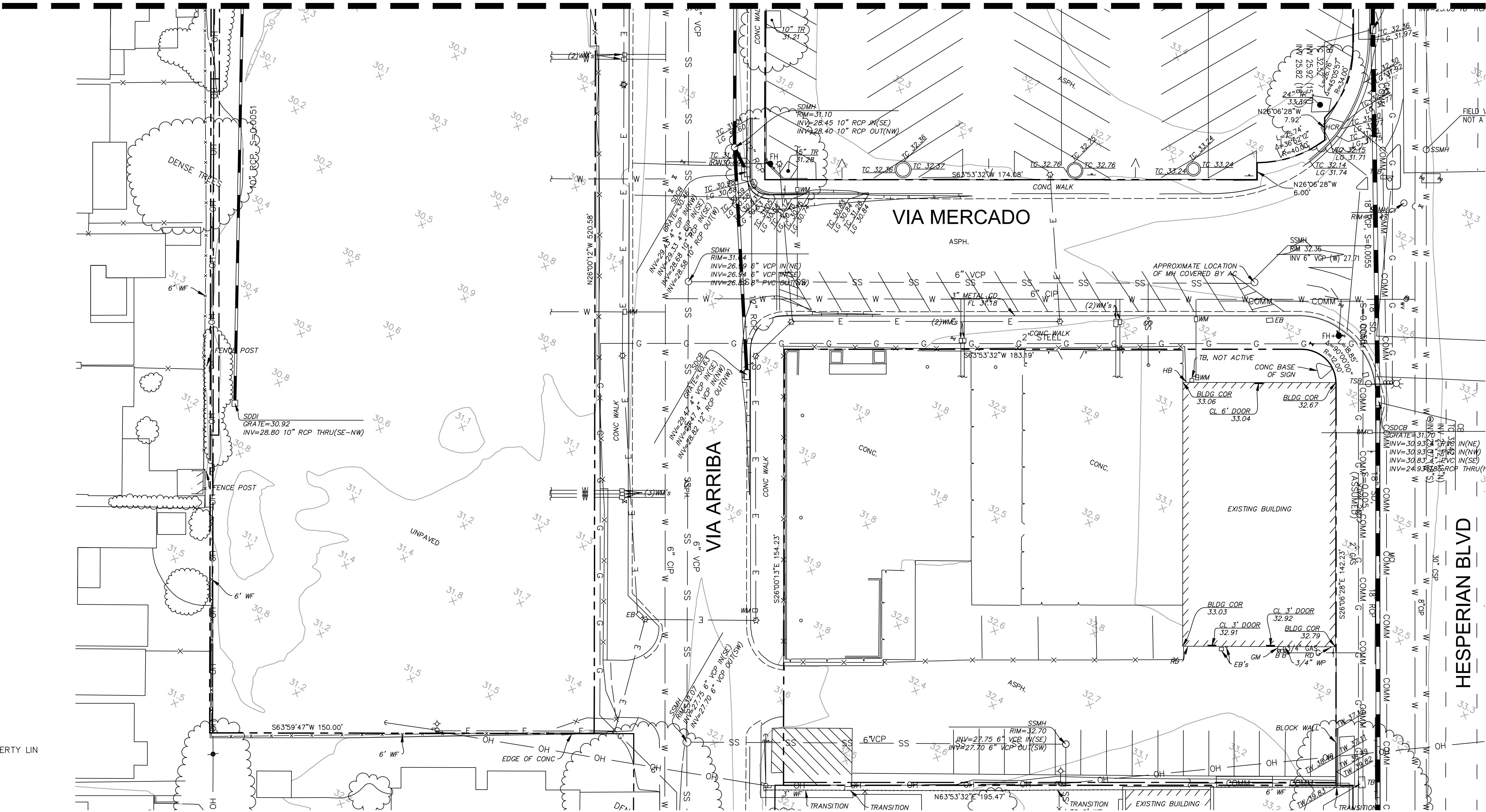
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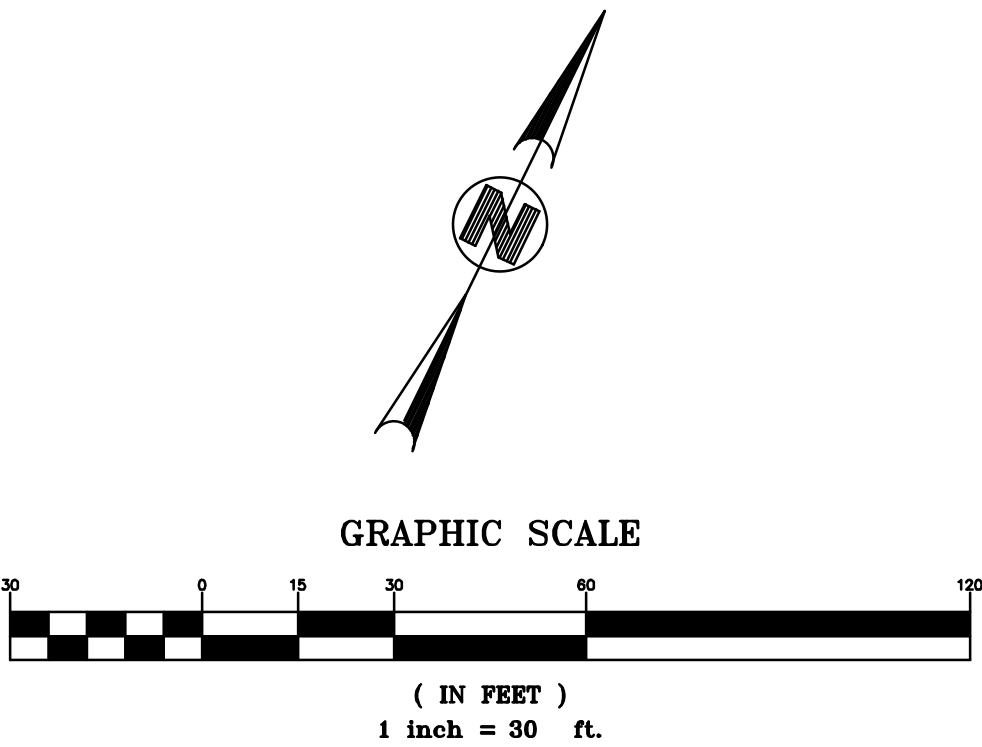
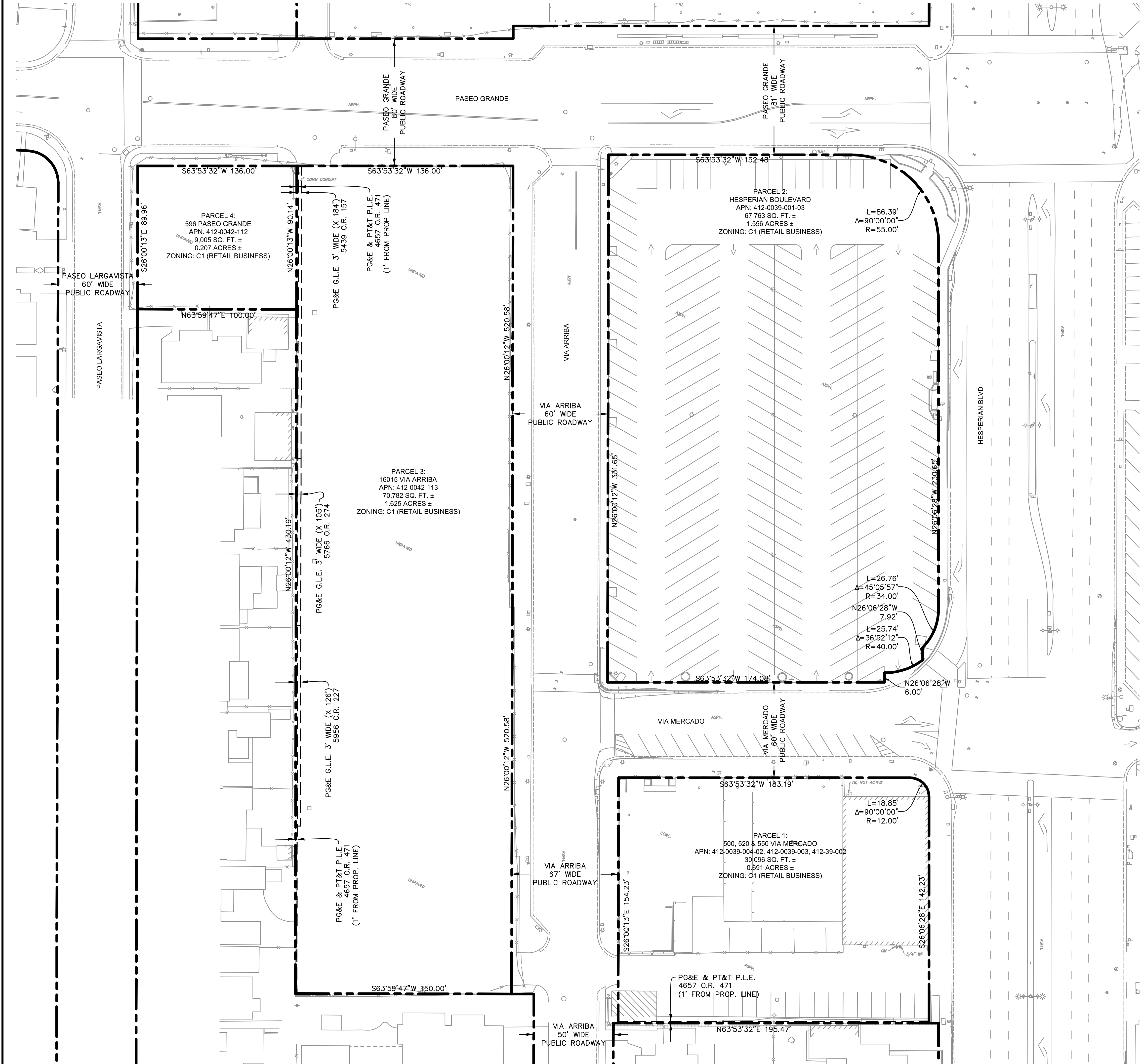
- THE LOCATIONS, MATERIALS, TYPES, SIZES, AND DEPTHS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THIS PLAN WERE OBTAINED FROM MULTIPLE SOURCES AND WILL NEED TO BE FIELD VERIFIED.

UTILITY AGENCIES

STORM DRAINAGE	ALAMEDA COUNTY PUBLIC WORKS AGENC
SEWAGE DISPOSAL	ORO LOMA SANITARY DISTRICT
WATER SUPPLY	EAST BAY MUNICIPAL UTILITY DISTRICT
GAS	PACIFIC GAS AND ELECTRIC COMPANY
ELECTRIC	PACIFIC GAS AND ELECTRIC COMPANY

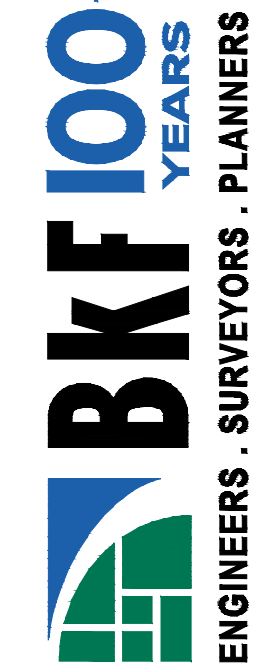
MATCH LINE SEE SHEET C2.0





- NOTES**
1. ALL DISTANCES AND DIMENSIONS ARE IN FEET AND DECIMALS THEREOF.
 2. BOUNDARY INFORMATION BASED ON PRELIMINARY TITLE REPORT PREPARED BY FIRST AMERICAN TITLE COMPANY, DATED MARCH 16, 2016, ORDER No. NCS-782375--CC.
- LEGEND**
- PROPERTY LINE
--- EASEMENT LINE
- ABBREVIATIONS**
- GLE GAS LINE EASEMENT
PG&E PACIFIC GAS & ELECTRIC COMPANY
PLF POWER LINE EASEMENT
PT&T PACIFIC TELEPHONE & TELEGRAPH COMPANY

VILLAGE GREEN
VESTING TENTATIVE TRACT MAP No. 8488
EXISTING PARCELIZATION PLAN

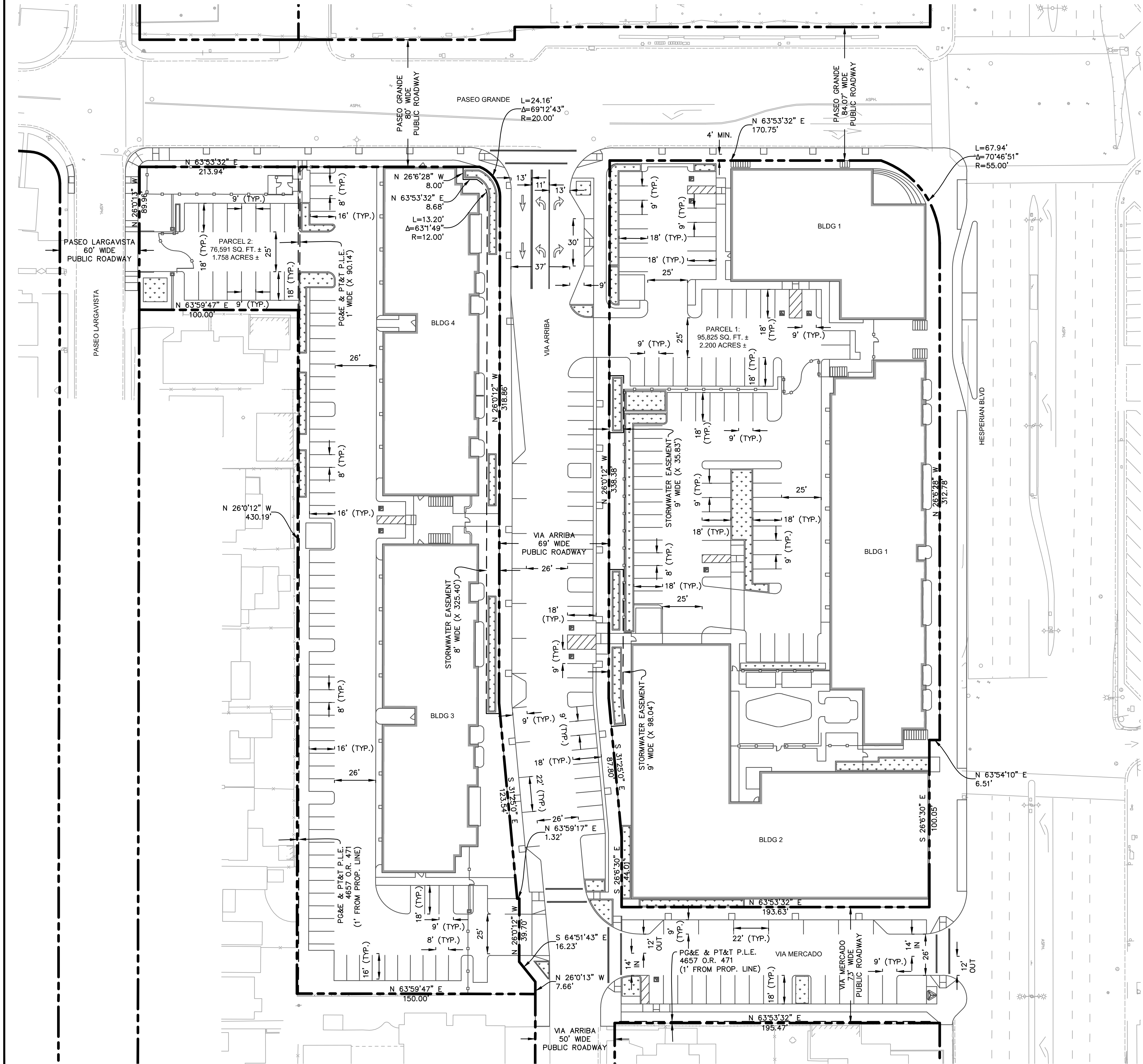


300 FRANK OGAWA PLAZA,
SUITE 380
OAKLAND, CA 94612
(510) 899-7300
www.bkf.com

Revisions		No.	Date
Scale	AS SHOWN		01/21/2019
Design	AP		
Drawn	AP		
Approved	KW		
Job	No 20171017		

Drawing Number:

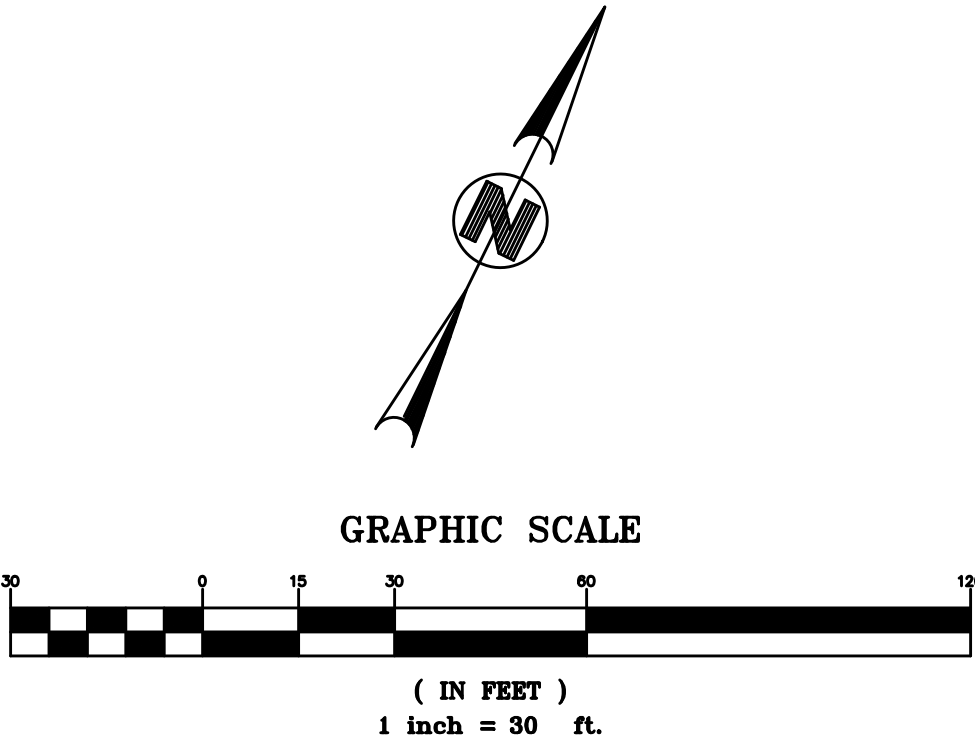
C3.0



NOTES
1. ALL DISTANCES AND DIMENSIONS ARE IN FEET AND DECIMALS THEREOF.

LEGEND
- - - - - PROPERTY LINE
- - - - - EASEMENT LINE

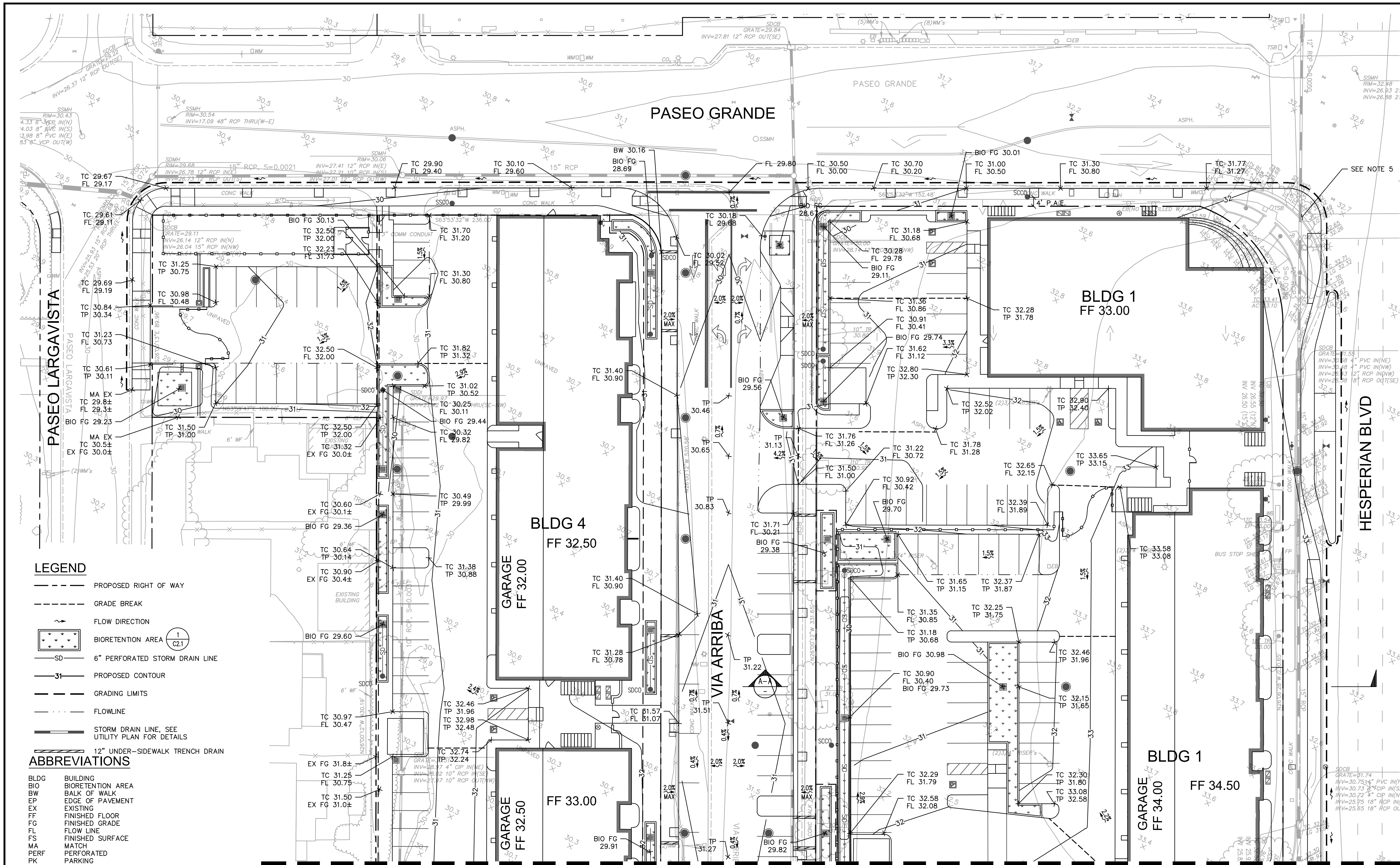
ABBREVIATIONS
PG&E PACIFIC GAS & ELECTRIC COMPANY
PLF POWER LINE EASEMENT
PT&T PACIFIC TELEPHONE & TELEGRAPH COMPANY



VILLAGE GREEN
VESTING TENTATIVE TRACT MAP No. 8488
PROPOSED PARCELIZATION PLAN

Date	01/21/2019	No.	
Scale	AS SHOWN		
Design	AP		
Drawn	AP		
Approved	KW		
Job No	20171017		

DRAWING NAME: P:\2017\171017 Village Green Apartments\ENG\TM\171017-VG-GD.dwg
PLOT DATE: 01-18-19 PLOTTED BY: phd



LEGEND

- PROPOSED RIGHT OF WAY
- GRADE BREAK
- FLOW DIRECTION
- BIORETENTION AREA
- SD 6" PERFORATED STORM DRAIN LINE
- PROPOSED CONTOUR
- GRADING LIMITS
- FLOWLINE
- STORM DRAIN LINE, SEE UTILITY PLAN FOR DETAILS
- 12" UNDER-SIDEWALK TRENCH DRAIN

ABBREVIATIONS

- BLDG BUILDING
- BIO BIORETENTION AREA
- BW BALK OF WALK
- EP EDGE OF PAVEMENT
- EX EXISTING
- FF FINISHED FLOOR
- FG FINISHED GRADE
- FL FLOW LINE
- FS FINISHED SURFACE
- MA MATCH
- PERF PERFORATED
- PK PARKING
- SD STORM DRAIN
- TC TOP OF CURB
- TP TOP OF PAVEMENT
- TW TOP OF WALL

NOTES

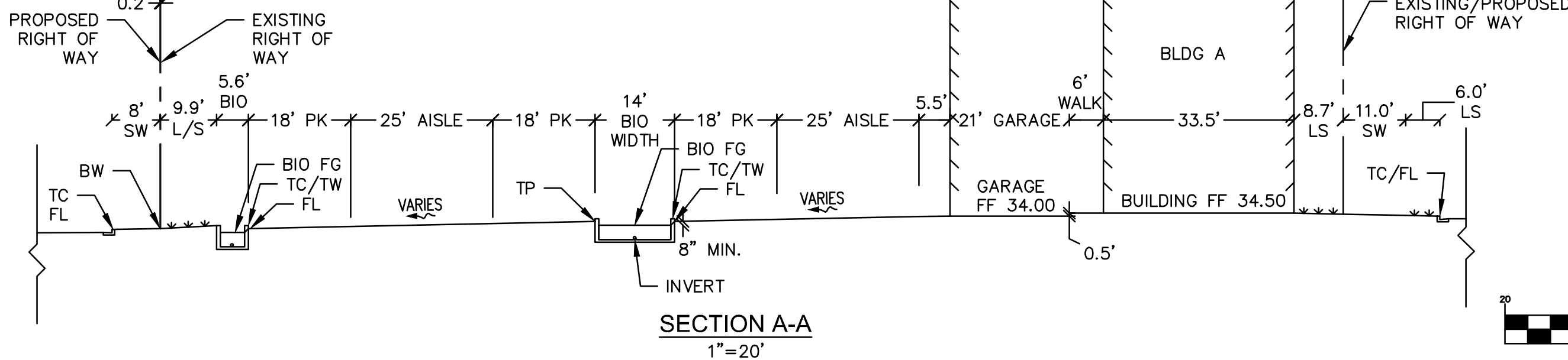
- EXISTING CONDITIONS OBTAINED FROM TOPOGRAPHIC SURVEYS PERFORMED BY BKF ENGINEERS, DATED 9/28/2017 AND 9/29/2017. ADDITIONAL EXISTING CONDITIONS INFORMATION OBTAINED FROM AERIAL SURVEY PERFORMED BY RICHARD J. LUNG AND ASSOCIATES, DATED 10/05/16.
- CONTRACTOR SHALL VERIFY AND MATCH EXISTING GRADES ADJACENT TO LIMIT OF WORK.
- ALL SIDEWALK/WALKWAY CROSS SLOPE AND LONGITUDINAL SLOPE NOT TO EXCEED 2% AND 4.99% RESPECTIVELY, UNLESS OTHERWISE NOTED.
- DUE TO VARIABLES SUCH AS AMOUNT OF STRIPPING, SHRINKAGE, COMPACTION AND METHODS OF OPERATION, THE VOLUME OF DIRT WILL IN ALL LIKELIHOOD DEVIATE TO SOME EXTENT FROM THE CALCULATED VOLUMES.
- HESPERIAN BLVD FUTURE IMPROVEMENTS TO BE COORDINATED WITH VILLAGE GREEN PROJECT.

EARTHWORK SUMMARY

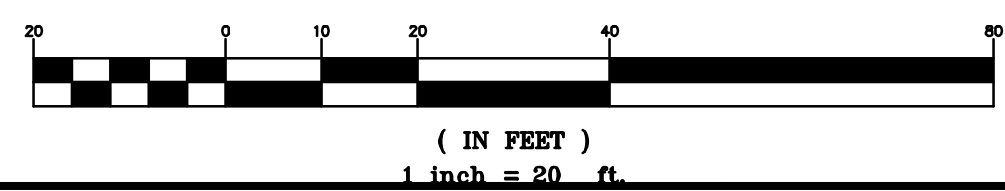
CUT: 1,600 CY
FILL: 2,900 CY
NET: 1,300 CY (IMPORT)

SEE NOTE 4

MATCH LINE SEE SHEET C4.1



GRAPHIC SCALE



LEGEND

- PROPOSED RIGHT OF WAY
- GRADE BREAK
- FLOW DIRECTION
- BIORETENTION AREA
- 6" PERFORATED STORM DRAIN LINE
- PROPOSED CONTOUR
- GRADING LIMITS
- FLOWLINE
- STORM DRAIN LINE, SEE UTILITY PLAN FOR DETAILS
- 12" UNDER-SIDEWALK TRENCH DRAIN

ABBREVIATIONS

- BLDG BUILDING
- BIO BIORETENTION AREA
- BW BALK OF WALK
- EP EDGE OF PAVEMENT
- EX EXISTING
- FF FINISHED FLOOR
- FG FINISHED GRADE
- FL FLOW LINE
- FS FINISHED SURFACE
- MA MATCH
- PERF PERFORATED
- PK PARKING
- SD STORM DRAIN
- TC TOP OF CURB
- TP TOP OF PAVEMENT
- TW TOP OF WALL

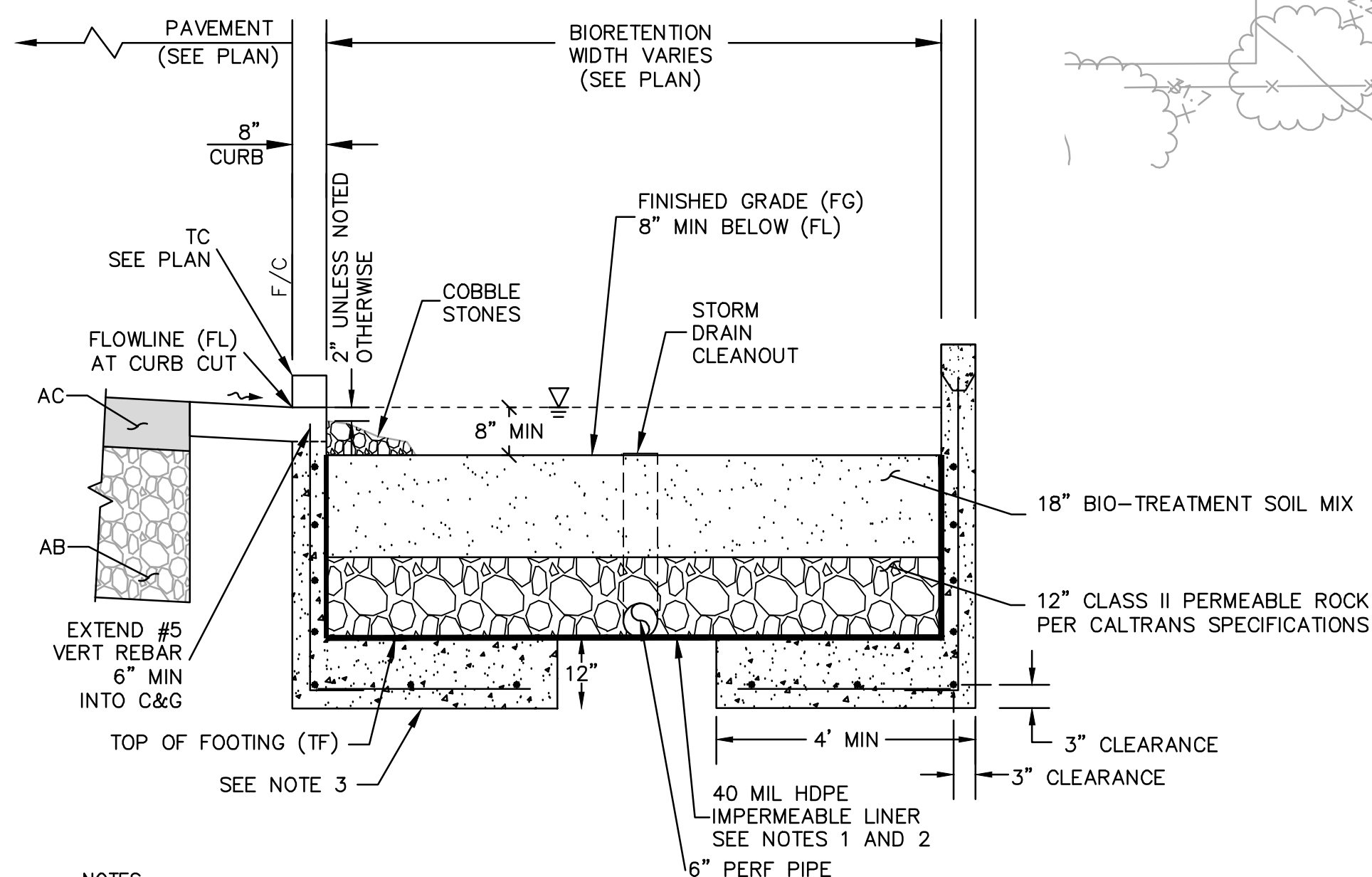
EARTHWORK SUMMARY

CUT: 1,600 CY
FILL: 2,900 CY
NET: 1,300 CY (IMPORT)

SEE NOTE 4

NOTES

- EXISTING CONDITIONS OBTAINED FROM TOPOGRAPHIC SURVEYS PERFORMED BY BKF ENGINEERS, DATED 9/28/2017 AND 9/29/2017. ADDITIONAL EXISTING CONDITIONS INFORMATION OBTAINED FROM AERIAL SURVEY PERFORMED BY RICHARD J. LUNG AND ASSOCIATES, DATED 10/05/16.
- CONTRACTOR SHALL VERIFY AND MATCH EXISTING GRADES ADJACENT TO LIMIT OF WORK.
- ALL SIDEWALK/WALKWAY CROSS SLOPE AND LONGITUDINAL SLOPE NOT TO EXCEED 2% AND 4.99% RESPECTIVELY, UNLESS OTHERWISE NOTED.
- DUE TO VARIABLES SUCH AS AMOUNT OF STRIPPING, SHRINKAGE, COMPACTION AND METHODS OF OPERATION, THE VOLUME OF DIRT WILL IN ALL LIKELIHOOD DEVIATE TO SOME EXTENT FROM THE CALCULATED VOLUMES.
- HESPERIAN BLVD FUTURE IMPROVEMENTS TO BE COORDINATED WITH VILLAGE GREEN PROJECT.

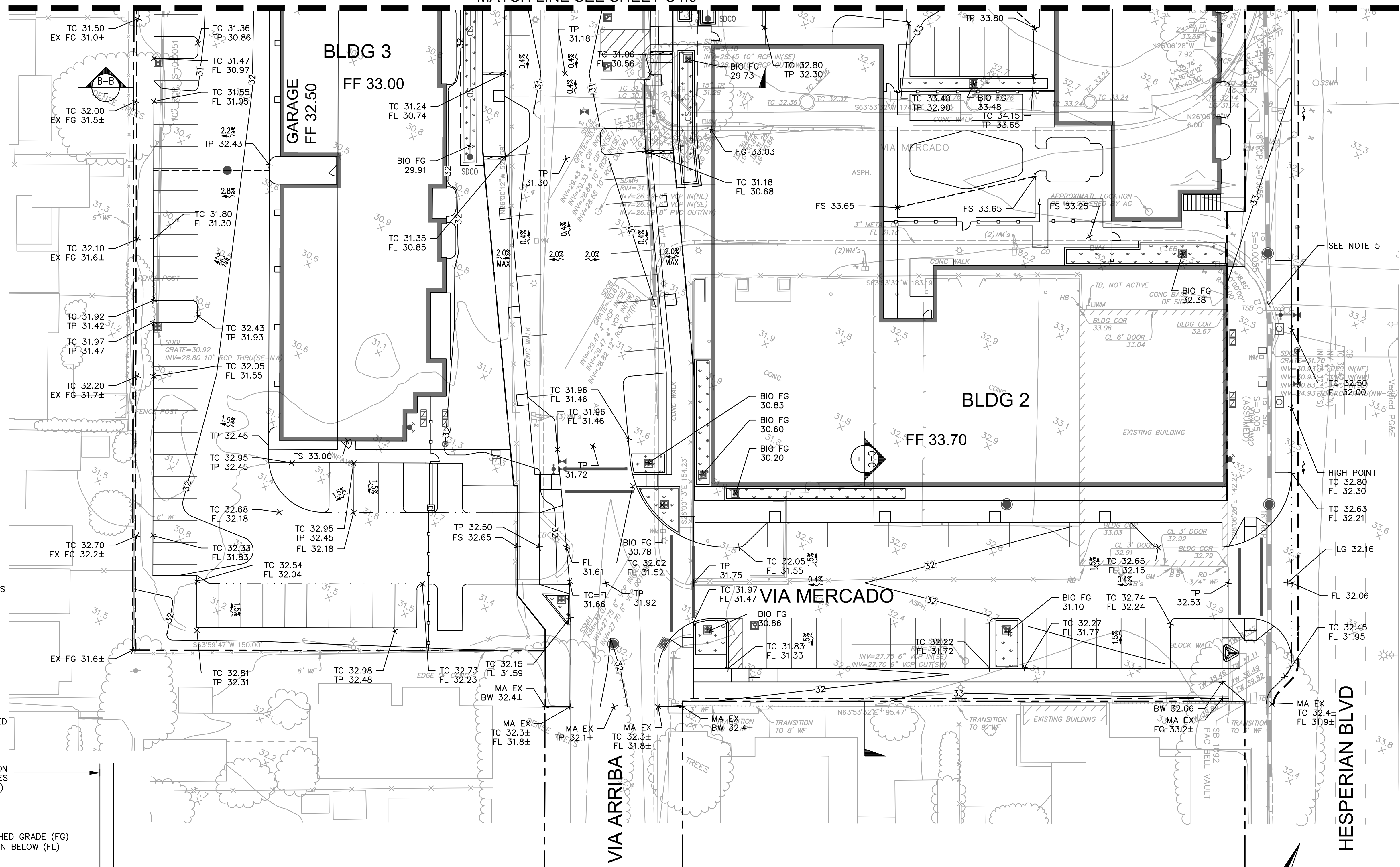


NOTES:

- IF BIORETENTION AREA EXCEEDS 7 FT IN WIDTH, IMPERMEABLE LINER SHALL BE INSTALLED AT BOTTOM AND EXTEND TO THE FINISHED GRADE OF THE BIO-TREATMENT SOIL MIX.
- IMPERMEABLE LINER TO BE USED WHEN BIORETENTION AREA IS NOT STRUCTURALLY CONTAINED BY WALL FOOTING. PRIOR TO PLACEMENT OF CLASS II AB, PLACE A LAYER OF GEOTEXTILE FABRIC (MIRAFI 500X OR EQUIVALENT) AT THE BASE OF THE EXCAVATION.
- BIORETENTION WALL SHALL BE DESIGNED BY THE STRUCTURAL ENGINEER.

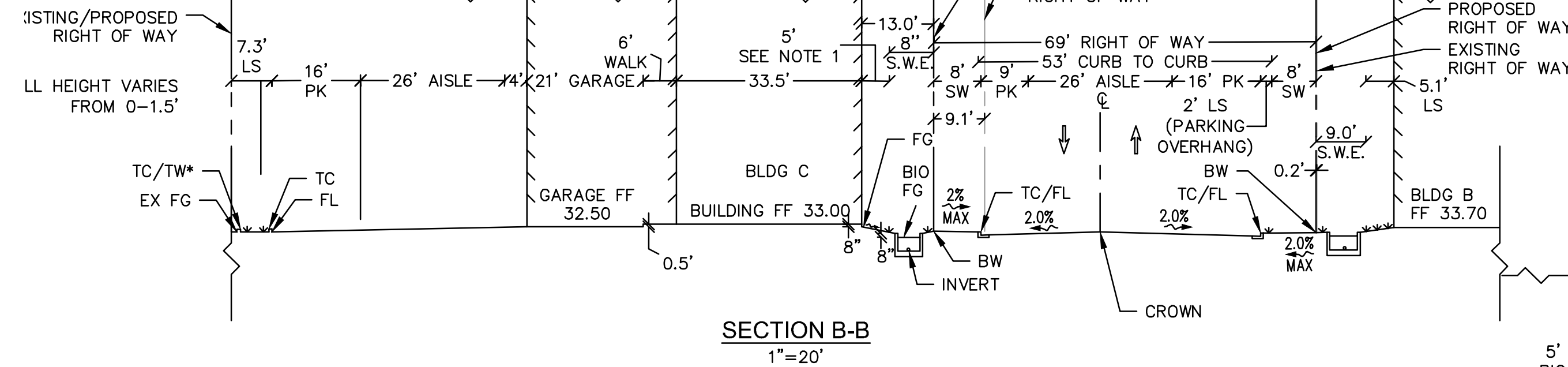
1 TYPICAL STRUCTURAL BIORETENTION AREA CROSS SECTION
NTS

MATCH LINE SEE SHEET C4.0

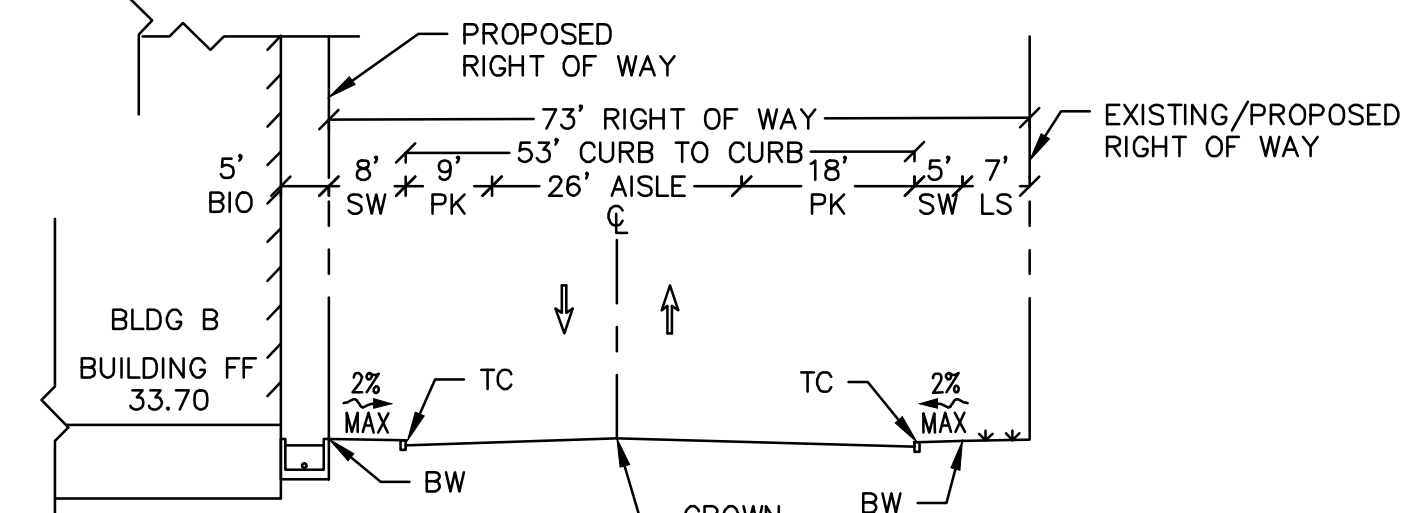


NOTE:

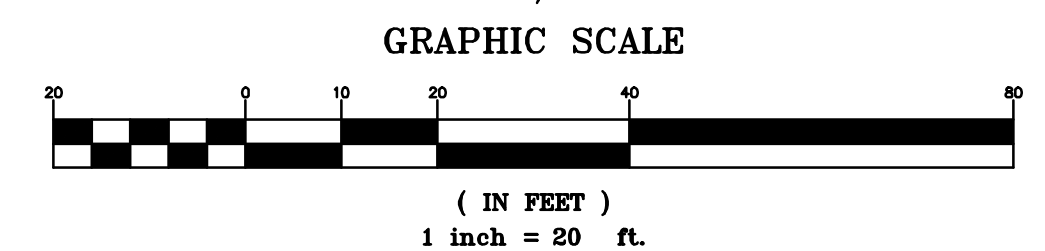
- BIORETENTION/BUILDING SETBACK TO BE CONFIRMED BY GEOTECHNICAL ENGINEER DURING DESIGN PHASE.



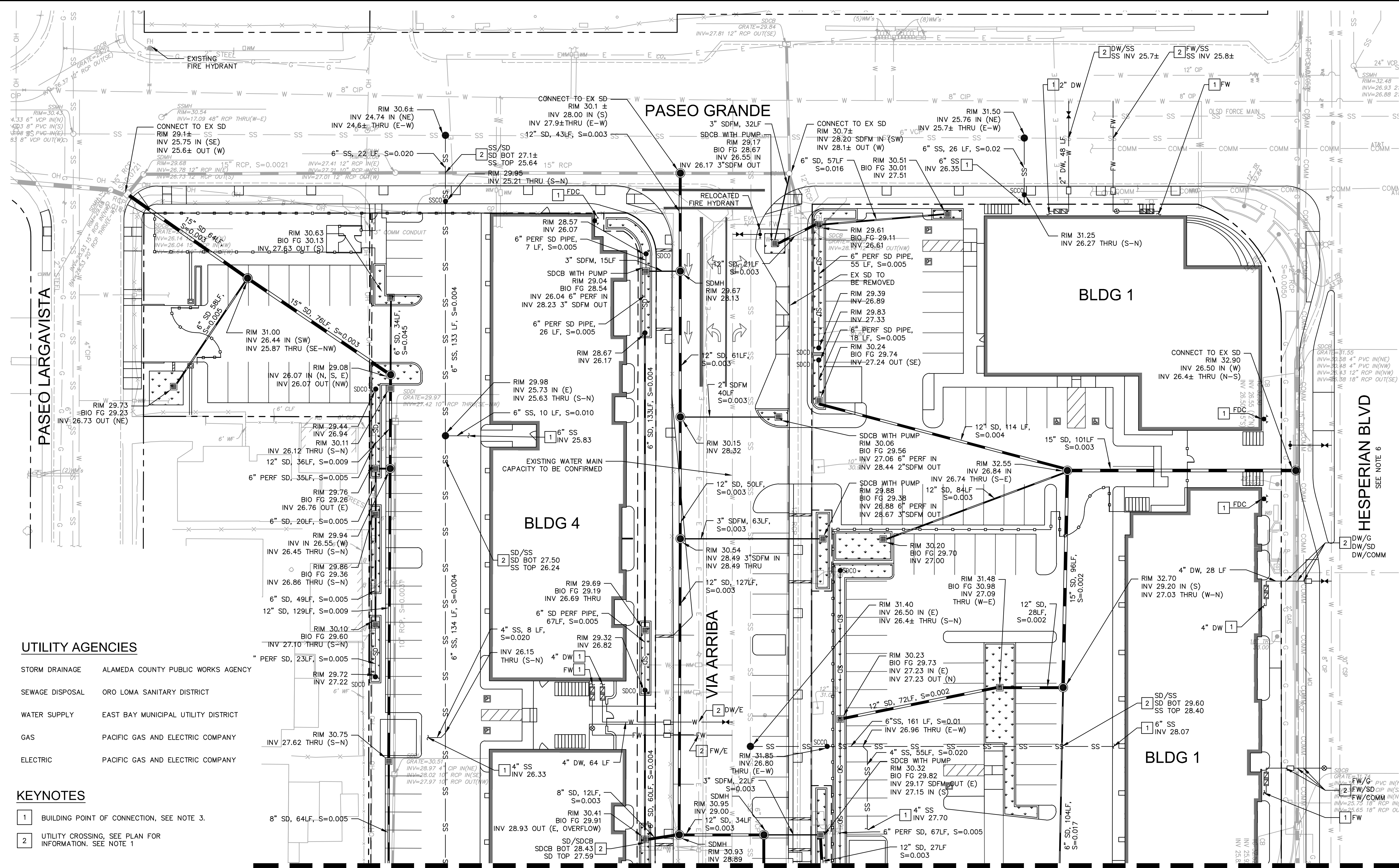
SECTION B-B
1"=20'



SECTION C-C
1"=20'



DRAWING NAME: P:\2017\171017 Village Green Apartments\ENG\TM SHEETS\06-VG-UTL.dwg
PLOT DATE: 01-18-19
PLOT BY: phd



UTILITY AGENCIES

STORM DRAINAGE	ALAMEDA COUNTY PUBLIC WORKS AGENCY
SEWAGE DISPOSAL	ORO LOMA SANITARY DISTRICT
WATER SUPPLY	EAST BAY MUNICIPAL UTILITY DISTRICT
GAS	PACIFIC GAS AND ELECTRIC COMPANY
ELECTRIC	PACIFIC GAS AND ELECTRIC COMPANY

- KEYNOTES**
- 1 BUILDING POINT OF CONNECTION, SEE NOTE 3.
 - 2 UTILITY CROSSING, SEE PLAN FOR INFORMATION. SEE NOTE 1

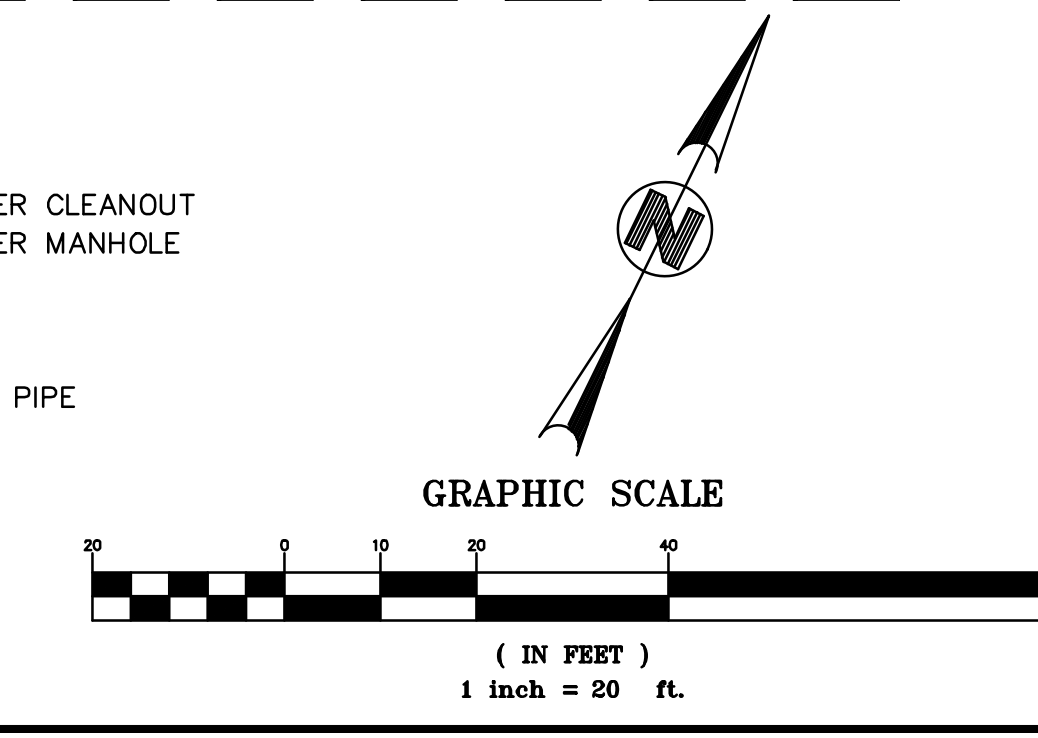
- NOTES**
1. THE LOCATIONS, MATERIALS, TYPES, SIZES, AND DEPTHS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THIS PLAN WERE OBTAINED FROM MULTIPLE SOURCES AND WILL NEED TO BE FIELD VERIFIED.
 2. ALL WORK DONE WITHIN THE PUBLIC RIGHT OF WAY SHALL BE PER SEPARATE PERMIT.
 3. SEE MEP PLANS FOR CONTINUATION AT POINT OF CONNECTION
 4. NEW DOMESTIC WATER SERVICE AND METER FOR REFERENCE ONLY. FINAL DESIGN BY EBMUD. SEE NOTES 2 AND 3.
 5. NEW FIRE WATER SERVICE FOR REFERENCE ONLY. FINAL DESIGN BY FIRE PROTECTION ENGINEER AND EBMUD. SEE NOTES 2 AND 3.
 6. HESPERIAN BLVD FUTURE IMPROVEMENTS TO BE COORDINATED WITH VILLAGE GREEN PROJECT.

LEGEND

	PROPOSED RIGHT OF WAY		STORM DRAIN MANHOLE PER ALAMEDA COUNTY STANDARD DRAWING SD-405
	EASEMENT LINE		STORM DRAIN CLEANOUT
	SANITARY SEWER LINE		WATER LINE, SEE NOTE 4
	SANITARY SEWER MANHOLE PER ORO LOMA STANDARD DRAWING SD-01		FIRE WATER, SEE NOTE 5
	SANITARY SEWER CLEANOUT PER ORO LOMA STANDARD DRAWING SD-11		WATER VALVE
	BIORETENTION AREA		FIRE DEPARTMENT CONNECTION
	STORM DRAIN LINE		FIRE HYDRANT
	6" PERFORATED STORM DRAIN LINE		BACKFLOW PREVENTER
	STORM DRAIN CATCH BASIN		POST INDICATOR VALVE

ABBREVIATIONS

BIO	BIORETENTION AREA	LF	LINEAR FEET	SSCO	SANITARY SEWER CLEANOUT
BLDG	BUILDING	N	NORTH	SSMH	SANITARY SEWER MANHOLE
BOT	BOTTOM	NE	NORTHEAST	SW	SOUTHWEST
CIP	CAST IRON PIPE	NW	NORTHWEST	TR	TREE
COMM	COMMUNICATION	PVC	POLYVINYL CHLORIDE	UB	UTILITY BOX
DW	DOMESTIC WATER	RCP	REINFORCED CONCRETE PIPE	VCP	VITRIFIED CLAY PIPE
E	ELECTRIC OR EAST	S	SLOPE OR SOUTH	WM	WATER METER
EX	EXISTING	SD	STORM DRAIN		WEST
FDC	FIRE DEPARTMENT CONNECTION	SDCB	STORM DRAIN CATCH BASIN		
FH	FIRE HYDRANT	SDCI	STORM DRAIN CURB INLET		
FW	FIRE WATER	SDFM	STORM DRAIN FORCE MAIN		
G	GAS	SDMH	STORM DRAIN MANHOLE		
GM	GAS METER	SE	SOUTHEAST		
INV	INVERT	SS	SANITARY SEWER		



MATCH LINE SEE SHEET C5.1

KEYNOTES

- 1 BUILDING POINT OF CONNECTION, SEE NOTE 3.
- 2 UTILITY CROSSING, SEE PLAN FOR INFORMATION. SEE NOTE 1

NOTES

1. THE LOCATIONS, MATERIALS, TYPES, SIZES, AND DEPTHS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THIS PLAN WERE OBTAINED FROM MULTIPLE SOURCES AND WILL NEED TO BE FIELD VERIFIED.
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WATER SUPPLY	EAST BAY MUNICIPAL UTILITY DISTRICT
GAS	PACIFIC GAS AND ELECTRIC COMPANY
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LEGEND

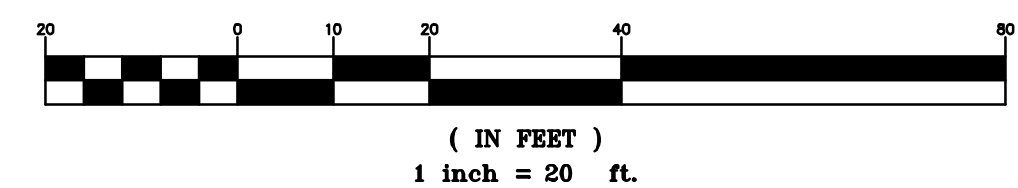
---	PROPOSED RIGHT OF WAY
---	EASEMENT LINE
SS	SANITARY SEWER LINE
●	SANITARY SEWER MANHOLE PER ORO LOMA STANDARD DRAWING SD-01
●	SANITARY SEWER CLEANOUT PER ORO LOMA STANDARD DRAWING SD-11
●	BIORETENTION AREA
---	STORM DRAIN LINE
SD	6" PERFORATED STORM DRAIN LINE
■	STORM DRAIN CATCH BASIN

●	STORM DRAIN MANHOLE PER ALAMEDA COUNTY STANDARD DRAWING SD-405
W	STORM DRAIN CLEANOUT
FW	WATER LINE, SEE NOTE 4
FW	FIRE WATER, SEE NOTE 5
●	WATER VALVE
●	FIRE DEPARTMENT CONNECTION
●	FIRE HYDRANT
●	BACKFLOW PREVENTER
●	POST INDICATOR VALVE

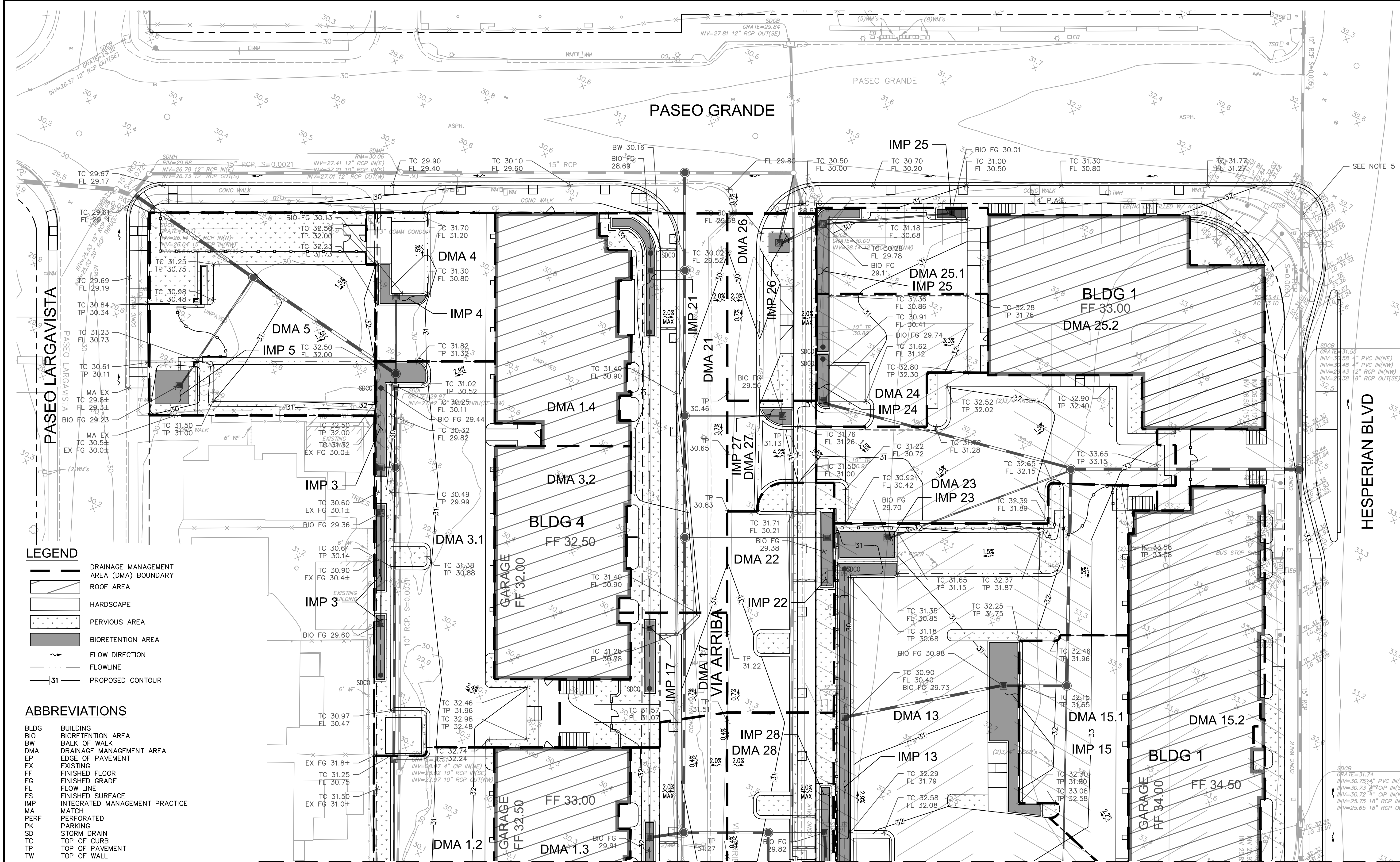
ABBREVIATIONS

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GRAPHIC SCALE



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PLOT DATE: 01-18-19 PLOTTED BY: phd



- LEGEND**
- DMA BOUNDARY
 - ROOF AREA
 - HARDSCAPE
 - PERVIOUS AREA
 - BIORETENTION AREA
 - FLOW DIRECTION
 - FLOWLINE
 - 31 PROPOSED CONTOUR

ABBREVIATIONS

- BLDG BUILDING
- BIO BIORETENTION AREA
- BW BALK OF WALK
- DMA DRAINAGE MANAGEMENT AREA
- EP EDGE OF PAVEMENT
- EX EXISTING
- FF FINISHED FLOOR
- FG FINISHED GRADE
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- IMP INTEGRATED MANAGEMENT PRACTICE
- MA MATCH
- PERF PERFORATED
- PK PARKING
- SD STORM DRAIN
- TP TOP OF CURB
- TP TOP OF PAVEMENT
- TW TOP OF WALL

Integrated Management Practice (Bioretention Area) Sizing						
DMA/IMP #	Impervious Area (SF)		Pervious Area (SF)	Total Tributary Area (SF)	Bioretention Area Required (SF)	Bioretention Area Provided (SF)
	Roof	Hardscape	Total			
1.1	-	12,379	12,379	3,203	15,582	0*
1.2	-	5,042	5,042	758	5,800	0*
1.3	11,772	-	11,772	-	11,772	0*
1.4	5,620	-	5,620	-	5,620	0*
3.1	-	8,300	8,300	1,666	9,966	332
3.2	6,152	-	6,152	-	6,152	335
IMP 3	6,152	8,300	14,452	1,666	16,118	578
4	-	3,258	3,258	336	3,594	130
5	-	5,288	5,288	3,648	8,936	212
8.1	-	3,737	3,737	750	4,487	-
8.2	-	967	967	-	967	-
IMP 8	-	4,704	4,704	750	5,454	138

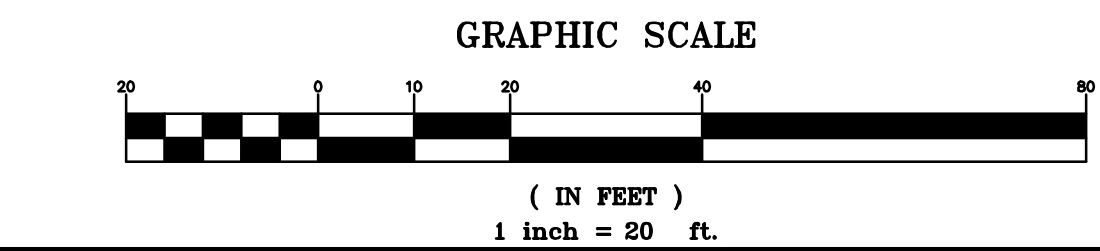
9	5,824	-	5,824	-	5,824	233	241
10	5,097	-	5,097	-	5,097	204	210
11	2,404	2,224	4,628	687	5,315	185	196
12	6,433	2,305	8,738	744	9,482	352	375
13	-	14,376	14,376	3,893	18,269	575	696
14	-	6,716	6,716	1,180	7,896	198	216
15.1	-	4,302	4,302	-	4,302	172	-
15.2	13,339	-	13,339	-	13,339	534	-
IMP 15	13,339	4,302	17,641	-	17,641	706	728
17	-	2,117	2,117	1,019	3,136	89	115
18	-	2,678	2,678	945	3,623	111	134
19	-	5,015	5,015	1,899	6,914	208	221
20	-	8,575	8,575	3,702	12,277	259	262
21	-	5,485	5,485	2,354	7,839	219	225
22	-	3,306	3,306	1,182	4,488	137	152
23	-	7,409	7,409	474	7,883	216	281

24	-	3,557	3,557	179	3,736	104	108
25.1	-	2,475	2,475	163	2,638	-	-
25.2	9,294	-	9,294	-	9,294	-	-
IMP 25	9,294	2,475	11,769	163	11,932	340	386
26	-	2,612	2,612	593	3,205	78	79
27	-	1,526	1,526	35	1,561	61	74
28	-	2,408	2,408	700	3,108	99	131
29	-	1,153	1,153	142	1,295	34	44
Total	65,935	117,210	183,145	30,252	213,397	-	-

* Existing Via Arriba to receive new stormwater treatment in-lieu of treating this area. Refer to Alternative Compliance Treatment Summary table.

Notes:
1) Bioretention areas were sized using the "4 percent method" flow-based sizing and combination flow and volume-based sizing criteria in the 2016 Alameda County C.3 Stormwater Technical Guidance Handbook.

Alternative Compliance Treatment Summary		
Existing Via Arriba To Receive Treatment (SF)	Total New/Replaced Impervious Area Not Receiving Treatment (SF)	Existing Greater Than Or Equal To New?
34,864	34,813	True



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PLOT DATE: 01-18-19
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LEGEND

- DRAINAGE MANAGEMENT AREA (DMA) BOUNDARY
- ROOF AREA
- HARDSCAPE
- PERVIOUS AREA
- BIORETENTION AREA
- FLOW DIRECTION
- FLOWLINE
- PROPOSED CONTOUR

ABBREVIATIONS

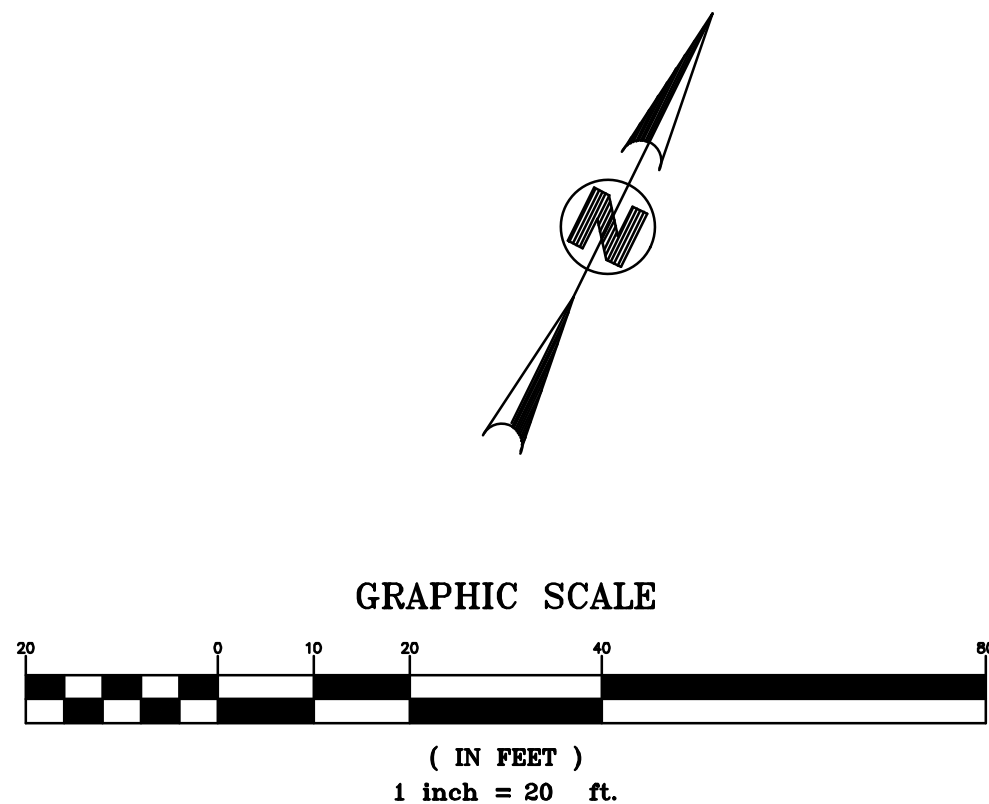
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Alternative Compliance Treatment Summary		
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VILLAGE GREEN

SAN LORENZO, CA

adc
architecture design collaborative
23231 South Pointe Dr.
Laguna Hills, CA 92618
www.adcollaborative.com
949.267.1660

ADC Project No: 160025

Project Contact: Chris Weimholt
Email: cweimholt@adcollaborative.com
Principal: Chris Weimholt
Project Manager: Chris Weimholt

Client

DEMMON PARTNERS
Company: DEMMON PARTNERS
Address: 1451 River Park Dr. Suite 121
Sacramento, CA 95815
Phone No. 916-514-0426

VILLAGE GREEN

SAN LORENZO, CA

Issue Date
PRELIM-SUBMITTAL 11/30/2017

1ST SUBMITTAL 04/09/2018

2ND SUBMITTAL 08/15/2018

3RD SUBMITTAL 11/12/2018

4TH SUBMITTAL 01/21/2019

TITLE SHEET

A0.0

GROSS BUILDING AREA SUMMARY

LEVEL	BLDG 1 TYPE A	BLDG 2 TYPE B	BLDG 3 TYPE C	BLDG 4 TYPE C	TOTAL
1ST FLOOR	23,057	19,758	12,306	12,306	67,427
2ND FLOOR	24,441	19,272	12,780	12,780	69,273
3RD FLOOR	24,441	19,272	12,780	12,780	69,273
4TH FLOOR	24,441	13,544	-	-	37,985
TOTAL	96,380	71,846	37,866	37,866	243,958

PARKING SUMMARY

PARKING REQUIRED			
	REQUIRED RATIO ¹	NO OF UNITS	STALLS REQUIRED
RESIDENT	2 STALL PER DWELLING UNIT	163	326
COMMERCIAL	REFER TO PARKING DEMAND STUDY FOR REQUIRED PARKING ANALYSIS AND SHARED PARKING METHODOLOGY		
TOTAL PARKING REQUIRED			326

¹ AS STATED IN THE SPECIFIC PLAN, THE PARKING REQUIREMENT IS 2 STALLS PER DWELLING UNIT OR AS DETERMINED BY A PARKING DEMAND STUDY, WHICH EVER IS GREATER. REFER TO PARKING DEMAND STUDY FOR REQUIRED PARKING ANALYSIS AND SHARED METHODOLOGY.

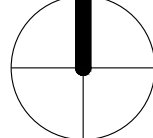
PARKING PROVIDED (REFER TO PARKING DEMAND STUDY FOR REQUIRED PARKING ANALYSIS AND SHARED PARKING METHODOLOGY)		TOTAL
PARKING TYPE		
OFF-SITE: STREET PARKING (NON-EXCLUSIVE RESIDENTIAL AND COMMERCIAL) ³		
	STANDARD STALLS	41
	PARALLEL STALLS	16
	STD. ACCESSIBLE STALLS	2
	VAN ACCESSIBLE STALLS	1
	SUBTOTAL	60
ON-SITE: PARKING (NON-EXCLUSIVE RESIDENTIAL AND COMMERCIAL) ⁴		
	STANDARD STALLS	29
	STD. ACCESSIBLE STALLS	3
	VAN ACCESSIBLE STALLS	1
	SUBTOTAL	33
ON SITE: GARAGE PARKING (EXCLUSIVELY RESIDENTIAL)		
	PRIVATE GARAGE STALLS	50
	STANDARD BLDG. B GARAGE STALLS	4
	AUTOMATED BLDG. B GARAGE STALLS	54
	VAN ACCESSIBLE STALLS	1
	SUBTOTAL	109
ON SITE: RESIDENTIAL PARKING (EXCLUSIVELY RESIDENTIAL)		
	STANDARD UNCOVERED	47
	COMPACT STALLS ²	74
	STD. ACCESSIBLE STALLS	3
	SUBTOTAL	124
TOTAL PARKING PROVIDED		326

² COMPACT STALLS ARE ALLOWED UP TO 25% OF TOTAL PARKING PROVIDED. 77 COMPACT STALLS ARE PROPOSED WHICH IS 24% OF THE TOTAL PARKING AND WITHIN THE REQUIRED LIMITS.
³ STREET PARKING IS NON-EXCLUSIVE AND SERVES BOTH COMMERCIAL AND RESIDENTIAL USES.
⁴ SOME ON-SITE PARKING IS NON-EXCLUSIVE AND SERVES BOTH RESIDENTIAL AND COMMERCIAL USES.

UNIT SUMMARY

PLAN	BED/BATH	NET SQ. FT	NO. OF UNITS	SQ. FT. TOTAL	UNIT MIX
STUDIO UNIT					
P0.0	1 BED/1 BA	600	9	5,400	5.5%
TOTAL			9	5,400	5.5%
1-BEDROOM UNIT					
P1.0	1 BED/1 BA	848	76	64,448	46.6%
P1.1	1 BED/1 BA	913	3	2,739	1.8%
P1.2	1 BED/1 BA	948	3	2,844	1.8%
TOTAL			82	70,031	50.3%
2-BEDROOM UNIT					
P2.2	2 BED/1 BA	907	17	15,419	10.4%
P2.3	2 BED/2 BA	1,129	17	19,193	10.4%
P2.4	2 BED/2 BA	1,141	32	36,512	19.6%
TOTAL			66	71,124	40.5%
3-BEDROOM UNIT					
P3.0	3 BED/2 BA	1,228	6	7,368	3.7%
TOTAL			6	7,368	3.7%
TOTAL			163	153,923	100.0%

VICINITY MAP



PROJECT TEAM

CLIENT:	DEMMON PARTNERS 1451 RIVER PARK DRIVE, SUITE 121 SACRAMENTO, CA 95815 CONTACT: TERRY DEMMON PHONE: 650.365.8130
ARCHITECT:	ARCHITECTURE DESIGN COLLABORATIVE 23231 SOUTH POINTE DRIVE LAGUNA HILLS, CA 92653 CONTACT: CHRIS WEIMHOLT PHONE: 949.267.1660 EXT. 202
CIVIL ENGINEER:	BKF ENGINEERS 300 FRANK OGAWA PLAZA, SUITE 380 OAKLAND, CA 94612 CONTACT: AARON PHILIPS PHONE: 510.899.7307
LANDSCAPE:	MJS LANDSCAPE ARCHITECTURE 507 30TH STREET NEWPORT BEACH, CA 92663 CONTACT: PAUL MAKSY PHONE: 949.675.9964

PROJECT INFO

SITE ADDRESS:	SAN LORENZO, CA 94580
PROJECT DESCRIPTION:	THE PROPOSED MIXED-USE, MULTI-FAMILY PROJECT CONSISTS OF 4 PROPOSED BUILDINGS, TYPE I AND TYPE-V CONSTRUCTION. BUILDINGS 3 AND 4 ARE 3 STORIES WHILE BUILDINGS 1 AND 2 ARE 4 STORIES TALL. THERE ARE 163 UNITS ON THE 5.12 ACRE SITE RANGING FROM 600 SF TO 1,228 SF AND APPROXIMATELY 12,184 SF OF RETAIL AREA. THE DEVELOPMENT WILL RELOCATE THE EXISTING VIA MERCADO AND RE-ALIGN VIA ARRIBA.
SITE AREA:	5.12 ACRES
UNITS:	163 UNITS
DENSITY:	31.8 DU / ACRES
RETAIL AREA ENCLOSED:	± 11,524 SF
OUTDOOR RETAIL SEATING AREA:	± 660 SF
CONSTRUCTION TYPE:	TYPE VA
SPRINKLERS:	NFPA 13
BLDG. OCCUPANCIES:	BLDG. 1 - NON-SEPARATED R-2, M BLDG. 2 - TYPE VA: R-2, A-3 TYPE I: B, S-2 BLDG. 3 - SEPARATED R-2, U BLDG. 4 - SEPARATED R-2, U
OPEN SPACE REQUIREMENT:	150 S.F. PER UNIT =24,450 S.F. TOTAL
PROVIDED:	17,760 S.F. COMMON O.S. 6,863 S.F. PRIVATE O.S. =24,632 S.F. TOTAL O.S.

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G0.2	EXITING DIAGRAM
G0.3	OPEN SPACE DIAGRAM
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C1.1	EXISTING SITE PLAN
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C2.1	GRADING AND DRAINAGE PLAN
C3.0	UTILITY RELOCATION PLAN
C4.0	UTILITY PLAN
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C5.0	PRELIMINARY STORMWATER CONTROL PLAN
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A1.1	FIRE ACCESS PLAN
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A2.2A	BLDG. 1 (TYPE A) - FIRST FLOOR PLAN - PART 1
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A2.4A	BLDG. 1 (TYPE A) - SECOND - FOURTH FLOOR PLAN - PART 1
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A4.3	BLDG. 3 AND 4 (TYPE C) - EXTERIOR ELEVATIONS
A4.4	BLDG. 3 AND 4 (TYPE C) - EXTERIOR ELEVATIONS
A5.1	UNIT PLANS
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A6.1	DESIGN EXHIBIT
A6.2	DESIGN EXHIBIT
A6.3	DESIGN EXHIBIT

GENERAL NOTES:

1. FIRE ALARM SYSTEM TO BE INSTALLED THROUGHOUT AS REQUIRED.
2. ALL BUILDINGS TO INCLUDE EMERGENCY RESPONDER RADIO COVERAGE EQUIPMENT.
3. ALL ELEVATORS SHALL BE EQUIPPED WITH PHASE I EMERGENCY RECALL OPERATION AND PHASE II EMERGENCY IN-CAR OPERATIONS.

DEFERRED SUBMITTAL:

1. FIRE SPRINKLER SYSTEM
2. FIRE SERVICE UNDERGROUND
3. STANDPIPE SYSTEM
4. FIRE SPRINKLER MONITORING SYSTEM
5. FIRE ALARM SYSTEM
6. EMERGENCY RESPONDER RADIO COVERAGE
7. FIRE PUMP AND FIRE PUMP ROOM (IF REQUIRED)
8. HOOD AND DUCT FIRE SUPPRESSION SYSTEMS
9. ADDITIONAL ITEMS MAY BE REQUIRED DUE TO THE RETAIL OCCUPANCIES

architecture design collaborative

23231 South Pointe Dr.
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www.adcollaborative.com
949.267.1660

ADC Project No: 160025

Project Contact: Chris Weimholt
Email: cweimholt@adcollaborative.com
Principal: Chris Weimholt
Project Manager: Chris Weimholt

Client

DEMMON PARTNERS

Company: DEMMON PARTNERS
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Sacramento, CA 95815
Phone No. 916-514-0426

VILLAGE GREEN

SAN LORENZO, CA

Issue Date
PRELIM-SUBMITTAL 11/30/2017

1ST SUBMITTAL 04/09/2018

2ND SUBMITTAL 08/15/2018

3RD SUBMITTAL 11/12/2018

4TH SUBMITTAL 01/21/2019

GENERAL INFORMATION AND SHEET INDEX

G0.0



10 VIEW LOOKING SOUTHWEST FROM CORNER OF PASEO GRANDE AND PASEO LARGAVISTA



09 VIEW LOOKING SOUTHEAST FROM PASEO GRANDE



08 VIEW LOOKING SOUTH FROM INTERSECTION OF VIA ARRIBA AND PASEO GRANDE



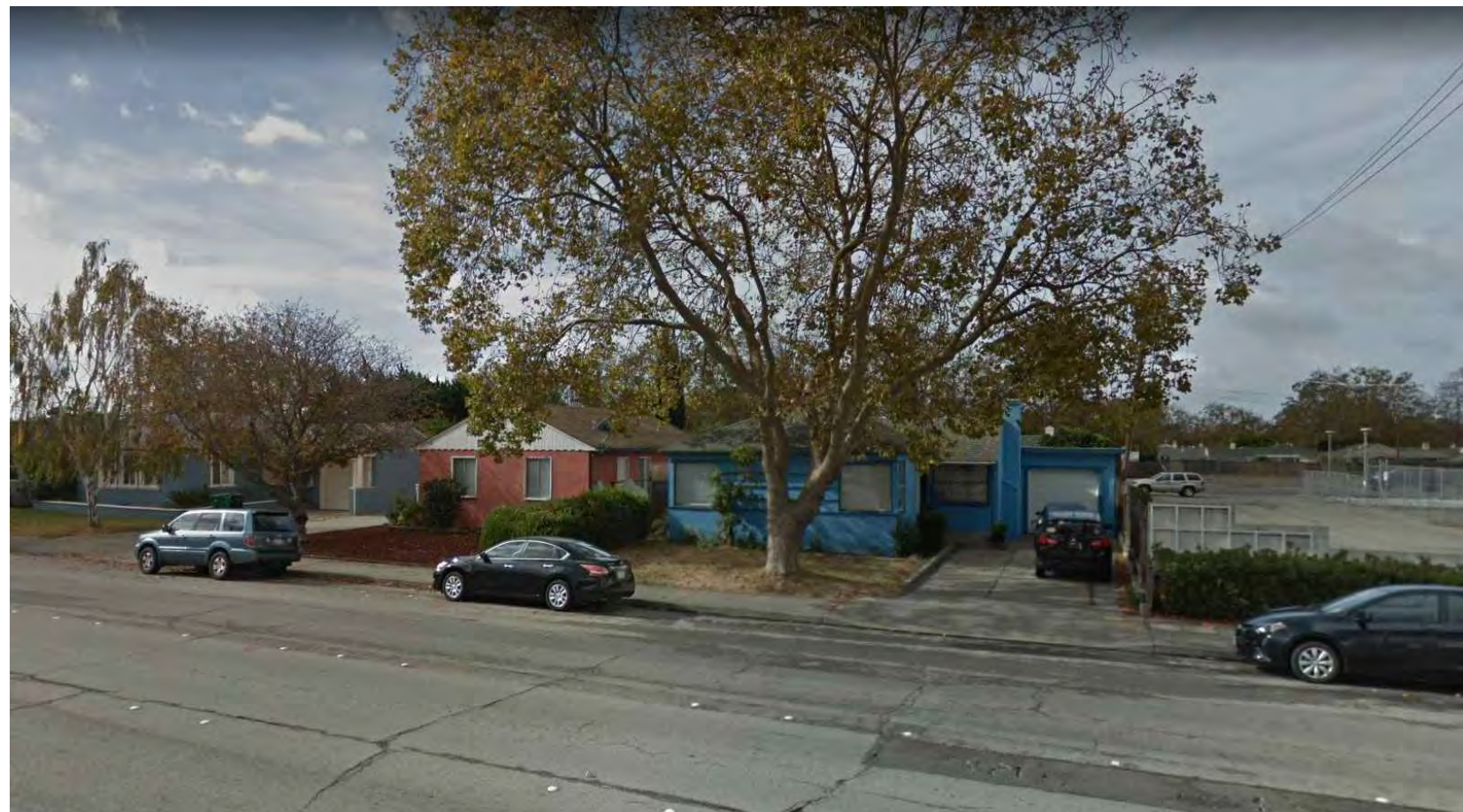
07 VIEW LOOKING EAST TOWARDS THE THEATER FROM VIA MERCADO



06 VIEW LOOKING SOUTH FROM VIA ARRIBA TO ADJACENT PROPERTY



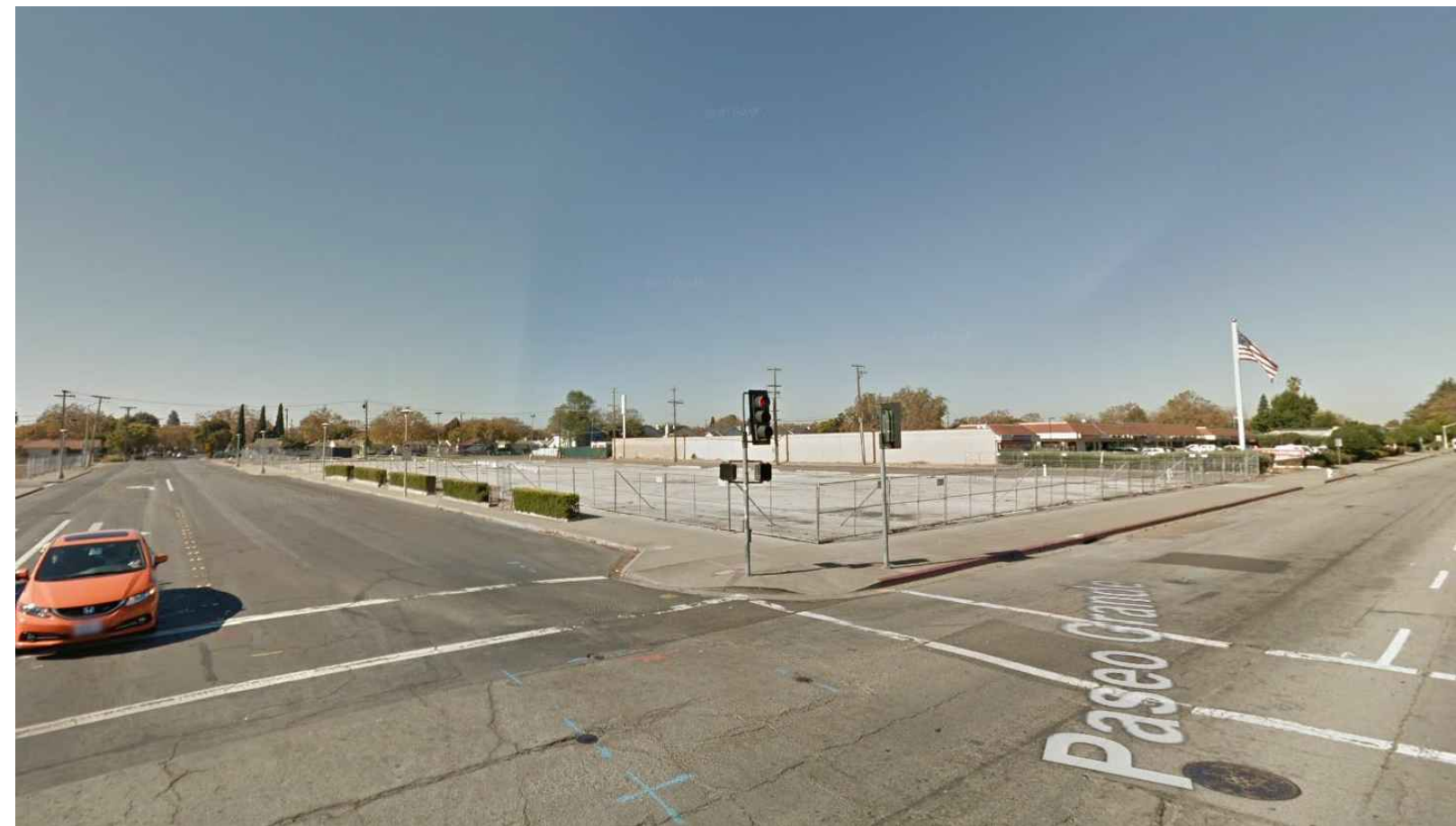
VICINITY MAP



05 VIEW LOOKING SOUTH FROM HESPERIAN BLVD TO ADJACENT PROPERTY



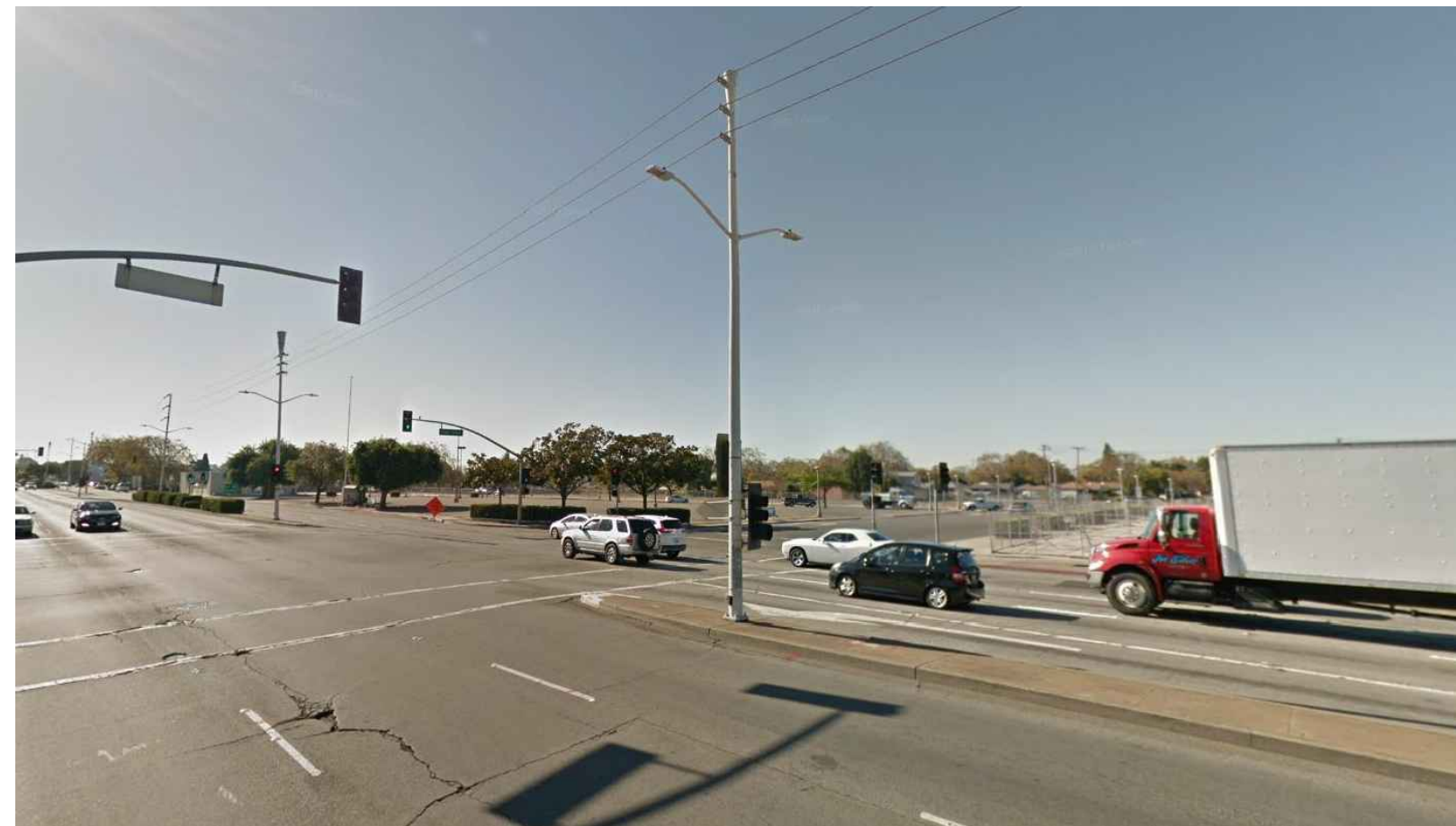
04 VIEW LOOKING EAST FROM VIA MERCADO



03 VIEW LOOKING WEST FROM CORNER OF HESPERIAN BLVD AND PASEO GRANDE



02 VIEW LOOKING EAST FROM CORNER OF HESPERIAN BLVD AND PASEO GRANDE



01 VIEW LOOKING SOUTH FROM CORNER OF HESPERIAN BLVD AND PASEO GRANDE

VILLAGE GREEN

SAN LORENZO, CA

Issue Date

PRELIM-SUBMITTAL 11/30/2017

1ST SUBMITTAL 04/09/2018

2ND SUBMITTAL 08/15/2018

3RD SUBMITTAL 11/12/2018

4TH SUBMITTAL 01/21/2019

EXISTING SITE
CONTEXT

VILLAGE GREEN

SAN LORENZO, CA

Issue Date
 PRELIM-SUBMITTAL 11/30/2017

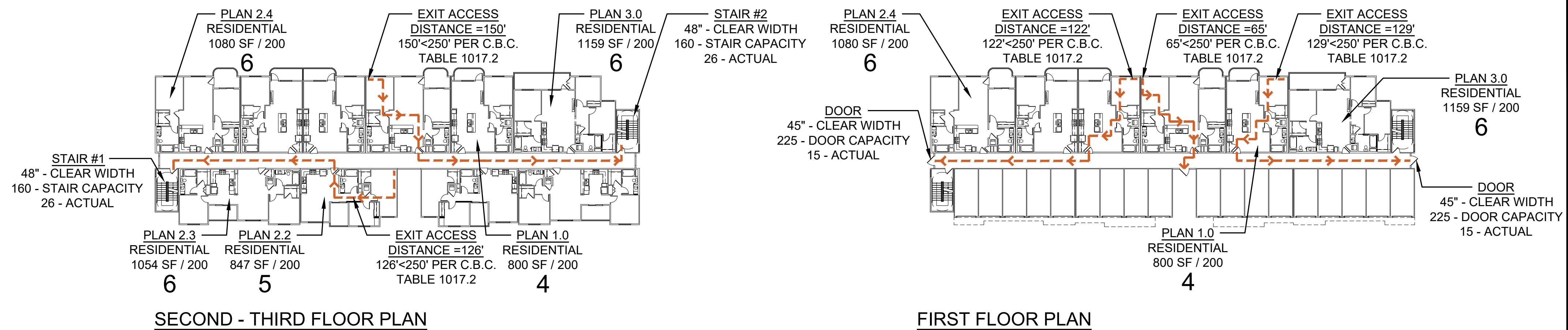
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2ND SUBMITTAL 08/15/2018

3RD SUBMITTAL 11/12/2018

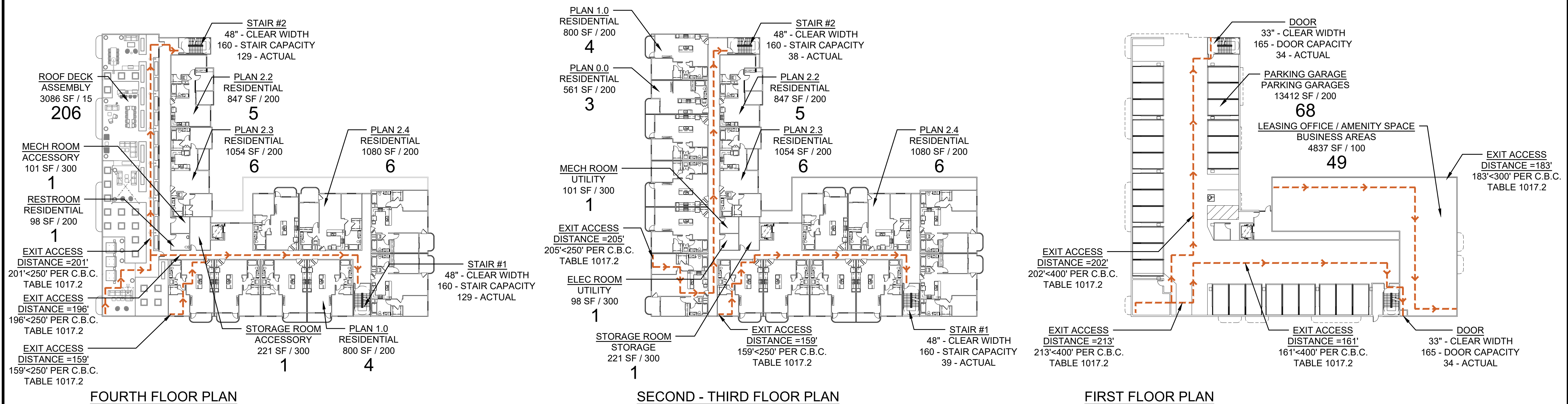
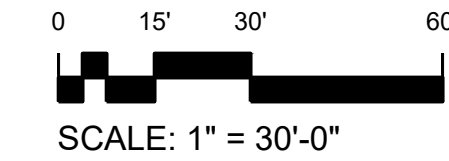
4TH SUBMITTAL 01/21/2019

EXITING
 DIAGRAM



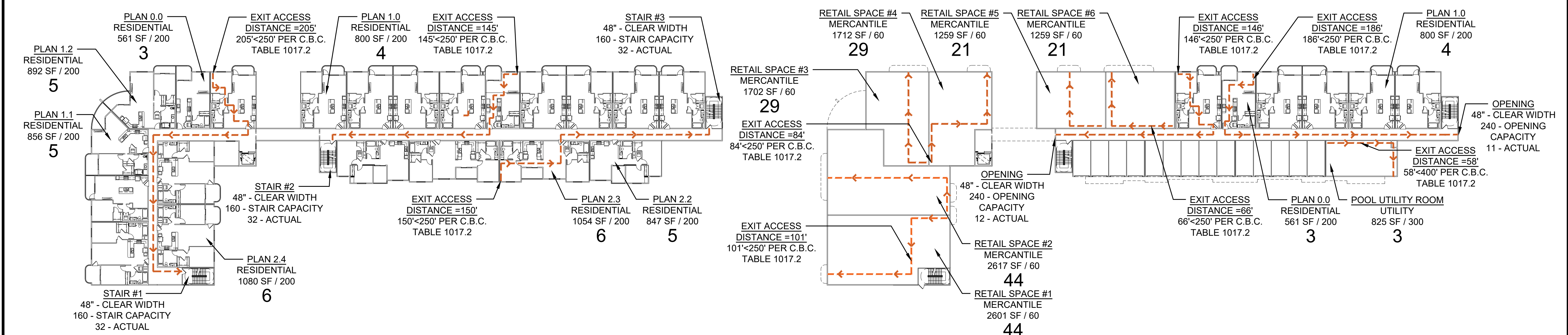
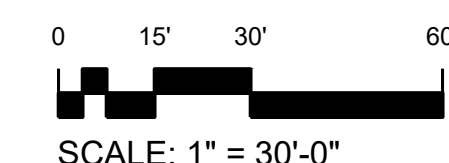
BLDG. 3 AND 4 (TYPE C) - EXITING DIAGRAM 3

OCCUPANCY GROUP: SEPARATED, R-2, U



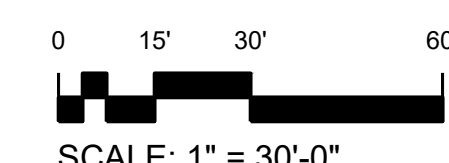
BLDG. 2 (TYPE B) - EXITING DIAGRAM 2

OCCUPANCY GROUP: TYPE I - S-2, B TYPE VA - R-2, A-3



BLDG. 1 (TYPE A) - EXITING DIAGRAM 1

OCCUPANCY GROUP: NON-SEPARATED R-2, M



OPEN SPACE SUMMARY

REQUIRED AREA: 150 S.F. PER UNIT, 163 UNITS PROPOSED
TOTAL REQUIRED: 24,450 S.F.

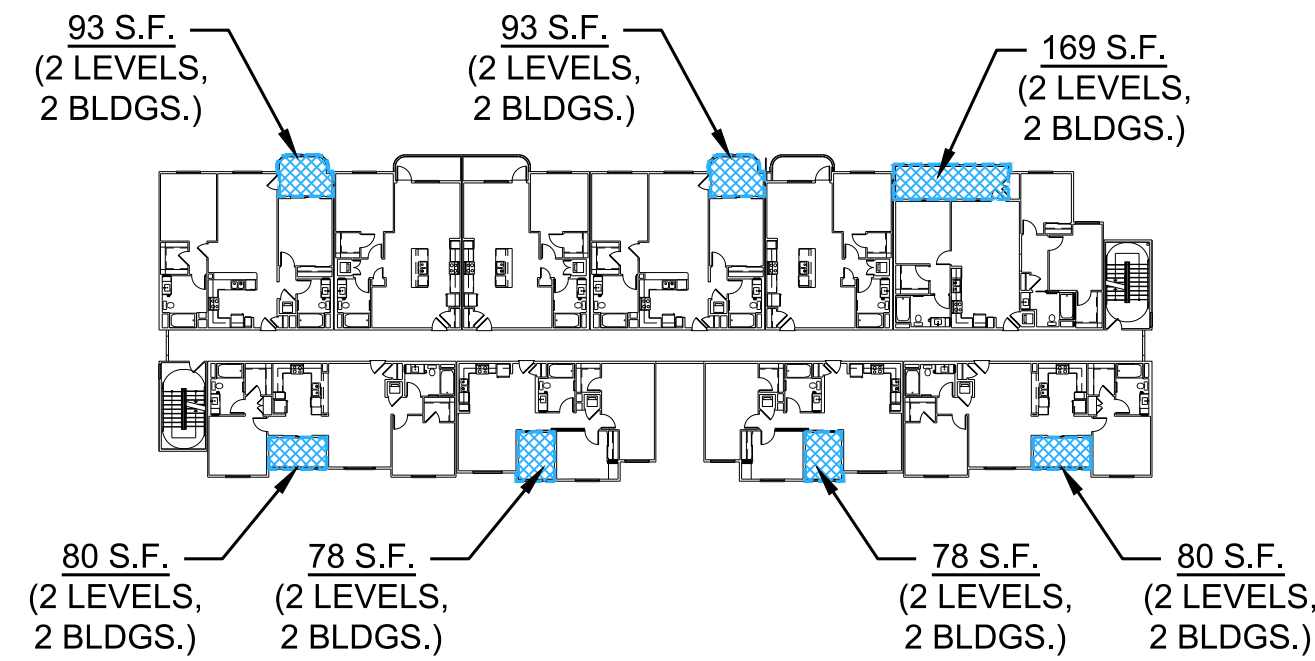
PROVIDED AREA: COMMON O.S.: 17,760 S.F.
PRIVATE O.S.: 6,863 S.F.
TOTAL PROVIDED: 24,632 S.F.

COMMON OPEN SPACE	
ZONE	AREA
#1	5,762 S.F.
#2	1,646 S.F.
#3	1,850 S.F.
#4	5,542 S.F.
#5	2,960 S.F.
TOTAL	17,760 S.F.

PRIVATE OPEN SPACE					
	BLDG. 1	BLDG. 2	BLDG. 3	BLDG. 4	TOTAL
LEVEL 1	0 S.F.	0 S.F.	0 S.F.	0 S.F.	0 S.F.
LEVEL 2	894 S.F.	530 S.F.	671 S.F.	671 S.F.	2,766 S.F.
LEVEL 3	894 S.F.	530 S.F.	671 S.F.	671 S.F.	2,766 S.F.
LEVEL 4	894 S.F.	437 S.F.	N/A	N/A	1,331 S.F.
TOTAL	2,682 S.F.	1,497 S.F.	1,342 S.F.	1,342 S.F.	6,863 S.F.

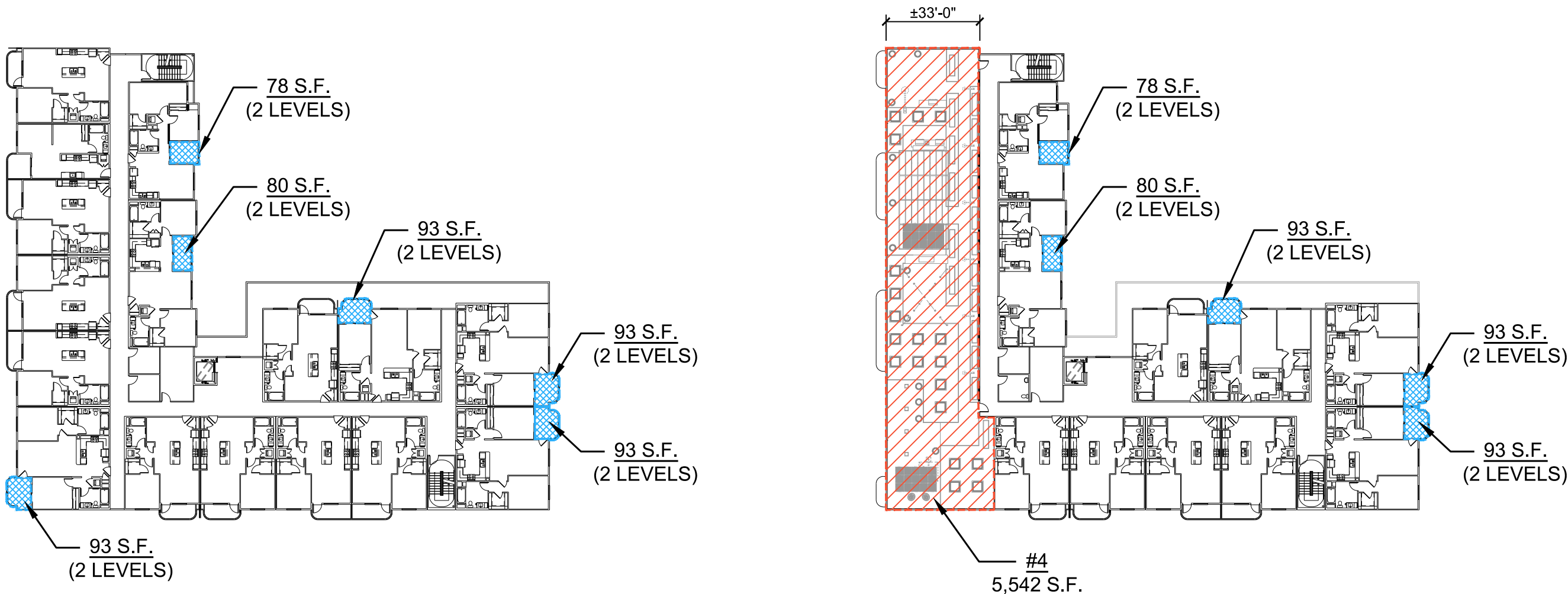
LEGEND

-  COMMON OPEN SPACE
-  PRIVATE OPEN SPACE



BLDG 3 AND 4 (TYPE C) - 2ND THROUGH 3RD FLOOR PLAN

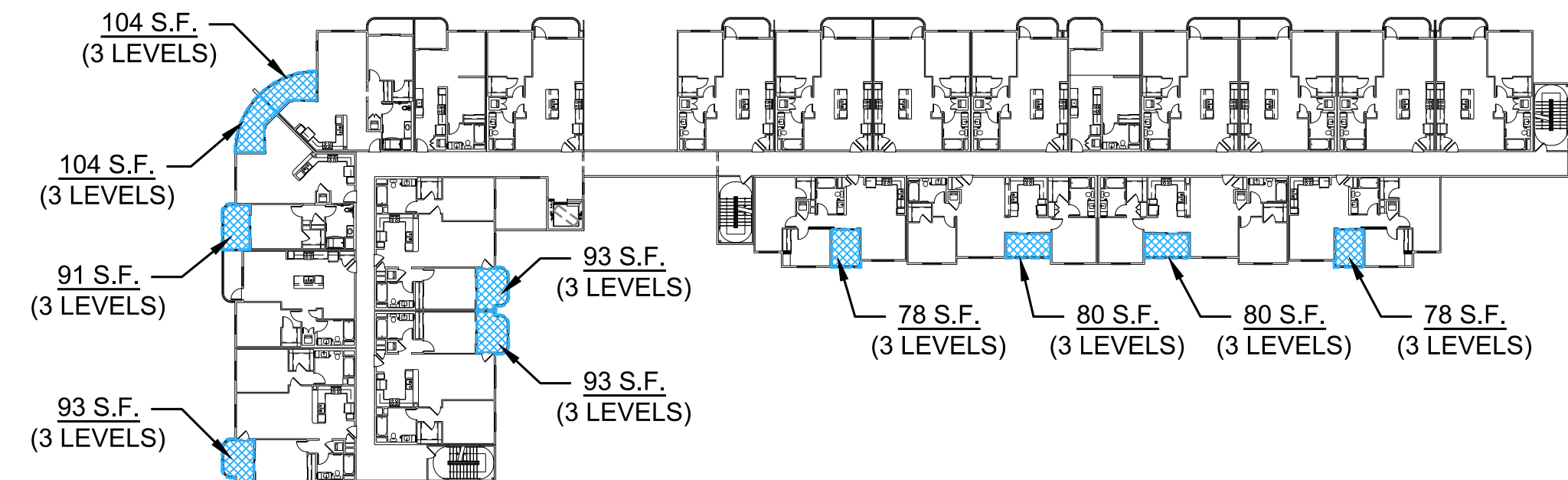
*NO OPEN SPACE PROVIDED ON 1ST FLOOR PLAN



BLDG 2 (TYPE B) - 2ND THROUGH 3RD FLOOR PLAN

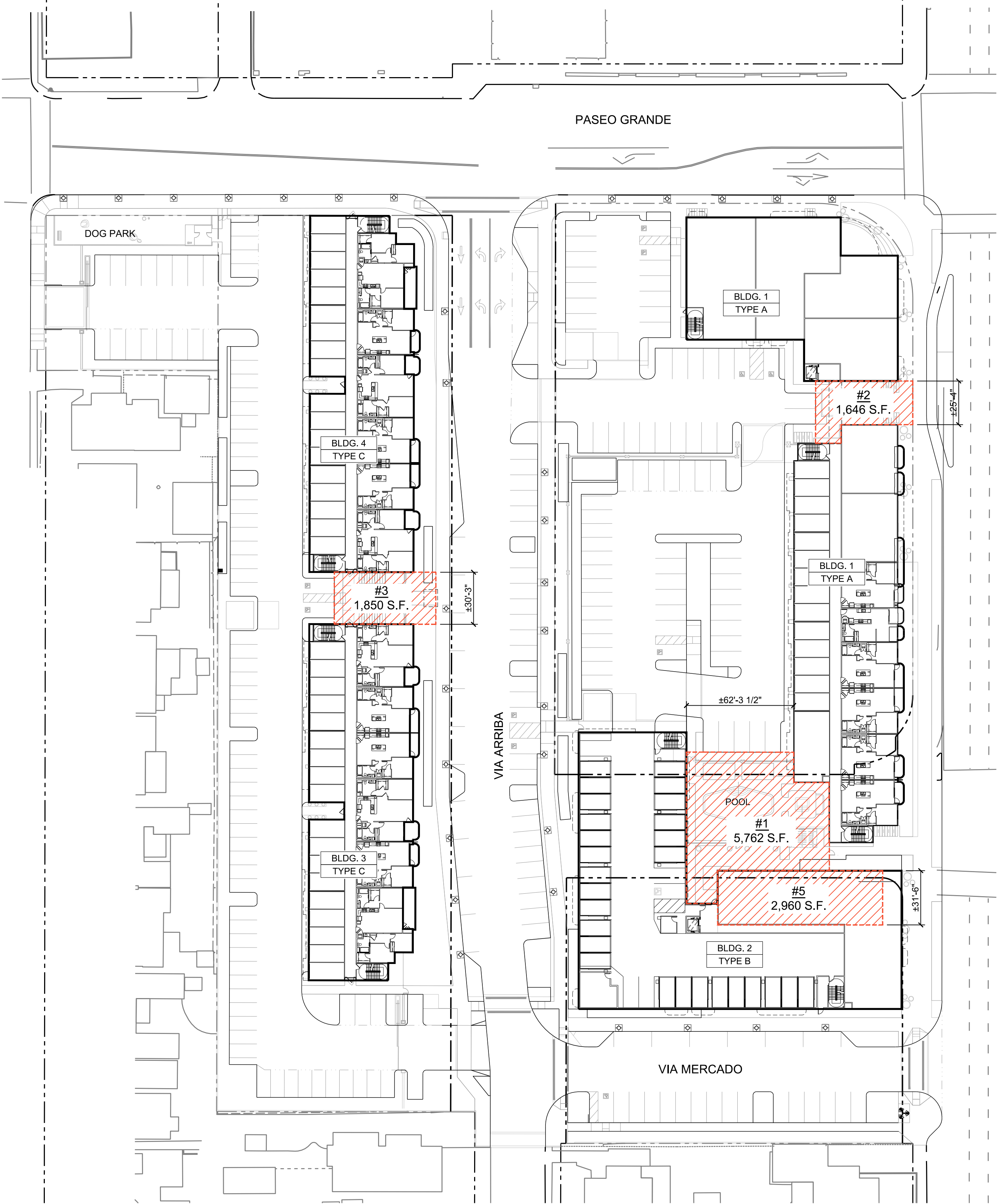
*NO OPEN SPACE PROVIDED ON 1ST FLOOR PLAN

BLDG 2 (TYPE B) - 4TH FLOOR PLAN

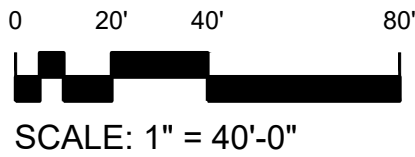


BLDG 1 (TYPE A) - 2ND THROUGH 4TH FLOOR PLAN

*NO OPEN SPACE PROVIDED ON 1ST FLOOR PLAN



SITE PLAN



ADC Project No: 160025

Project Contact: Chris Weimholt
Email: cweimholt@adcollaborative.com
Principal: Chris Weimholt
Project Manager: Chris Weimholt

Client

DEMMON PARTNERS
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Phone No. 916-514-0426

VILLAGE GREEN

SAN LORENZO, CA

Issue Date
PRELIM-SUBMITTAL 11/30/2017

1ST SUBMITTAL 04/09/2018

2ND SUBMITTAL 08/15/2018

3RD SUBMITTAL 11/12/2018

4TH SUBMITTAL 01/21/2019

OPEN SPACE
DIAGRAM

BKF Engineers
300 Frank Ogawa Plaza, Suite 380
Oakland, CA 94612
510-899-7300

BKF Project No: 20171017



Company: DEMMON PARTNERS
Address: 1451 River Park Dr. Suite 121
Sacramento, CA 95815
Phone No. 916-514-0426

VILLAGE GREEN

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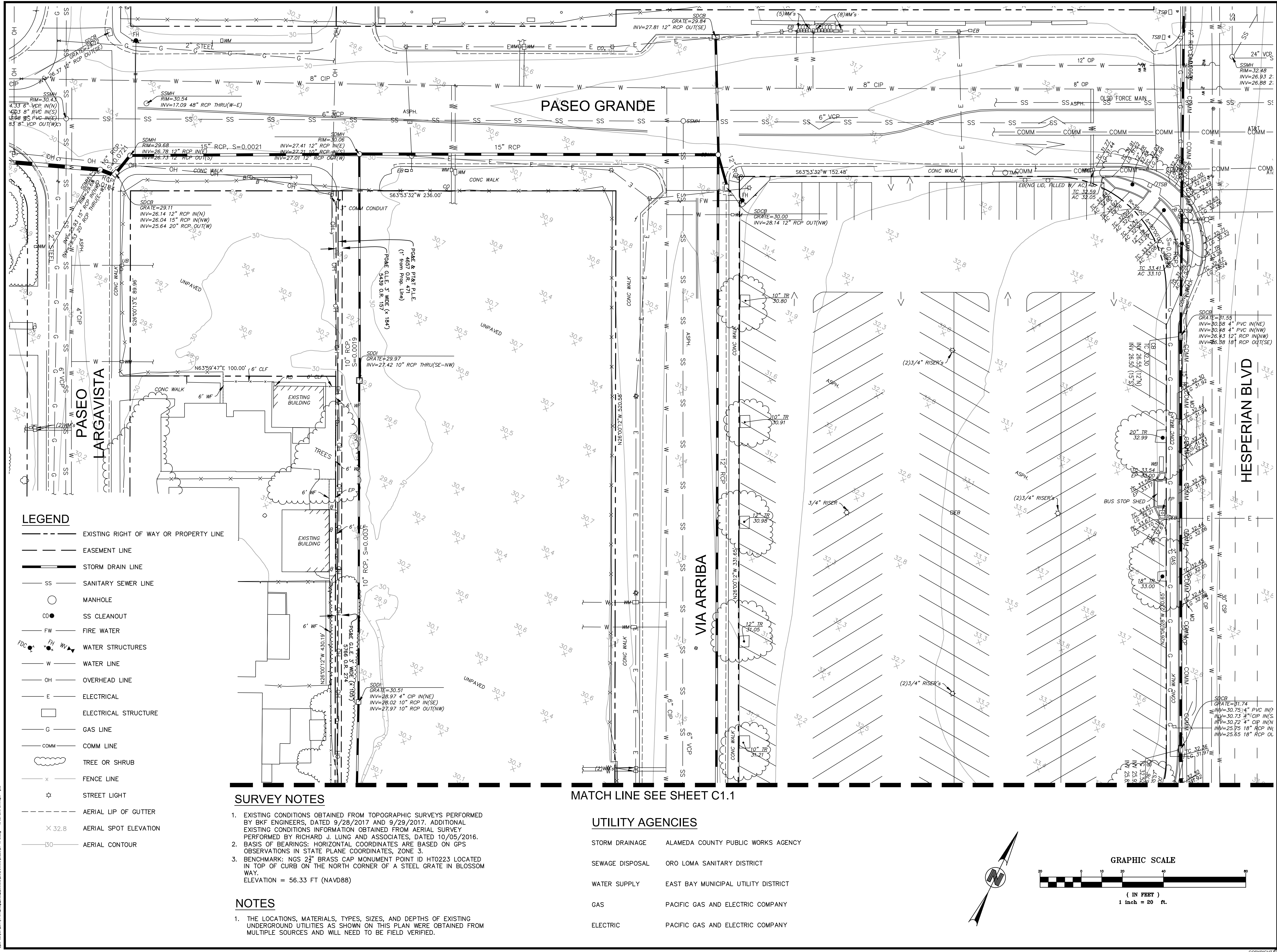
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2ND SUBMITTAL 08/15/2018

3RD SUBMITTAL 11/12/2018

4TH SUBMITTAL 01/21/2019

C1.0 EXISTING SITE PLAN



VILLAGE GREEN

SAN LORENZO, CA

Issue Date

PRELIM-SUBMITTAL 11/30/2017

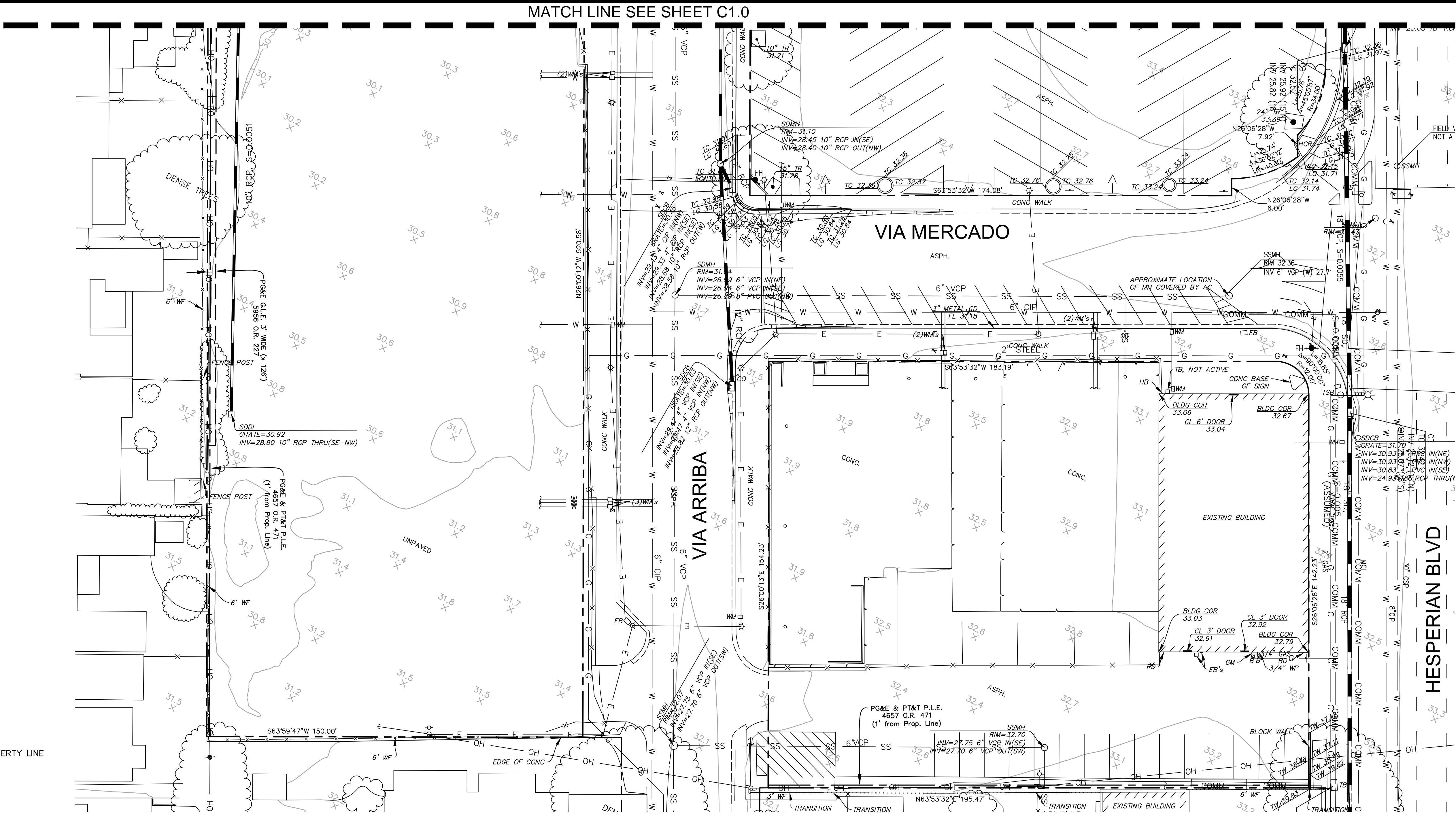
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2ND SUBMITTAL 08/15/2018

3RD SUBMITTAL 11/12/2018

4TH SUBMITTAL 01/21/2019

C1.1 EXISTING SITE PLAN



BKF Engineers
300 Frank Ogawa Plaza, Suite 380
Oakland, CA 94612
510-899-7300

BKF Project No: 20171017



Company: DEMMON PARTNERS
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Sacramento, CA 95815
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VILLAGE GREEN

SAN LORENZO, CA

Issue Date
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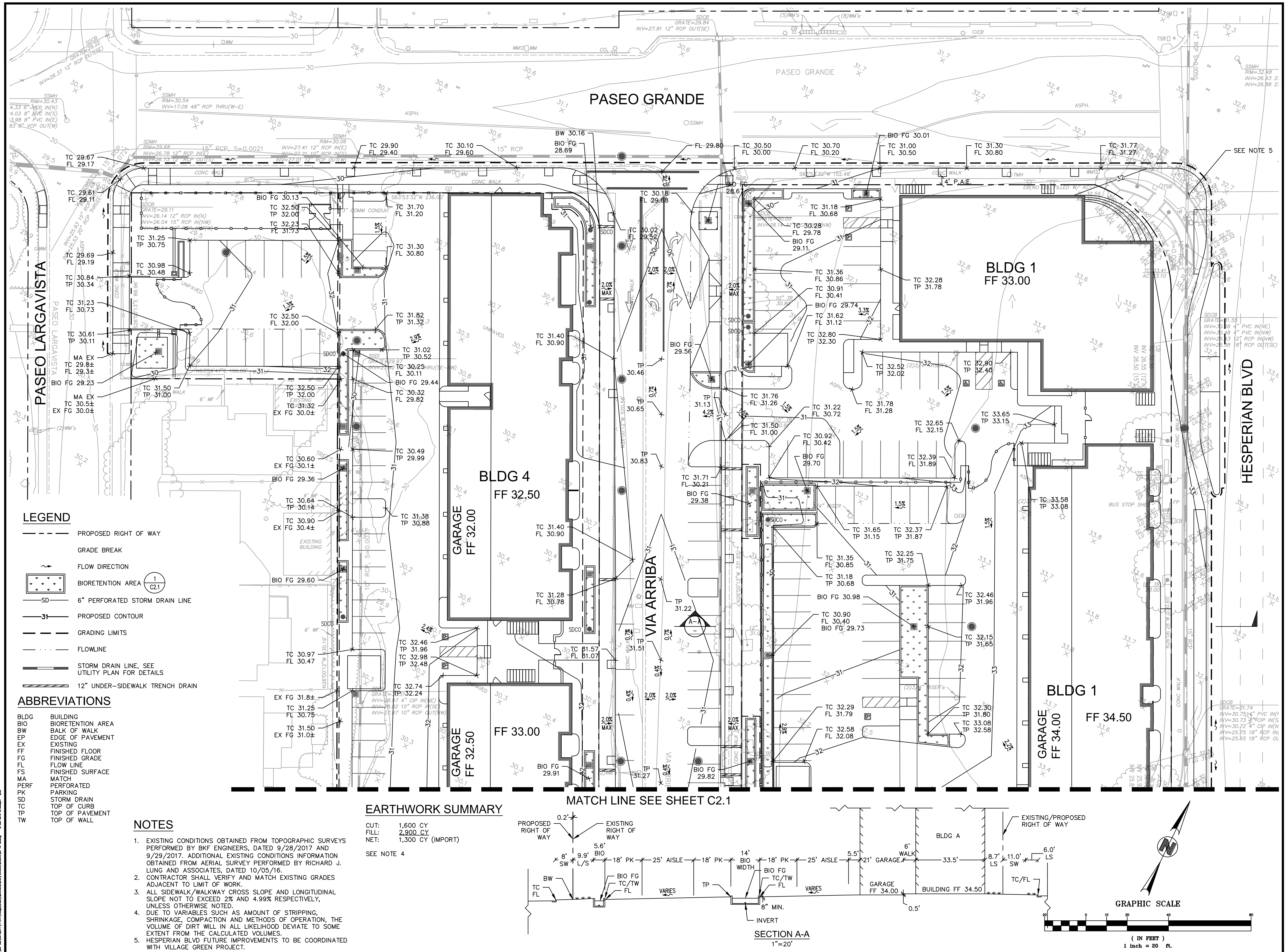
1ST SUBMITTAL 04/09/2018

2ND SUBMITTAL 08/15/2018

3RD SUBMITTAL 11/12/2018

4TH SUBMITTAL 01/21/2019

C2.0 GRADING AND DRAINAGE PLAN



LEGEND

- PROPOSED RIGHT OF WAY
- GRADE BREAK
- FLOW DIRECTION
- BIORETENTION AREA
- 6" PERFORATED STORM DRAIN LINE
- PROPOSED CONTOUR
- GRADING LIMITS
- FLOWLINE
- STORM DRAIN LINE, SEE UTILITY PLAN FOR DETAILS
- 12" UNDER-SIDEWALK TRENCH DRAIN

ABBREVIATIONS

BLDG	BUILDING
BIO	BIORETENTION AREA
BW	EDGE OF WALK
EP	EDGE OF PAVEMENT
EX	EXISTING
FF	FINISHED FLOOR
FG	FINISHED GRADE
FL	FLOW LINE
FS	FINISHED SURFACE
MA	MATCH
PERF	PERFORATED
PK	PARKING
SD	STORM DRAIN
TC	TOP OF CURB
TP	TOP OF PAVEMENT
TW	TOP OF WALL

NOTES

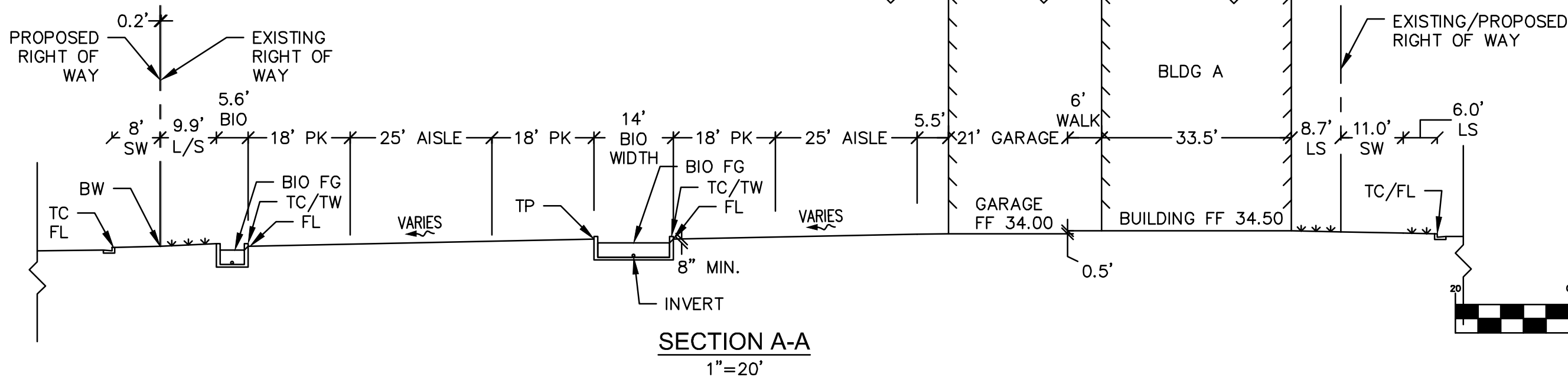
- EXISTING CONDITIONS OBTAINED FROM TOPOGRAPHIC SURVEYS PERFORMED BY BKF ENGINEERS, DATED 9/28/2017 AND 9/29/2017. ADDITIONAL EXISTING CONDITIONS INFORMATION OBTAINED FROM AERIAL SURVEY PERFORMED BY RICHARD J. LUNG AND ASSOCIATES, DATED 10/05/16.
- CONTRACTOR SHALL VERIFY AND MATCH EXISTING GRADES ADJACENT TO LIMIT OF WORK.
- ALL SIDEWALK/WALKWAY CROSS SLOPE AND LONGITUDINAL SLOPE NOT TO EXCEED 2% AND 4.99% RESPECTIVELY, UNLESS OTHERWISE NOTED.
- DUE TO VARIABLES SUCH AS AMOUNT OF STRIPPING, SHRINKAGE, COMPACTION AND METHODS OF OPERATION, THE VOLUME OF DIRT WILL IN ALL LIKELIHOOD DEVIATE TO SOME EXTENT FROM THE CALCULATED VOLUMES.
- HESPERIAN BLVD FUTURE IMPROVEMENTS TO BE COORDINATED WITH VILLAGE GREEN PROJECT.

EARTHWORK SUMMARY

CUT: 1,600 CY
FILL: 2,900 CY
NET: 1,300 CY (IMPORT)

SEE NOTE 4

MATCH LINE SEE SHEET C2.1



GRAPHIC SCALE

(IN FEET)
1 inch = 20 ft.

LEGEND

- PROPOSED RIGHT OF WAY
- GRADE BREAK
- FLOW DIRECTION
- BIORETENTION AREA
- 6" PERFORATED STORM DRAIN LINE
- PROPOSED CONTOUR
- GRADING LIMITS
- FLOWLINE
- STORM DRAIN LINE, SEE UTILITY PLAN FOR DETAILS
- 12" UNDER-SIDEWALK TRENCH DRAIN

ABBREVIATIONS

- BLDG BUILDING
- BIO BIORETENTION AREA
- BW BALK OF WALK
- EP EDGE OF PAVEMENT
- EX EXISTING
- FF FINISHED FLOOR
- FG FINISHED GRADE
- FL FLOW LINE
- FS FINISHED SURFACE
- MA MATCH
- PERF PERFORATED
- PK PARKING
- SD STORM DRAIN
- TC TOP OF CURB
- TP TOP OF PAVEMENT
- TW TOP OF WALL

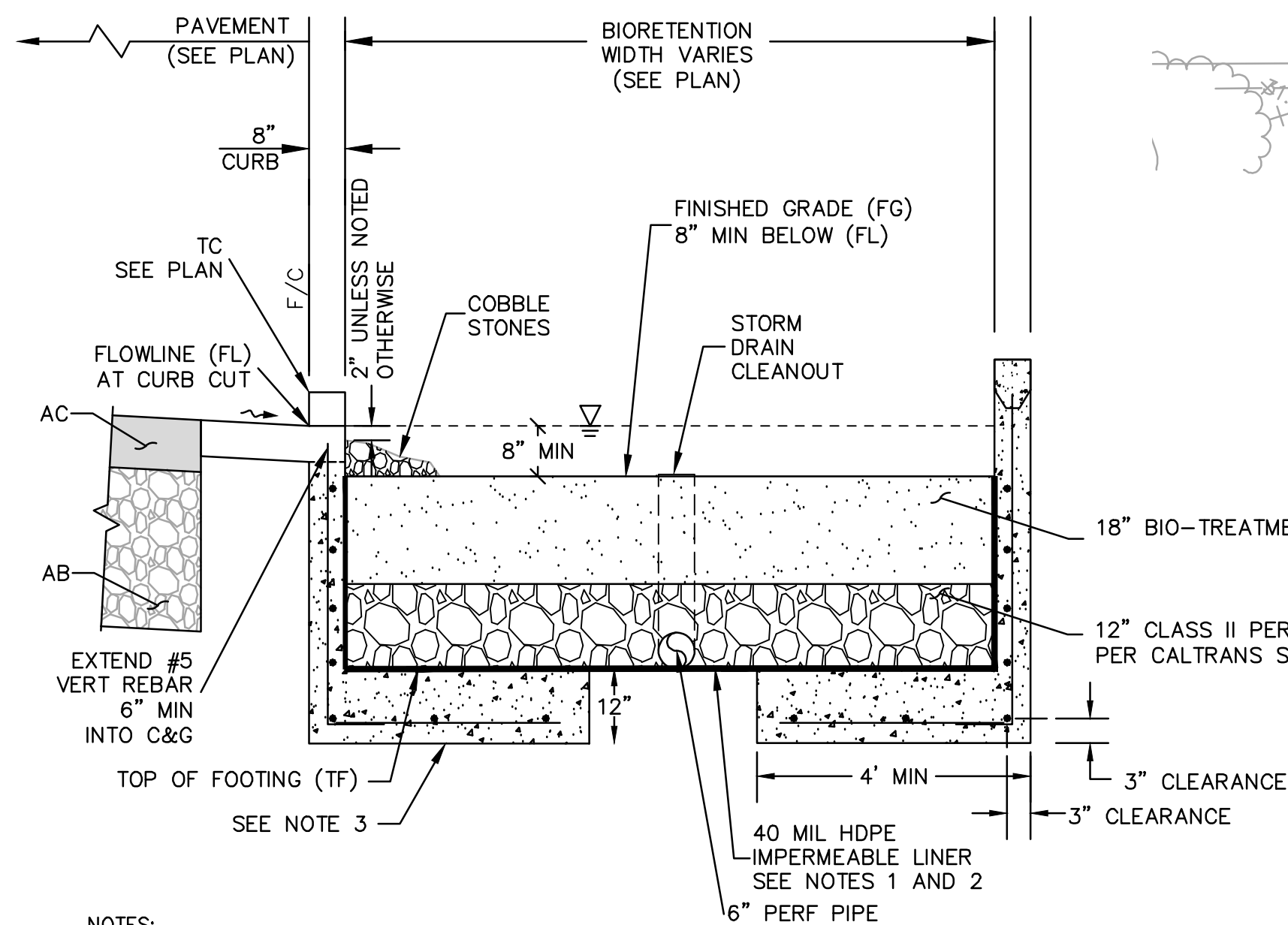
EARTHWORK SUMMARY

CUT: 1,600 CY
FILL: 2,900 CY
NET: 1,300 CY (IMPORT)

SEE NOTE 4

NOTES

- EXISTING CONDITIONS OBTAINED FROM TOPOGRAPHIC SURVEYS PERFORMED BY BKF ENGINEERS, DATED 9/28/2017 AND 9/29/2017. ADDITIONAL EXISTING CONDITIONS INFORMATION OBTAINED FROM AERIAL SURVEY PERFORMED BY RICHARD J. LUNG AND ASSOCIATES, DATED 10/05/16.
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- HESPERIAN BLVD FUTURE IMPROVEMENTS TO BE COORDINATED WITH VILLAGE GREEN PROJECT.



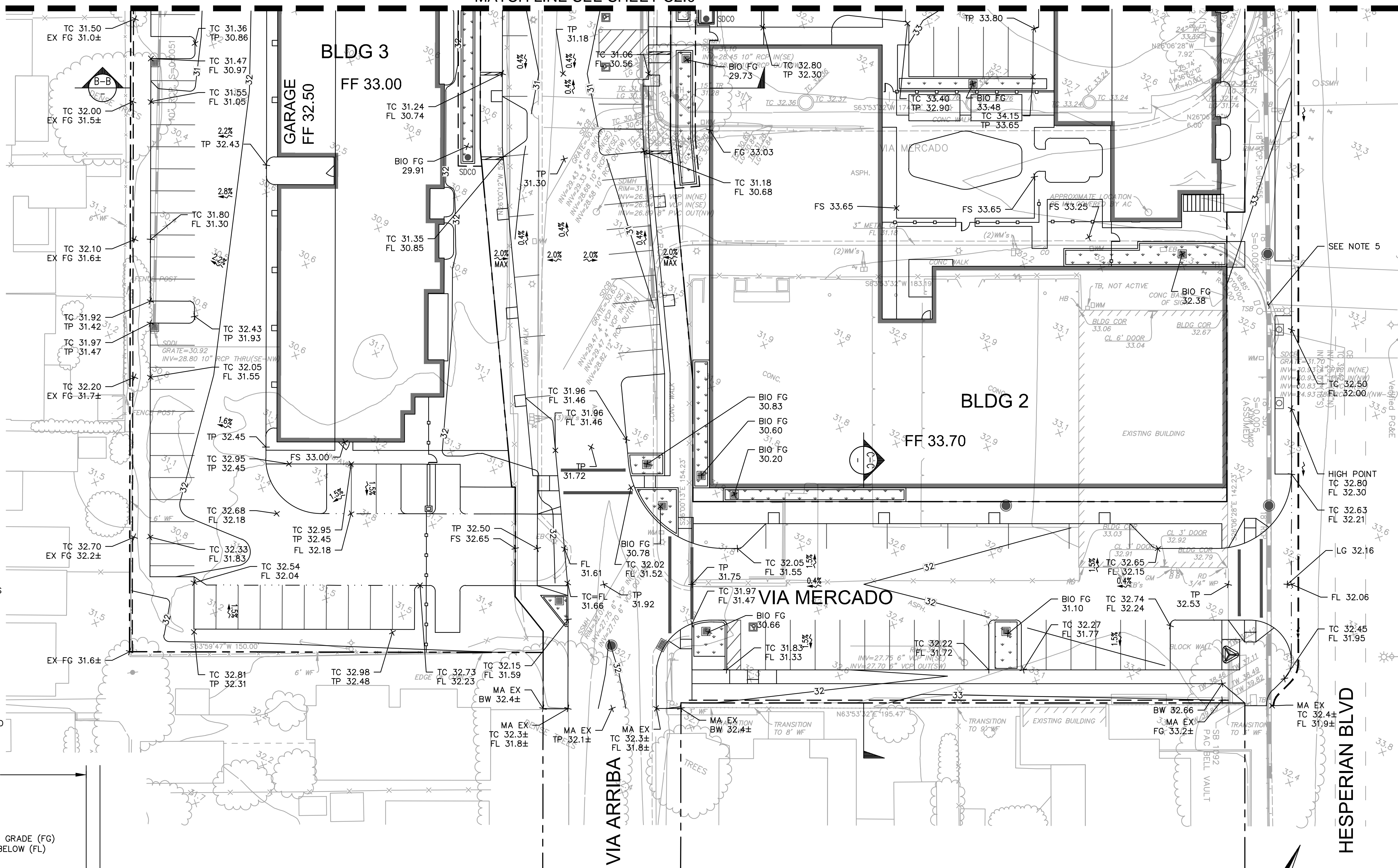
NOTES:

- IF BIORETENTION AREA EXCEEDS 7 FT IN WIDTH, IMPERMEABLE LINER SHALL BE INSTALLED AT BOTTOM AND EXTEND TO THE FINISHED GRADE OF THE BIO-TREATMENT SOIL MIX.
- IMPERMEABLE LINER TO BE USED WHEN BIORETENTION AREA IS NOT STRUCTURALLY CONTAINED BY WALL FOOTING. PRIOR TO PLACEMENT OF CLASS II AB, PLACE A LAYER OF GEOTEXTILE FABRIC (MIRAFI 500X OR EQUIVALENT) AT THE BASE OF THE EXCAVATION.
- BIORETENTION WALL SHALL BE DESIGNED BY THE STRUCTURAL ENGINEER.

TYPICAL STRUCTURAL BIORETENTION AREA CROSS SECTION

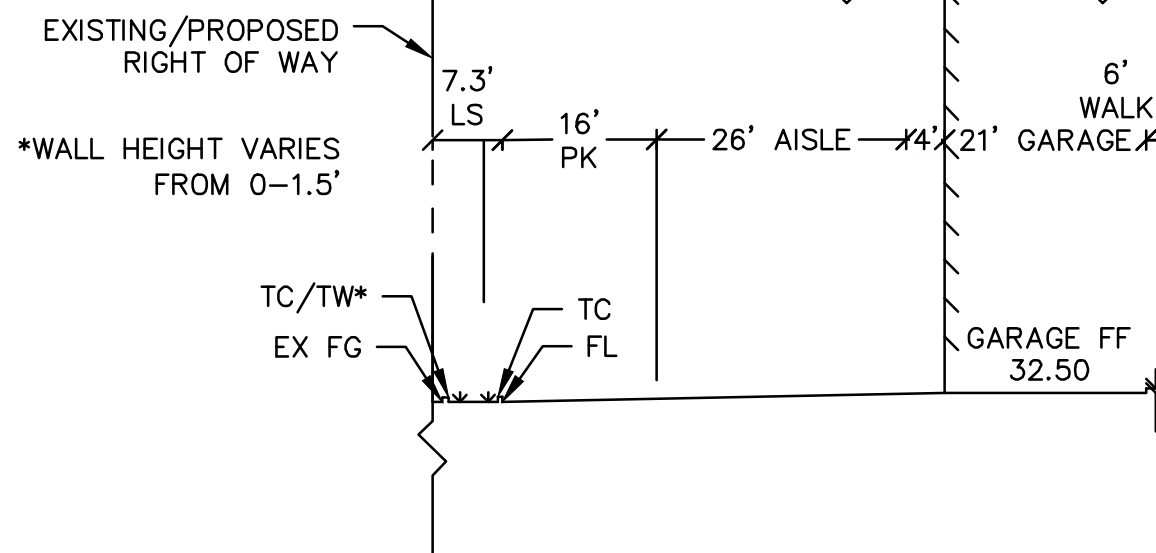
NTS

MATCH LINE SEE SHEET C2.0

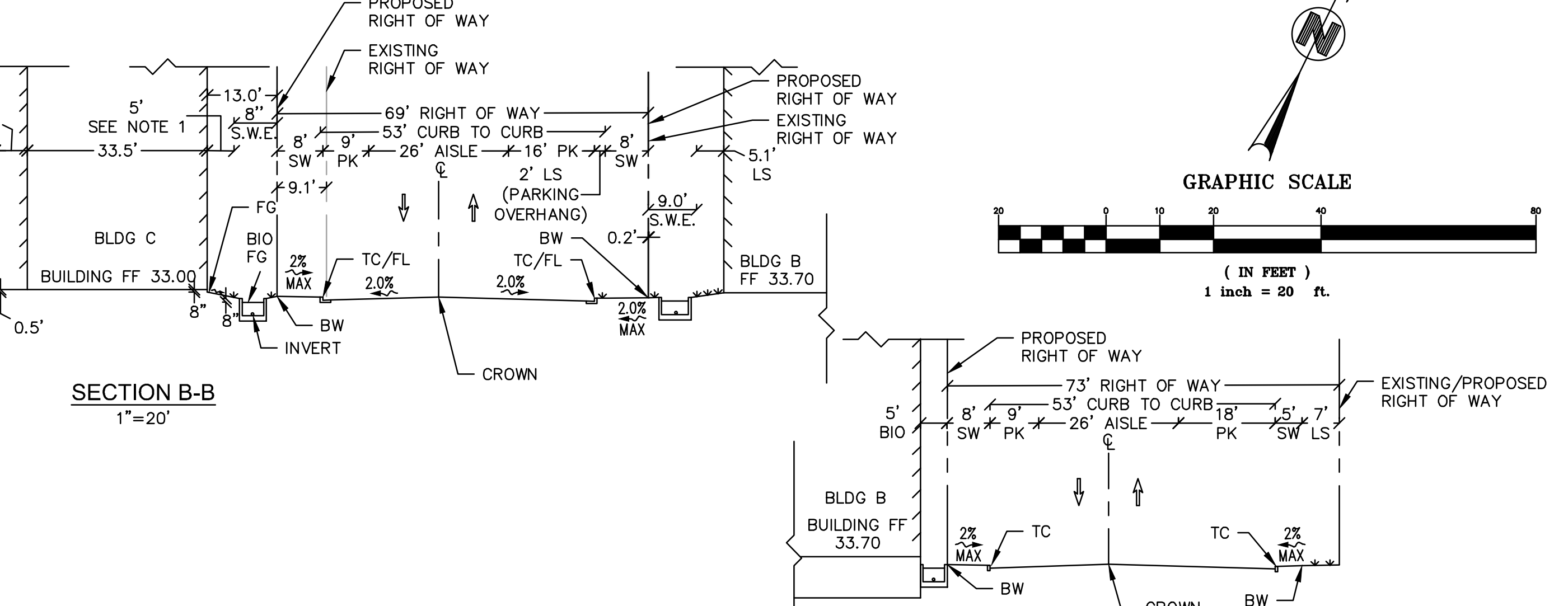


NOTE:

- BIORETENTION/BUILDING SETBACK TO BE CONFIRMED BY GEOTECHNICAL ENGINEER DURING DESIGN PHASE.



SECTION B-B
1"=20'



SECTION C-C
1"=20'

GRAPHIC SCALE

(IN FEET)
1 inch = 20 ft.



BKF Engineers
300 Frank Ogawa Plaza, Suite 380
Oakland, CA 94612
510-899-7300

BKF Project No: 20171017



Company: DEMMON PARTNERS
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Phone No. 916-514-0426

VILLAGE GREEN

SAN LORENZO, CA

Issue Date

PRELIM-SUBMITTAL 11/30/2017

1ST SUBMITTAL 04/09/2018

2ND SUBMITTAL 08/15/2018

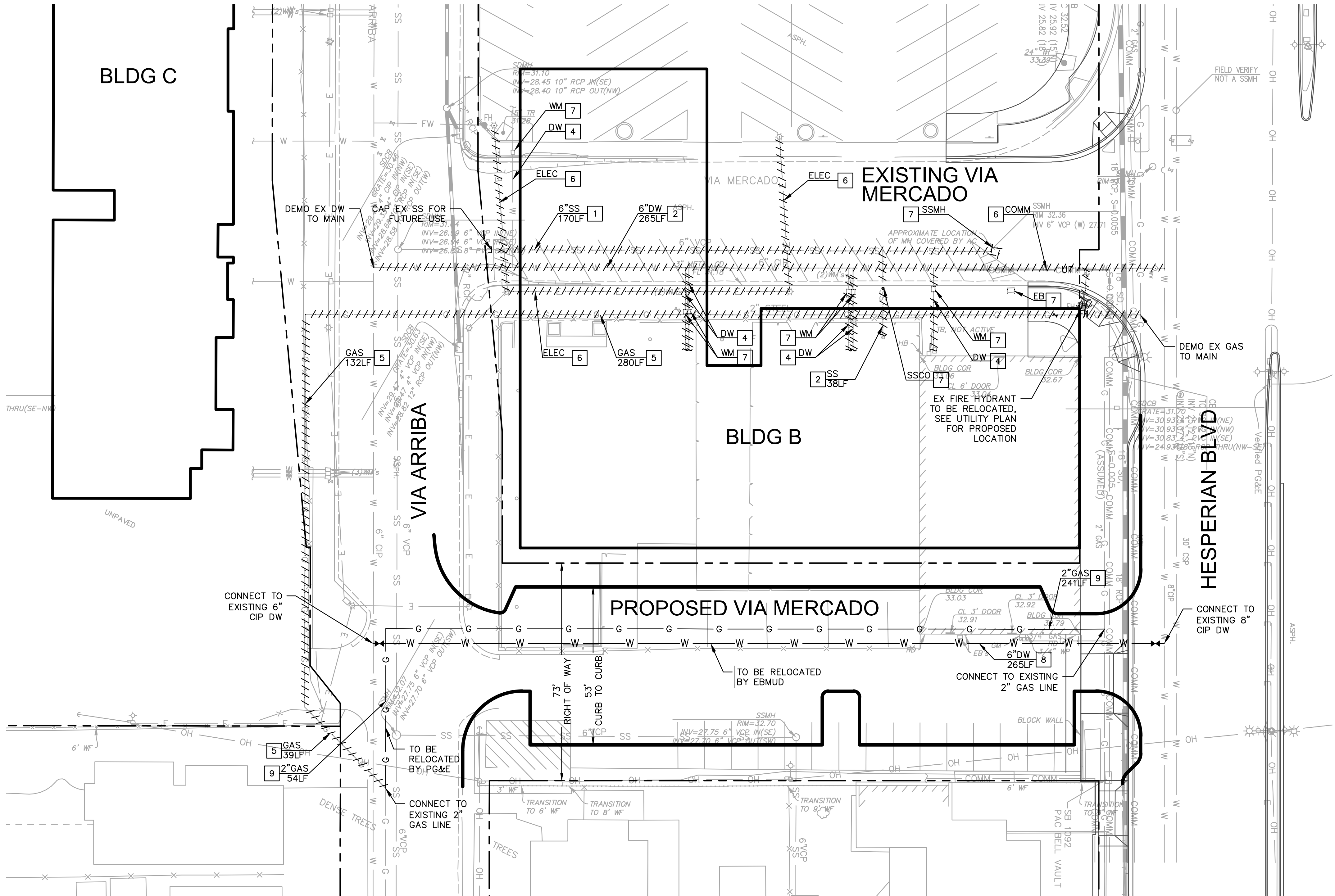
3RD SUBMITTAL 11/12/2018

4TH SUBMITTAL 01/21/2019

C2.1
GRADING AND
DRAINAGE PLAN

VILLAGE GREEN

SAN LORENZO, CA



DEMOLITION KEYNOTES

- 1 EXISTING SANITARY SEWER MAIN. REMOVE AND CAP AS NOTED.
- 2 EXISTING SANITARY SEWER LATERAL TO BE REMOVED
- 3 EXISTING WATER MAIN. SEE BELOW FOR RELOCATED VIA MERCADO WATER MAIN. SEE NOTE 2.
- 4 EXISTING WATER SERVICE
- 5 EXISTING GAS LINE. SEE BELOW FOR RELOCATED VIA MERCADO GAS LINE. SEE NOTE 3.
- 6 EXISTING ELECTRICAL/COMM LINE TO BE REMOVED
- 7 EXISTING UTILITY STRUCTURE TO BE REMOVED

IMPROVEMENT KEYNOTES

- 8 PROPOSED 6" DOMESTIC WATER, SEE NOTE 2
- 9 PROPOSED 2" GAS, SEE NOTE 3

LEGEND

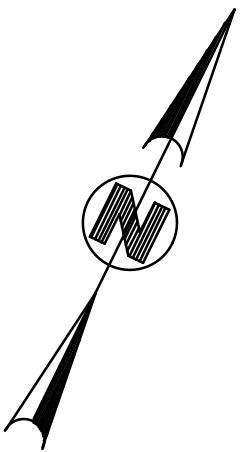
- PROPERTY LINE
- - - - - EXISTING UTILITY LINE
- ||||| REMOVAL/RELOCATION
- W--- PROPOSED DOMESTIC WATER LINE
- G--- PROPOSED GAS LINE
- W--- EXISTING WATER LINE
- SS--- EXISTING SANITARY SEWER LINE
- G--- EXISTING GAS LINE
- E--- EXISTING ELECTRIC LINE
- COMM--- EXISTING COMMUNICATIONS LINE
- OH--- EXISTING OVERHEAD ELECTRIC LINE

NOTES

- 1. NOT IN USE.
- 2. VIA MERCADO WATER LINE TO BE RELOCATED BY EBMUD.
- 3. VIA MERCADO GAS LINE TO BE RELOCATED BY PG&E.

ABBREVIATIONS

- BLDG BUILDING
- CIP CAST IRON PIPE
- COMM COMMUNICATIONS
- DW DOMESTIC WATER
- EB ELECTRICAL BOX
- EBMUD EAST BAY MUNICIPAL UTILITY DISTRICT
- ELEC ELECTRIC
- EX EXISTING
- JT JOINT TRENCH
- LF LINEAR FEET
- PG&E PACIFIC GAS AND ELECTRIC
- SS SANITARY SEWER
- SSCO SANITARY SEWER CLEAN OUT
- SSMH SANITARY SEWER MANHOLE
- WM WATER METER



GRAPHIC SCALE



(IN FEET)
1 inch = 20 ft.

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BKF Project No: 20171017



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VILLAGE GREEN

SAN LORENZO, CA

Issue Date
PRELIM-SUBMITTAL 11/30/2017

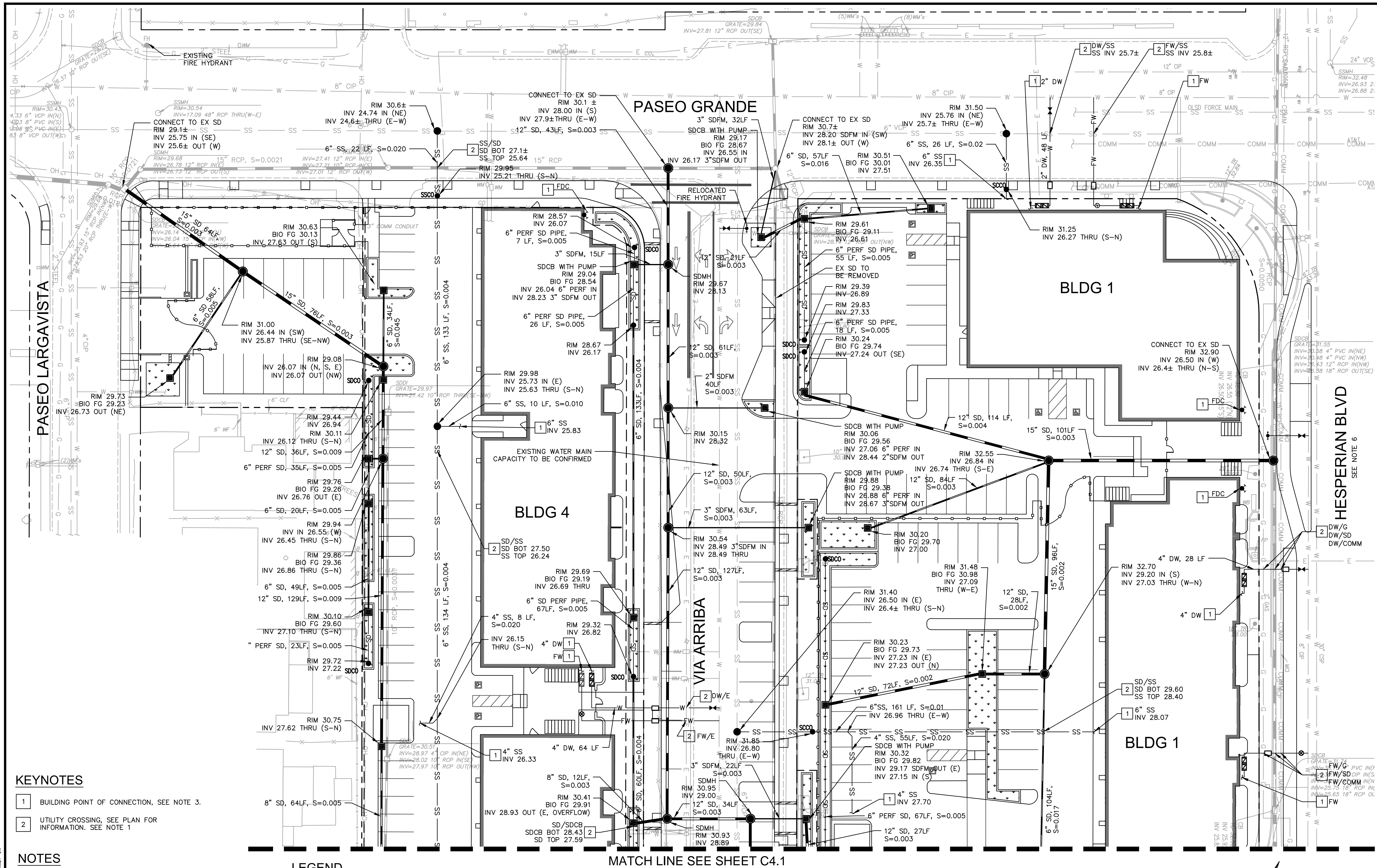
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C4.0 UTILITY PLAN

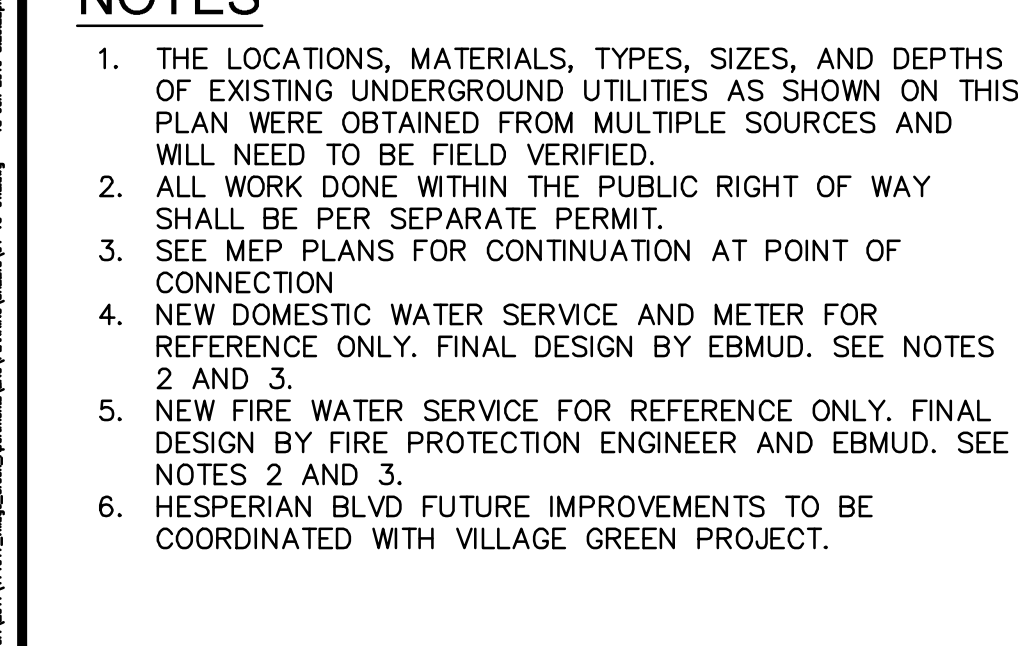


- ### KEYNOTES
- 1 BUILDING POINT OF CONNECTION, SEE NOTE 3.
 - 2 UTILITY CROSSING, SEE PLAN FOR INFORMATION. SEE NOTE 1

- ### NOTES
1. THE LOCATIONS, MATERIALS, TYPES, SIZES, AND DEPTHS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THIS PLAN WERE OBTAINED FROM MULTIPLE SOURCES AND WILL NEED TO BE FIELD VERIFIED.
 2. ALL WORK DONE WITHIN THE PUBLIC RIGHT OF WAY SHALL BE PER SEPARATE PERMIT.
 3. SEE MEP PLANS FOR CONTINUATION AT POINT OF CONNECTION.
 4. NEW DOMESTIC WATER SERVICE AND METER FOR REFERENCE ONLY. FINAL DESIGN BY EBMUD. SEE NOTES 2 AND 3.
 5. NEW FIRE WATER SERVICE FOR REFERENCE ONLY. FINAL DESIGN BY FIRE PROTECTION ENGINEER AND EBMUD. SEE NOTES 2 AND 3.
 6. HESPERIAN BLVD FUTURE IMPROVEMENTS TO BE COORDINATED WITH VILLAGE GREEN PROJECT.

LEGEND	
	PROPOSED RIGHT OF WAY
	EASEMENT LINE
	SANITARY SEWER LINE
	SANITARY SEWER MANHOLE PER ORO LOMA STANDARD DRAWING SD-01
	SANITARY SEWER CLEANOUT PER ORO LOMA STANDARD DRAWING SD-11
	BIORETENTION AREA
	STORM DRAIN LINE
	6" PERFORATED STORM DRAIN LINE
	STORM DRAIN CATCH BASIN
	STORM DRAIN MANHOLE PER ALAMEDA COUNTY STANDARD DRAWING SD-405
	WATER LINE, SEE NOTE 4
	FIRE WATER, SEE NOTE 5
	WATER VALVE
	FIRE DEPARTMENT CONNECTION
	FIRE HYDRANT
	BACKFLOW PREVENTER
	POST INDICATOR VALVE

ABBREVIATIONS	
BIO	BIORETENTION AREA
BLDG	BUILDING
BOT	BOTTOM
CIP	CAST IRON PIPE
COMM	COMMUNICATION
DW	DOMESTIC WATER
E	ELECTRIC OR EAST
EX	EXISTING
FDC	FIRE DEPARTMENT CONNECTION
FH	FIRE HYDRANT
FW	FIRE WATER
G	GAS
GM	GAS METER
INV	INVERT
LF	LINEAR FEET
N	NORTH
NE	NORTHEAST
NW	NORTHWEST
PVC	POLYVINYL CHLORIDE
RCP	SLOPE OR SOUTH
S	STORM DRAIN
SD	STORM DRAIN CATCH BASIN
SDCI	STORM DRAIN CURB INLET
SDFM	STORM DRAIN FORCE MAIN
SDMH	STORM DRAIN MANHOLE
SE	SOUTHEAST
SS	SANITARY SEWER
SSCO	SANITARY SEWER CLEANOUT
SSMH	SANITARY SEWER MANHOLE
SW	SOUTHWEST
TR	TREE
UB	UTILITY BOX
VCP	VITRIFIED CLAY PIPE
WM	WATER METER
W	WEST



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VILLAGE GREEN

SAN LORENZO, CA

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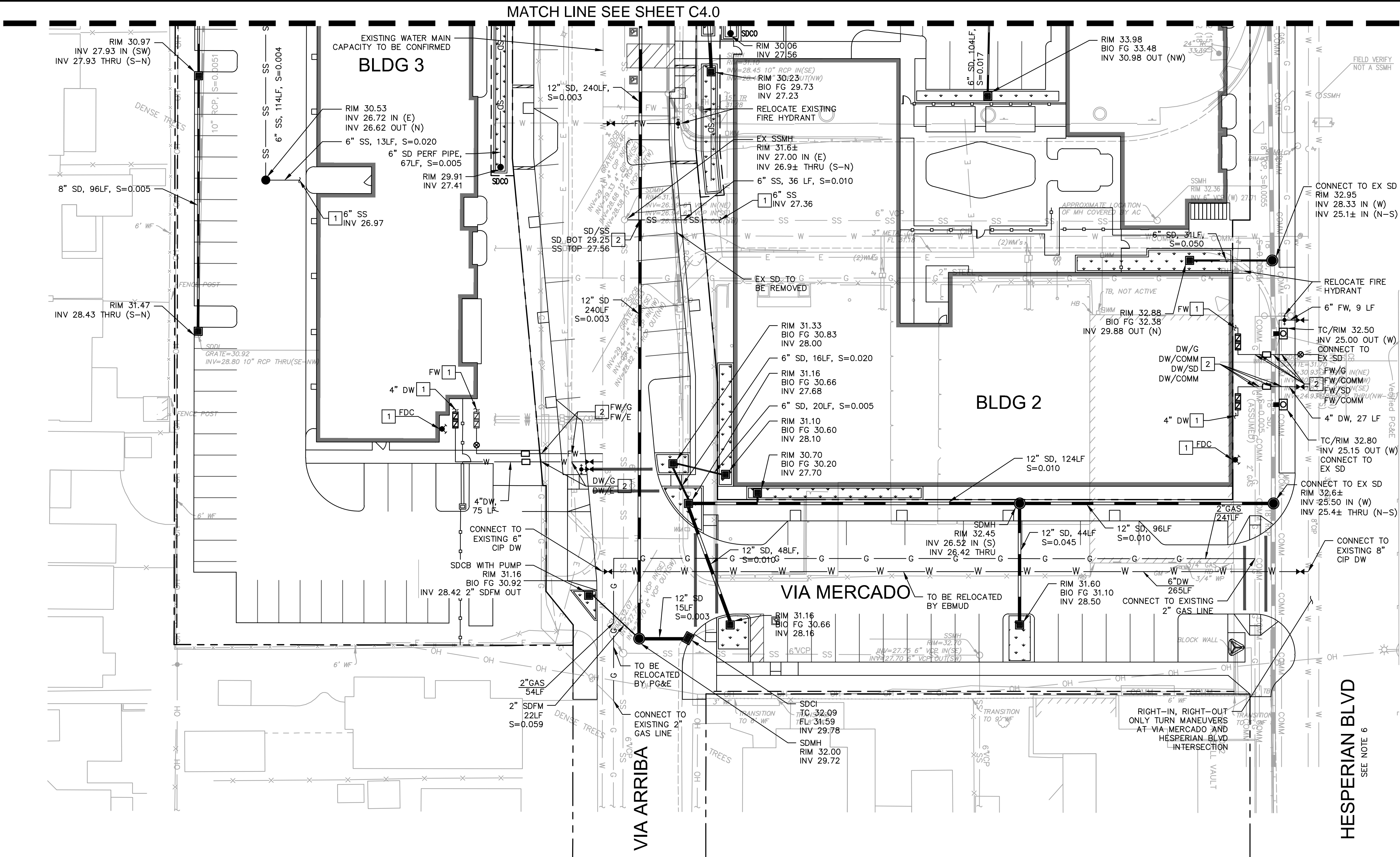
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3RD SUBMITTAL 11/12/2018

4TH SUBMITTAL 01/21/2019

C4.1 UTILITY PLAN



KEYNOTES

1. BUILDING POINT OF CONNECTION, SEE NOTE 2
2. UTILITY CROSSING, SEE PLAN FOR INFORMATION. SEE NOTE 1

NOTES

1. THE LOCATIONS, MATERIALS, TYPES, SIZES, AND DEPTHS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THIS PLAN WERE OBTAINED FROM MULTIPLE SOURCES AND WILL NEED TO BE FIELD VERIFIED.
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6. HESPERIAN BLVD FUTURE IMPROVEMENTS TO BE COORDINATED WITH VILLAGE GREEN PROJECT.

LEGEND

- PROPOSED RIGHT OF WAY
- EASEMENT LINE
- SANITARY SEWER LINE
- SANITARY SEWER MANHOLE PER ORO LOMA STANDARD DRAWING SD-01
- SANITARY SEWER CLEANOUT PER ORO LOMA STANDARD DRAWING SD-11
- BIORETENTION AREA
- STORM DRAIN LINE
- 6" PERFORATED STORM DRAIN LINE
- STORM DRAIN CATCH BASIN

- STORM DRAIN MANHOLE PER ALAMEDA COUNTY STANDARD DRAWING SD-405
- STORM DRAIN CLEANOUT
- WATER LINE, SEE NOTE 4
- FIRE WATER, SEE NOTE 5
- WATER VALVE
- FIRE DEPARTMENT CONNECTION
- FIRE HYDRANT
- BACKFLOW PREVENTER
- POST INDICATOR VALVE

ABBREVIATIONS

- | | | | | | |
|------|----------------------------|------|--------------------------|------|-------------------------|
| BIO | BIORETENTION AREA | LF | LINEAR FEET | SSCO | SANITARY SEWER CLEANOUT |
| BLDG | BUILDING | N | NORTH | SSMH | SANITARY SEWER MANHOLE |
| BOT | BOTTOM | NE | NORTHEAST | SW | SOUTHWEST |
| CIP | CAST IRON PIPE | NW | NORTHWEST | TR | TREE |
| COMM | COMMUNICATION | PVC | POLYVINYL CHLORIDE | UB | UTILITY BOX |
| DW | DOMESTIC WATER | RCP | REINFORCED CONCRETE PIPE | VCP | VITRIFIED CLAY PIPE |
| E | ELECTRIC OR EAST | S | SLOPE OR SOUTH | WM | WATER METER |
| EX | EXISTING | SD | STORM DRAIN | | WEST |
| FDC | FIRE DEPARTMENT CONNECTION | SDCB | STORM DRAIN CATCH BASIN | | |
| FH | FIRE HYDRANT | SDCI | STORM DRAIN CURB INLET | | |
| FW | FIRE WATER | SDFM | STORM DRAIN FORCE MAIN | | |
| G | GAS | SDMH | STORM DRAIN MANHOLE | | |
| GM | GAS METER | SE | SOUTHEAST | | |
| INV | INVERT | SS | SANITARY SEWER | | |

GRAPHIC SCALE



(IN FEET)
1 inch = 20 ft.

VILLAGE GREEN

SAN LORENZO, CA

Issue Date
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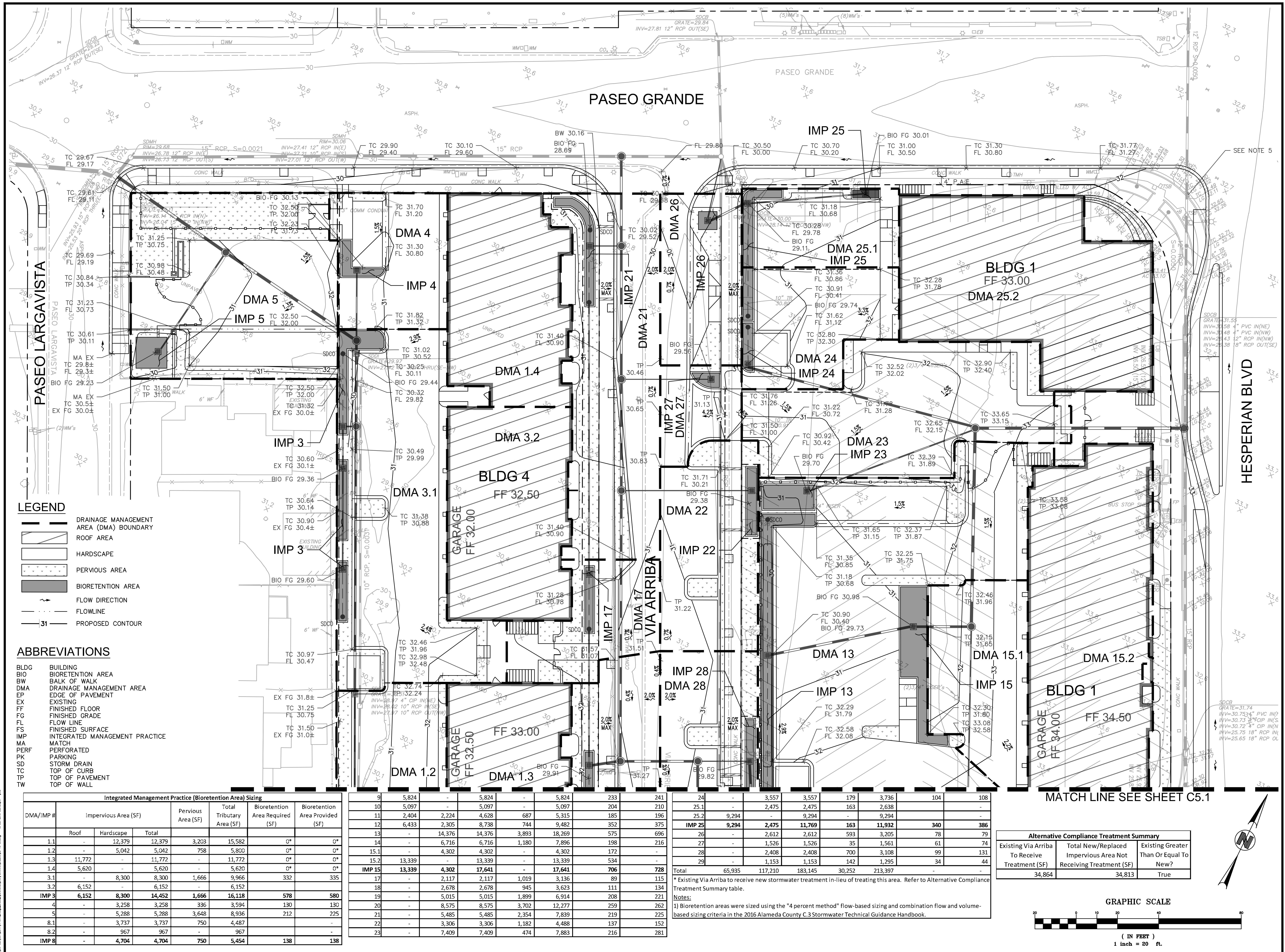
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4TH SUBMITTAL 01/21/2019

C5.0
PRELIMINARY
STORMWATER
CONTROL PLAN



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VILLAGE GREEN

SAN LORENZO, CA

HESPERIAN BLVD

MATCH LINE SEE SHEET C5.0

LEGEND

- DRAINAGE MANAGEMENT AREA (DMA) BOUNDARY
- ROOF AREA
- HARDSCAPE
- PERVIOUS AREA
- BIORETENTION AREA
- FLOW DIRECTION
- FLOWLINE
- 31 PROPOSED CONTOUR

ABBREVIATIONS

- BLDG BUILDING
- BIO BIORETENTION AREA
- BW BALK OF WALK
- DMA DRAINAGE MANAGEMENT AREA
- EP EDGE OF PAVEMENT
- EX EXISTING
- FF FINISHED FLOOR
- FG FINISHED GRADE
- FL FLOW LINE
- FS FINISHED SURFACE
- IMP INTEGRATED MANAGEMENT PRACTICE
- MA MATCH
- PERF PERFORATED
- PK PARKING
- SD STORM DRAIN
- TC TOP OF CURB
- TP TOP OF PAVEMENT
- TW TOP OF WALL

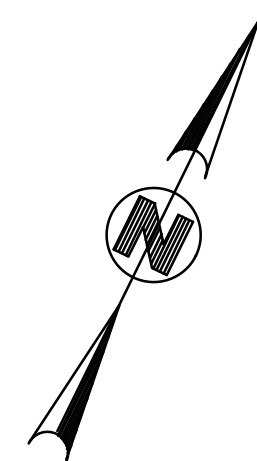
Integrated Management Practice (Bioretention Area) Sizing							
DMA/IMP #	Impervious Area (SF)			Pervious Area (SF)	Total Tributary Area (SF)	Bioretention Area Required (SF)	Bioretention Area Provided (SF)
	Roof	Hardscape	Total				
1.1	-	12,379	12,379	3,203	15,582	0*	0*
1.2	-	5,042	5,042	758	5,800	0*	0*
1.3	11,772	-	11,772	-	11,772	0*	0*
1.4	5,620	-	5,620	-	5,620	0*	0*
3.1	-	8,300	8,300	1,666	9,966	332	335
3.2	6,152	-	6,152	-	6,152	-	-
IMP 3	6,152	8,300	14,452	1,666	16,118	578	580
4	-	3,258	3,258	336	3,594	130	130
5	-	5,288	5,288	3,648	8,936	212	225
8.1	-	3,737	3,737	750	4,487	-	-
8.2	-	967	967	-	967	-	-
IMP 8	-	4,704	4,704	750	5,454	138	138
9	5,824	-	5,824	-	5,824	233	241
10	5,097	-	5,097	-	5,097	204	210
11	2,404	2,224	4,628	687	5,315	185	196
12	6,433	2,305	8,738	744	9,482	352	375
13	-	14,376	14,376	3,893	18,269	575	696
14	-	6,716	6,716	1,180	7,896	198	216

15.1	-	4,302	4,302	-	4,302	172	-
15.2	13,339	-	13,339	-	13,339	534	-
IMP 15	13,339	4,302	17,641	-	17,641	706	728
17	-	2,117	2,117	1,019	3,136	89	115
18	-	2,678	2,678	945	3,623	111	134
19	-	5,015	5,015	1,899	6,914	208	221
20	-	8,575	8,575	3,702	12,277	259	262
21	-	5,485	5,485	2,354	7,839	219	225
22	-	3,306	3,306	1,182	4,488	137	152
23	-	7,409	7,409	474	7,883	216	281
24	-	3,557	3,557	179	3,736	104	108
25.1	-	2,475	2,475	163	2,638	-	-
25.2	9,294	-	9,294	-	9,294	-	-
IMP 25	9,294	2,475	11,769	163	11,932	340	386
26	-	2,612	2,612	593	3,205	78	79
27	-	1,526	1,526	35	1,561	61	74
28	-	2,408	2,408	700	3,108	99	131
29	-	1,153	1,153	142	1,295	34	44
Total	65,935	117,210	183,145	30,252	213,397	-	-

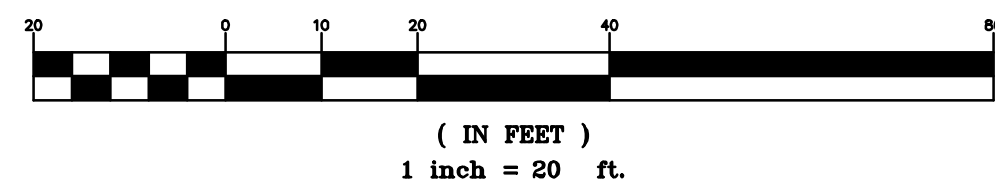
* Existing Via Arriba to receive new stormwater treatment in-lieu of treating this area. Refer to Alternative Compliance Treatment Summary table.

Notes:
1) Bioretention areas were sized using the "4 percent method" flow-based sizing and combination flow and volume-based sizing criteria in the 2016 Alameda County C.3 Stormwater Technical Guidance Handbook.

Alternative Compliance Treatment Summary		
Existing Via Arriba To Receive Treatment (SF)	Total New/Replaced Impervious Area Not Receiving Treatment (SF)	Existing Greater Than Or Equal To New?
34,864	34,813	True



GRAPHIC SCALE



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C5.1
PRELIMINARY
STORMWATER
CONTROL PLAN

C5.2 CONSTRUCTION BEST MANAGEMENT PRACTICES

VILLAGE GREEN

SAN LORENZO, CA

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CONCEPTUAL
LANDSCAPE PLAN

L.1



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Project Manager: Paul Maksy

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VILLAGE GREEN

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BUILDING 2
4th FLOOR
ROOF TERRACE
ENLARGEMENT

L.2

NOTE:

PERMANANT SUN COVERINGS SUCH AS TRELLIS OR CANOPIES
MAY REQUIRE FIRE SPRINKLER PROTECTION.

MATERIALS KEY

- 1 2'x2' CONCRETE PAVERS on PEDESTALS
- 2 2'x2' WOOD-LOOK PORCELAIN PAVERS on PEDESTALS
- 3 DECORATIVE COBBLE

PRIVATE DINING TERRACE

- soft seating
- group dining
- barbecue
- pottery

SOCIAL

- soft seating groups
- sit-up bar with barbecues
- group dining
- moveable overhead shade structure (not permanent)
- pottery

HEDGES in POTS

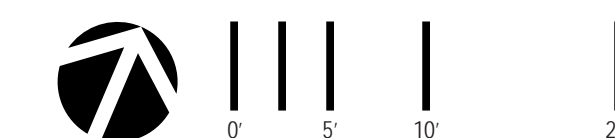
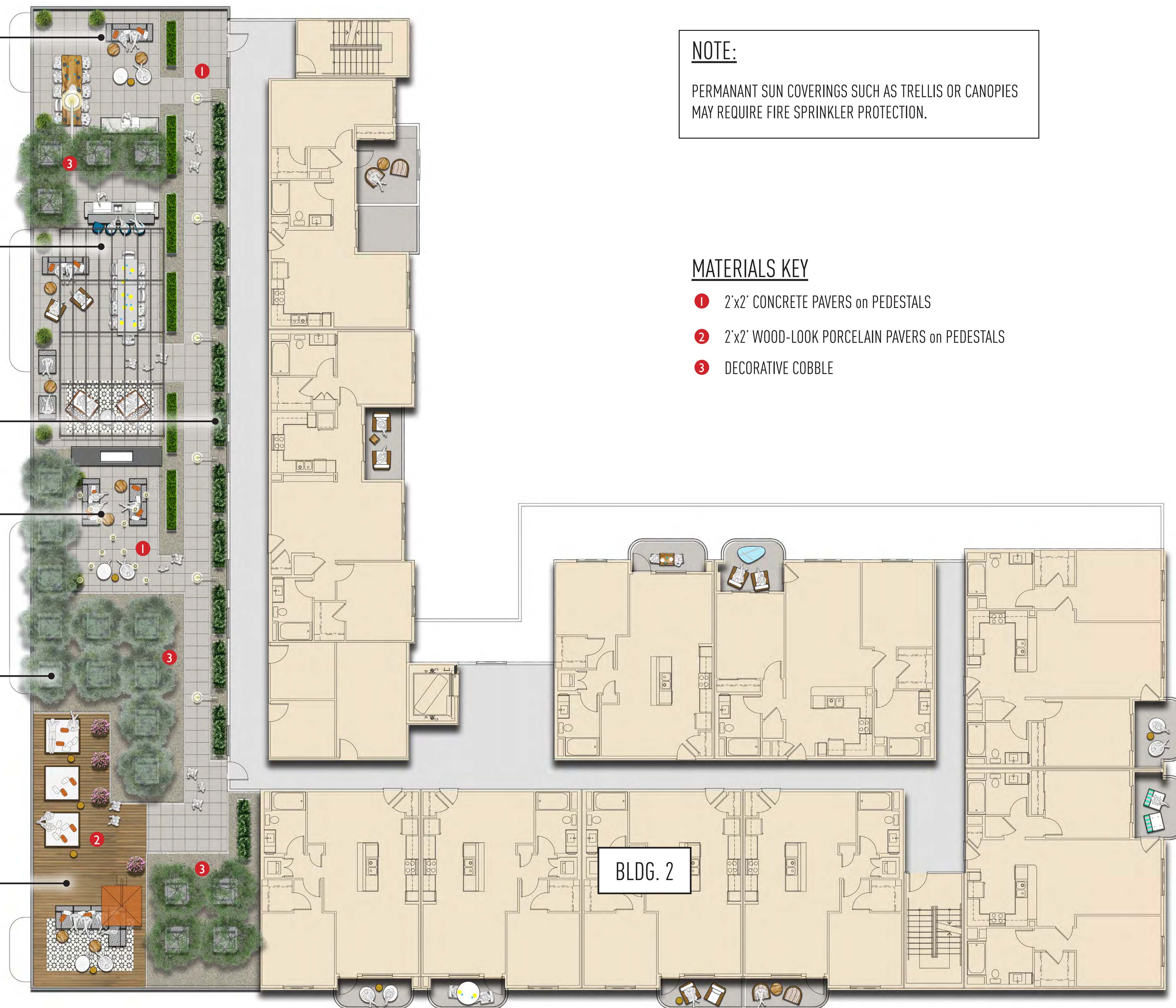
FIRESIDE TERRACE

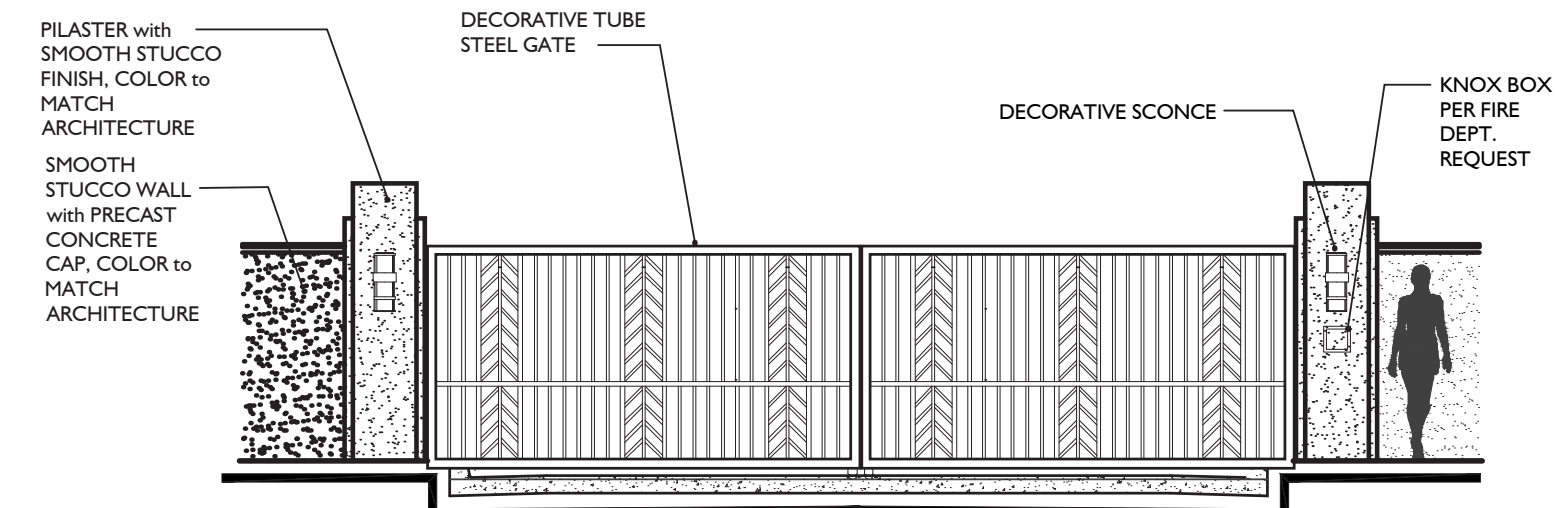
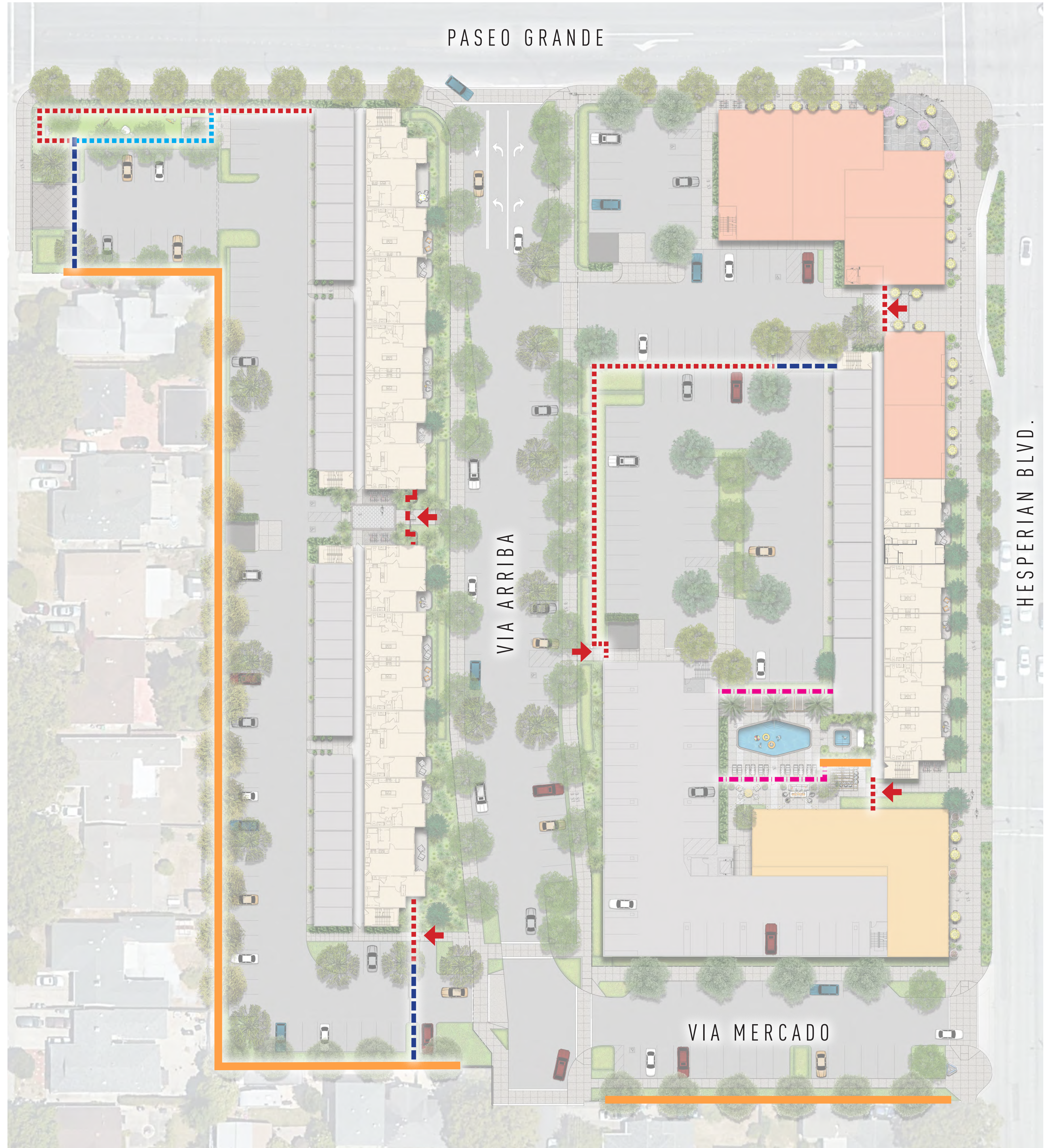
- 2-sided fireplace
- soft seating
- festival lights
- TVs

POTTED TREES in COBBLE

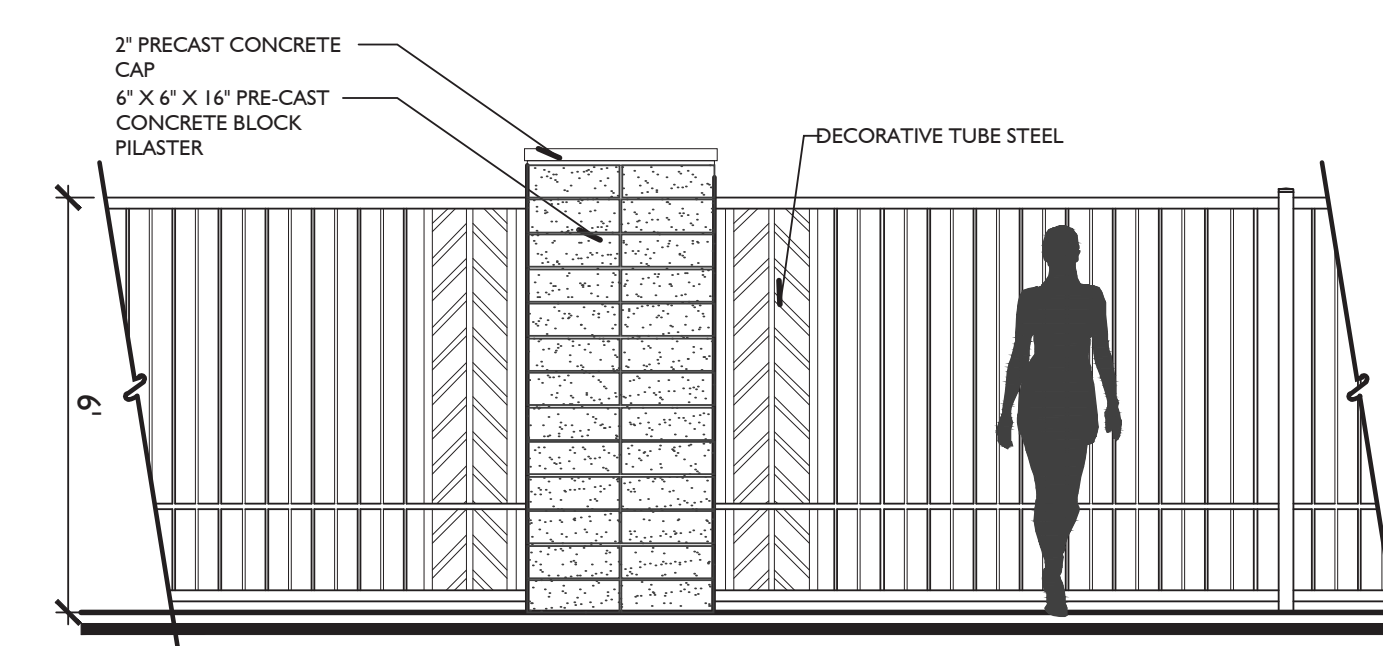
SUNNING DECK

- daybeds
- soft seating with umbrella
- pottery

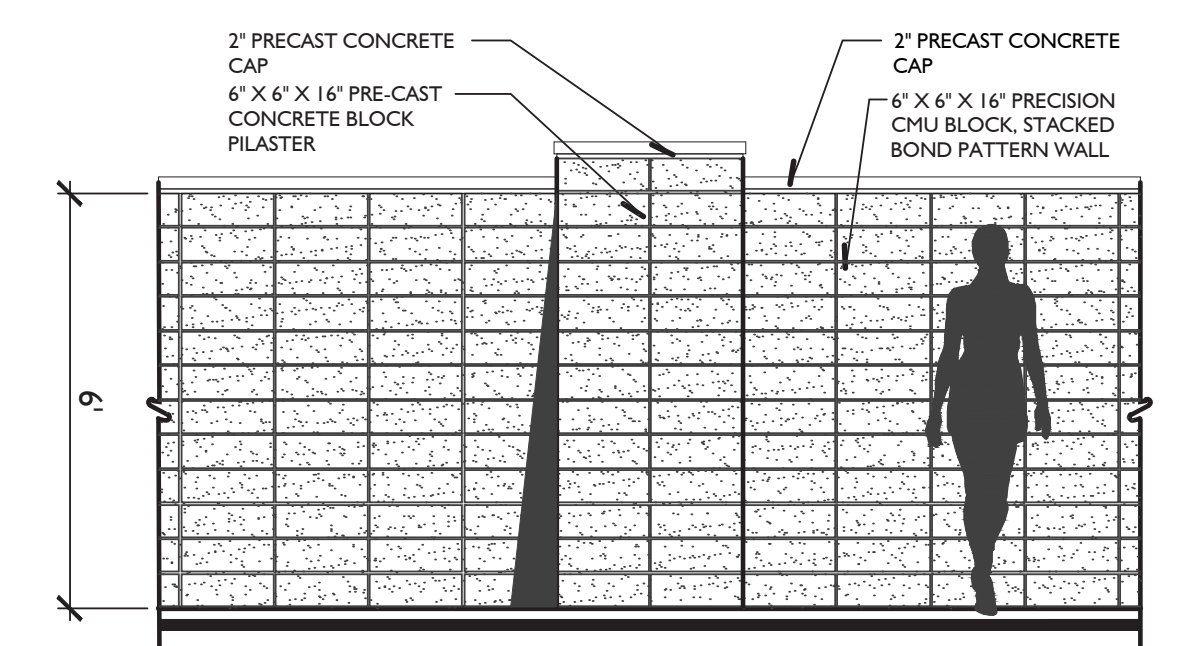




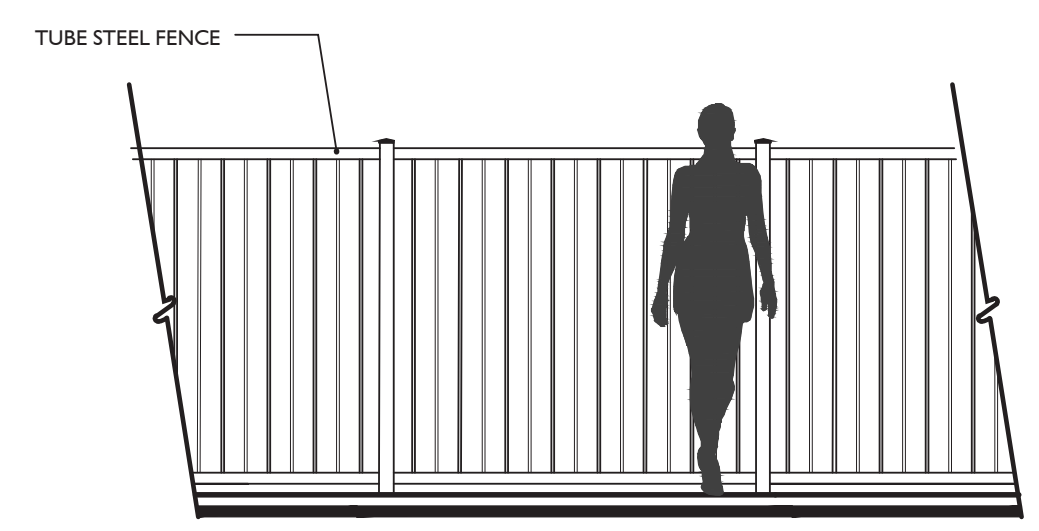
A VEHICULAR ENTRY GATE
6' HIGH



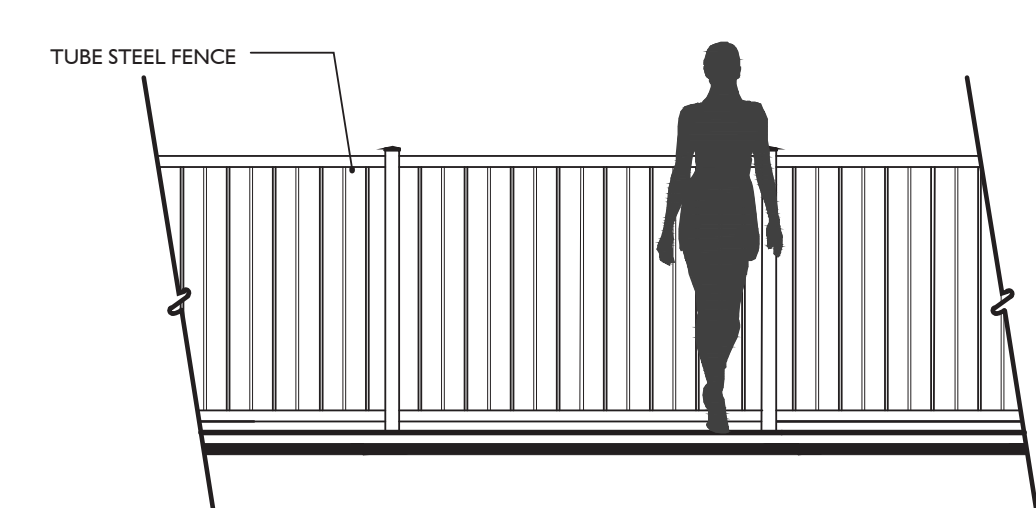
B DECORATIVE TUBULAR STEEL FENCE
6' HIGH



C MASONRY WALL AND PILASTER
6' HIGH

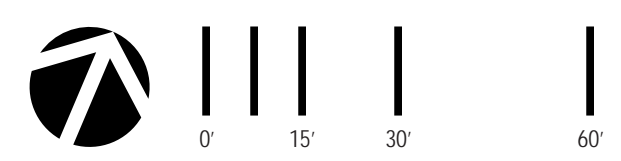


D TUBULAR STEEL POOL ENCLOSURE
FENCING
5' HIGH



E TUBULAR STEEL DOG PARK ENCLOSURE
4' HIGH

F GATED PEDESTRIAN ENTRY WITH KNOX BOX PER FIRE DEPT. REQUEST



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VILLAGE GREEN

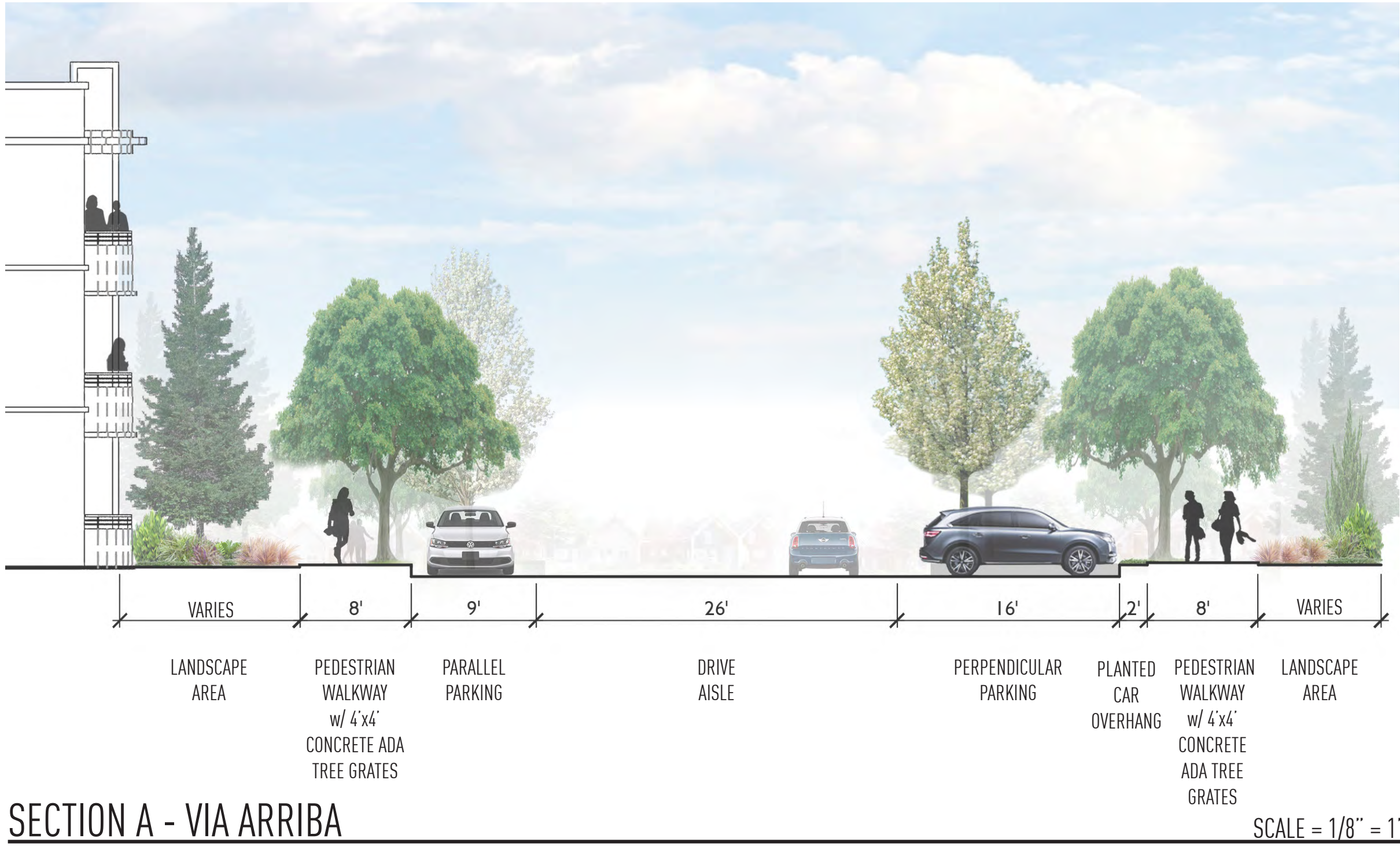
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WALL & FENCE PLAN

PROPOSED PLANT LIST			
BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS
TREES:			
HESPERIAN BLVD. STREET TREE			
ACER x FREEMANII 'ARMSTRONG' (6' wide continuous parkway)	ARMSTRONG MAPLE	24" BOX	MEDIUM
CERCIS CANADENSIS (6' wide continuous parkway)	FOREST PANSY	24" BOX	MEDIUM
PASEO GRANDE STREET TREE			
LAGERSTROEMIA x HYBRID (4' x 4' tree well)	CRAPE MYRTLE	24" BOX	LOW
VIA ARRIBA STREET TREE			
PYRUS CALLERYANA 'CHANTICLEER' (4' x 6' tree well)	FLOWERING PEAR	24" BOX	MEDIUM
QUERCUS VIRGINIANA (7'-6" wide landscape finger)	SOUTHERN LIVE OAK	24" BOX	MEDIUM
VIA MERCADO STREET TREE			
ULMUS x 'FRONTIER' (4' x 6' tree well)	FRONTIER ELM	24" BOX	MEDIUM
QUERCUS VIRGINIANA (7'-6" wide landscape finger)	SOUTHERN LIVE OAK	24" BOX	MEDIUM
PROJECT PERIMETER & DRIVE AISLES:			
ELAEOCARPUS DECIPIENS	JAPANESE BLUEBERRY TREE	24" BOX	MEDIUM
MAGNOLIA G. 'ST. MARY'S'	SOUTHERN MAGNOLIA	24" BOX	MEDIUM
PLATANUS X. ACERIFOLIUS 'BLOODGOOD'	PLANE TREE	24" BOX	MEDIUM
PODOCARPUS GRACILIOR	FERN PINE (column)	24" BOX	MEDIUM
PRUNUS 'BRIGHT & TIGHT' (Informal Hedge)	COMPACT CAROLINA CHERRY (column)	15 GAL.	MEDIUM
QUERCUS VIRGINIANA	SOUTHERN LIVE OAK	24" BOX	MEDIUM
TRISTANIA CONFERTA	BRISBANE BOX (low branching)	24" BOX	MEDIUM
POOL COURTYARD and ENTRY COURTS:			
ACER PALMATUM	JAPANESE MAPLE - (multi-trunk)	24" BOX	MEDIUM
ARBUTUS x 'MARINA'	HYBRID STRAWBERRY TREE	36" BOX	MEDIUM
ARCHONTOPHOENIX CUNNINGHAMIANA	KING PALM	36" BOX	MEDIUM
CERCIS CANADENSIS 'FOREST PANSY'	EASTERN REDBUD Standard	36" BOX	MEDIUM
OLEA 'SWAN HILL'	FRUITLESS OLIVE Multi-Trunk	36" BOX	MEDIUM
PHOENIX DACTYLIFERA 'MEDJOOOL'	DATE PALM	22" BTH	MEDIUM
TRISTANIA CONFERTA	BRISBANE BOX (low branching)	24" BOX	MEDIUM
ROOFTOP TERRACE (trees in pots) :			
ACER PALMATUM	JAPANESE MAPLE - (multi-trunk)	24" BOX	MEDIUM
ARBUTUS x 'MARINA'	HYBRID STRAWBERRY TREE	36" BOX	MEDIUM
BAMBUSA OLDHAMII	GIANT TIMBER BAMBOO	15 GAL.	MEDIUM
CITRUS SPECIES (Thomless)	ASSORTED CITRUS	36" BOX	MEDIUM
MAGNOLIA G. 'LITTLE GEM'	SOUTHERN MAGNOLIA Low Branch	36" BOX	MEDIUM
OLEA 'SWAN HILL'	FRUITLESS OLIVE Multi-Trunk	36" BOX	MEDIUM
COMMON LANDSCAPE AREAS (adjacent to buildings) :			
JUNIPER SCOPULORUM 'SKY ROCKET'	SKYROCKET JUNIPER (columns)	15 GAL.	MEDIUM
ARBUTUS x 'MARINA'	HYBRID STRAWBERRY TREE	36" BOX	MEDIUM
PODOCARPUS 'ICEE BLUE'	YELLOW-WOOD	15 GAL.	MEDIUM
MAGNOLIA G. 'LITTLE GEM'	SOUTHERN MAGNOLIA	24" BOX	MEDIUM
TRISTANIA CONFERTA	BRISBANE BOX (low branching)	24" BOX	MEDIUM

BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS
SHRUBS - HYDRO-ZONE 1 SUN EXPOSURE			
LARGE SHRUBS:			
COTONEASTER LACTEUS	COTONEASTER	5 GAL.	MEDIUM
DIETES VEGETA	FORTNIGHT LILY	5 GAL.	MEDIUM
PITTOSPORUM SPP.	PITTOSPORUM	5 GAL.	MEDIUM
PHOTINIA FRASERI	RED-TIPPED PHOTINIA	5 GAL.	MEDIUM
MEDIUM SHRUBS			
BOUGAINVILLEA SPP.	BOUGAINVILLEA	5 GAL.	LOW
CALLISTEMON 'LITTLE JOHN'	DWARF CALLISTEMON	5 GAL.	LOW
LIGUSTRUM J. 'TEXANUM'	WAX LEAF PRIVET	5 GAL.	MEDIUM
MUHLENBERGIA RICENS	DEER GRASS	5 GAL.	LOW
RHAPHIOLEPIS INDICA 'CLARA'	INDIA HAWTHORN	5 GAL.	MEDIUM
ROSA SPP.	ROSE	5 GAL.	MEDIUM
SMALL SHRUBS:			
FESTUCA OVINA GLAUCA	BLUE FESCUE	1 GAL.	MEDIUM
HEMEROCALLIS HYBRIDS	DAYLILY	1 GAL.	MEDIUM
MAHONIA REPENS	CREEPING MAHONIA	1 GAL.	LOW
PYRACANTHA 'RED ELF'	DWARF FIRETHORN	1 GAL.	MEDIUM
ROSEMARINUS PROSTRATUS (f)	DWARF ROSEMARY	1 GAL.	LOW
TRACHELOSPERMUM JASMINOIDES	STAR JASMINE	1 GAL.	MEDIUM
GROUND COVER:			
LANTANA x 'NEW GOLD' (f)	YELLOW LANTANA	1 GAL at 3" o.c.	MEDIUM
MYOPORUM PARVIFOLIUM (f)	LOW MYOPORUM	1 GAL at 3" o.c.	MEDIUM
SHRUBS - HYDRO-ZONE 2 SHADE EXPOSURE			
LARGE SHRUBS:			
LIGUSTRUM J. 'TEXANUM'	WAX LEAF PRIVET	5 GAL.	MEDIUM
PHORMIUM 'YELLOW WAVE'	FLAX	5 GAL.	MEDIUM
PITTOSPORUM T. VARIEGATA	VARIEGATED TOBIRA	5 GAL.	MEDIUM
MEDIUM SHRUBS:			
ARBUTUS UNEDO 'COMPACTA'	DWF. STRAWBERRY TR.	5 GAL.	LOW
ASPARAGUS SPRENGERI	ASPARAGUS FERN	5 GAL.	MEDIUM
DIETES 'ORANGE DROP'	FORTNIGHT LILY	5 GAL.	MEDIUM
SMALL SHRUBS:			
MAHONIA REPENS	CREEPING MAHONIA	1 GAL.	LOW
MYRTUS COMMUNIS 'COMPACTA'	DWARF MYRTLE	5 GAL.	MEDIUM
PITTOSPORUM WHEELERI	WHEELER'S TOBIRA	5 GAL.	MEDIUM
SHRUBS - HYDRO-ZONE 3 C-3 PLANTERS			
ARCTOSTAPHYLOS UVI-URSI 'EMERALD CARPET'	CARPET MANZANITA	5 GAL.	MEDIUM
BACCHARIS PILULARIS 'TWIN PEAKS'	DWARF COYOTE BUSH	5 GAL.	LOW
DESCHAMPSIA CESPITOSA	TUFTED HAIRGRASS	5 GAL.	LOW
JUNCUS PATENS	GREY RUSH	5 GAL.	LOW
MAHONIA AQUAFOLIUM	OREGON GRAPE	5 GAL.	LOW
MAHONIA REPENS	OREGON GRAPE	5 GAL.	LOW
SYNTHETIC TURF (dog park)			



PLANTING CONCEPT STATEMENT:
PLANT MATERIALS IS SELECTED FOR THEIR WATER CONSERVATION QUALITIES, LOW MAINTENANCE and ADAPTED TO THE LOCAL CLIMATE.
THE PROPOSED PLANT LIST INDICATES HYDROZONES BASED ON EXPOSURES (SUN AND SHADE) AND CONDITIONS. FURTHER DETAILED PLANTING PLANS will be REFINED and EXPANDED BASED ON NUANCES in the BUILDING DESIGN AND EXPOSURES.
THE PLANTING SCHEME EMPHASIZES FORM, LEAF TEXTURE and FOLIAGE COLOR IN AN ARRANGEMENT OF LARGE BROAD MASSINGS. PLANT SPECIES with UNIQUE CHARACTERISTICS USED SINGULARLY WILL CREATE FOCAL POINTS and POINTS OF INTEREST.
THE MATURE HEIGHT OF ALL EXTERIOR SHRUBBERY SHALL BE NO HIGHER THAN THREE FEET AND SHALL BE MAINTAINED AT A MAXIMUM HEIGHT OF THREE FEET. TREES CANOPIES SHALL NOT BE LOWER THAN SIX FEET ABOVE GRADE AND SHALL BE MAINTAINED TO THIS STANDARD.
IRRIGATION WATER CONSERVATION FEATURES
THE FOLLOWING MEASURES WILL BE INCORPORATED INTO THE PROJECT TO CONSERVE WATER:
1. INSTALLATION OF AUTOMATIC 'SMART' IRRIGATION CONTROLLER WITH RAIN-SENSOR AND WEATHER TRACK. 2. THE USE OF LOW PRECIPITATION/LOW ANGLE IRRIGATION SPRAY HEADS. 3. THE USE OF LOW WATER CONSUMING PLANTS. 4. SOIL AMENDMENT TO ACHIEVE GOOD SOIL MOISTURE RETENTION. 5. MULCHING TO REDUCE EVAPOTRANSPIRATION FROM THE ROOT ZONE. (3" THICK)
CITY RELATED NOTES
THE LANDSCAPE PLAN IS CONSISTENT WITH LANDSCAPE REGULATIONS.
THE LANDSCAPE DESIGN IS COMPLIANT WITH BAY-FRIENDLY LANDSCAPE GUIDELINES FOR SUSTAINABLE PRACTICES
LIGHTING CONCEPT:
THE OUTDOOR LIGHTING CONCEPT IS TO PROVIDE LEVELS OF LIGHTING SUFFICIENT TO MEET SAFETY, ORIENTATION NEEDS AND TO ENHANCE SPECIAL FEATURES.
WITHIN PUBLIC AREAS LIGHTING WILL BE WARM COLORED AND UNOBTUSIVE. LIGHT SOURCES WILL BE TUNGSTEN OR METAL HALIDE.
LIGHTING SOURCES FOR THE LANDSCAPE AND PAVED AREAS WILL BE CONCEALED AND THE LIGHTING INDIRECT NOT VISIBLE FROM A PUBLIC VIEWPOINT. LIGHT SOURCES SHOULD BE DIRECTED SO THAT IT DOES NOT FALL OUTSIDE THE AREA TO BE LIGHTED.
ALL EXTERIOR SURFACE AND ABOVE-GROUND MOUNTED FIXTURES WILL BE SYMPATHETIC AND COMPLIMENTARY TO THE ARCHITECTURAL THEME.
EXTERIOR LIGHTING, EXCEPT STREET LIGHTS, SHALL BE DIFFUSED OR CONCEALED IN ORDER TO PREVENT ILLUMINATION OF ADJOINING PROPERTIES OR THE CREATION OF OBJECTIONAL VISUAL IMPACTS ON OTHER PROPERTIES.
ALL LIGHTING, INCLUDING SECURITY LIGHTING, SHALL BE SHIELDED TO MINIMIZE GLARE UPON NEIGHBORING PROPERTY AND PUBLIC RIGHT-OF-WAY. PRIOR TO ISSUANCE OF A BUILDING PERMIT, A PHOTOMETRIC LIGHTING PLAN SHALL BE SUBMITTED FOR REVIEW AND APPROVAL BY THE COMMUNITY AND ECONOMIC DEVELOPMENT DIRECTOR. FIXTURES SHOULD BE OF A TYPE OR ADEQUATELY SHIELDED SO AS TO PREVENT GLARE FROM NORMAL VIEWING ANGLES. SAID PLANS SHALL INCLUDE SPECIFICATION OF THE PROPOSED LIGHTING FIXTURES AND DEMONSTRATE THE ADEQUATE SHIELDING OF LIGHTING FIXTURES TO MINIMIZE GLARE OR LIGHT SPILLAGE OFFSITE.



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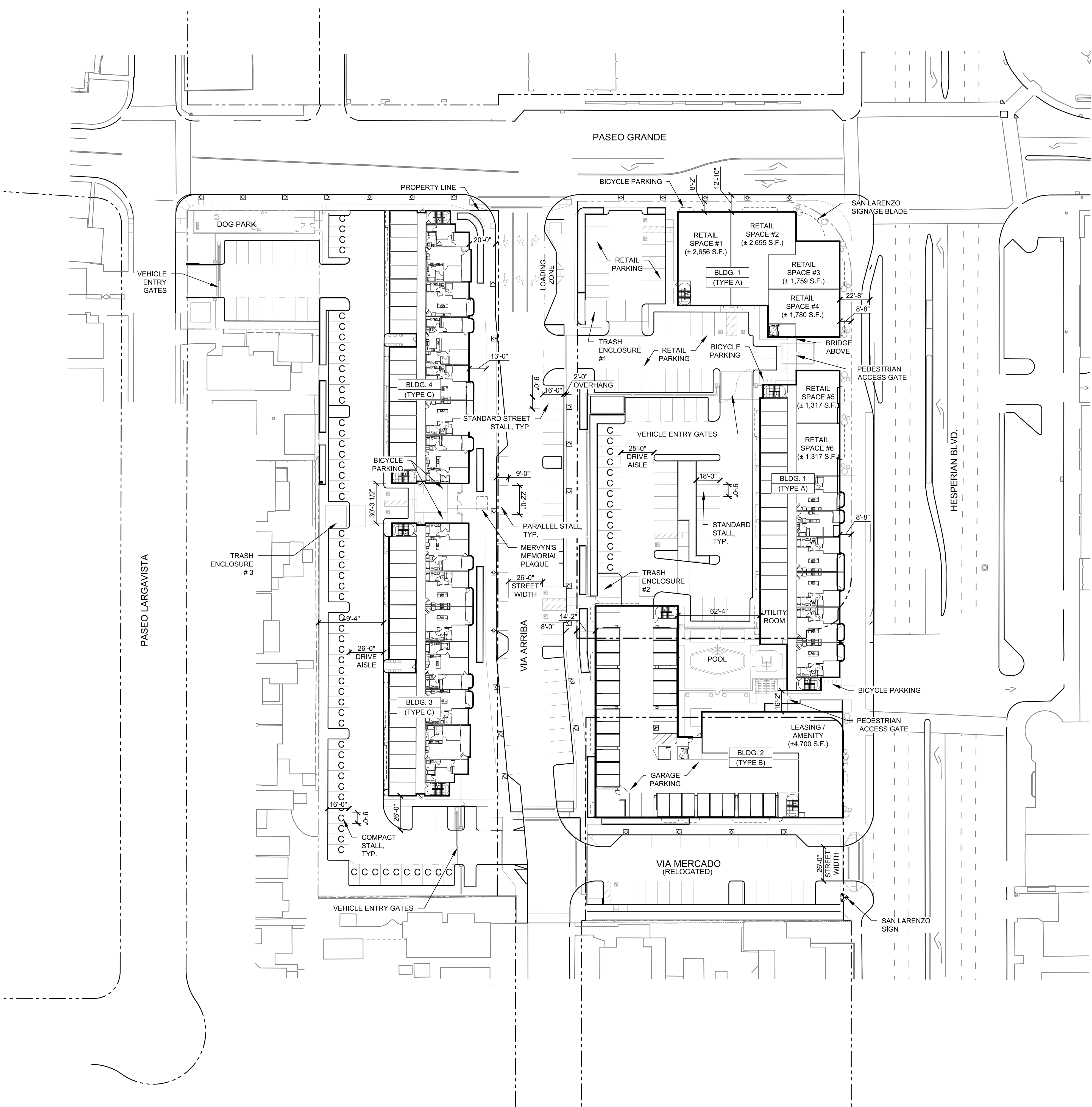
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VILLAGE GREEN

SAN LORENZO, CA

Issue Date	
PRELIM-SUBMITTAL	11/30/2017
1ST SUBMITTAL	04/09/201
2ND SUBMITTAL	08/15/2018
3RD SUBMITTAL	11/12/2018
4TH SUBMITTAL	01/21/2019

PLANT LEGEND,
NOTES & SECTION

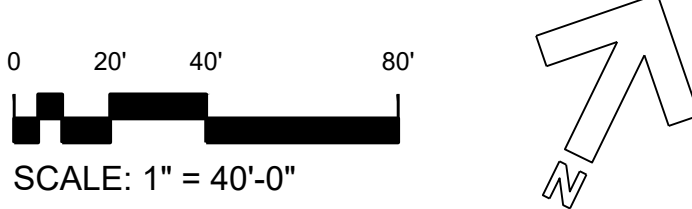


PARKING REQUIRED			
	REQUIRED RATIO ¹	NO OF UNITS	STALLS REQUIRED
RESIDENT	2 STALL PER DWELLING UNIT	163	326
COMMERCIAL	REFER TO PARKING DEMAND STUDY FOR REQUIRED PARKING ANALYSIS AND SHARED PARKING METHODOLOGY		
TOTAL PARKING REQUIRED			326

¹ AS STATED IN THE SPECIFIC PLAN, THE PARKING REQUIREMENT IS 2 STALLS PER DWELLING UNIT OR AS DETERMINED BY A PARKING DEMAND STUDY, WHICH EVER IS GREATER. REFER TO PARKING DEMAND STUDY FOR REQUIRED PARKING ANALYSIS AND SHARED METHODOLOGY.

PARKING PROVIDED (REFER TO PARKING DEMAND STUDY FOR REQUIRED PARKING ANALYSIS AND SHARED PARKING METHODOLOGY)		TOTAL
PARKING TYPE		
OFF-SITE: STREET PARKING (NON-EXCLUSIVE RESIDENTIAL AND COMMERCIAL) ³		
STANDARD STALLS		41
PARALLEL STALLS		16
STD. ACCESSIBLE STALLS		2
VAN ACCESSIBLE STALLS		1
SUBTOTAL		60
ON-SITE: PARKING (NON-EXCLUSIVE RESIDENTIAL AND COMMERCIAL) ⁴		
STANDARD STALLS		29
STD. ACCESSIBLE STALLS		3
VAN ACCESSIBLE STALLS		1
SUBTOTAL		33
ON SITE: GARAGE PARKING (EXCLUSIVELY RESIDENTIAL)		
PRIVATE GARAGE STALLS		50
STANDARD BLDG. B GARAGE STALLS		4
AUTOMATED BLDG. B GARAGE STALLS		54
VAN ACCESSIBLE STALLS		1
SUBTOTAL		109
ON SITE: RESIDENTIAL PARKING (EXCLUSIVELY RESIDENTIAL)		
STANDARD UNCOVERED		47
COMPACT STALLS ²		74
STD. ACCESSIBLE STALLS		3
SUBTOTAL		124
TOTAL PARKING PROVIDED		326

² COMPACT STALLS ARE ALLOWED UP TO 25% OF TOTAL PARKING PROVIDED. 74 COMPACT STALLS ARE PROPOSED WHICH IS 23% OF THE TOTAL PARKING AND WITHIN THE REQUIRED LIMITS.
³ STREET PARKING IS NON-EXCLUSIVE AND SERVES BOTH COMMERCIAL AND RESIDENTIAL USES.
⁴ SOME ON-SITE PARKING IS NON-EXCLUSIVE AND SERVES BOTH RESIDENTIAL AND COMMERCIAL USES.



SITE PLAN 1



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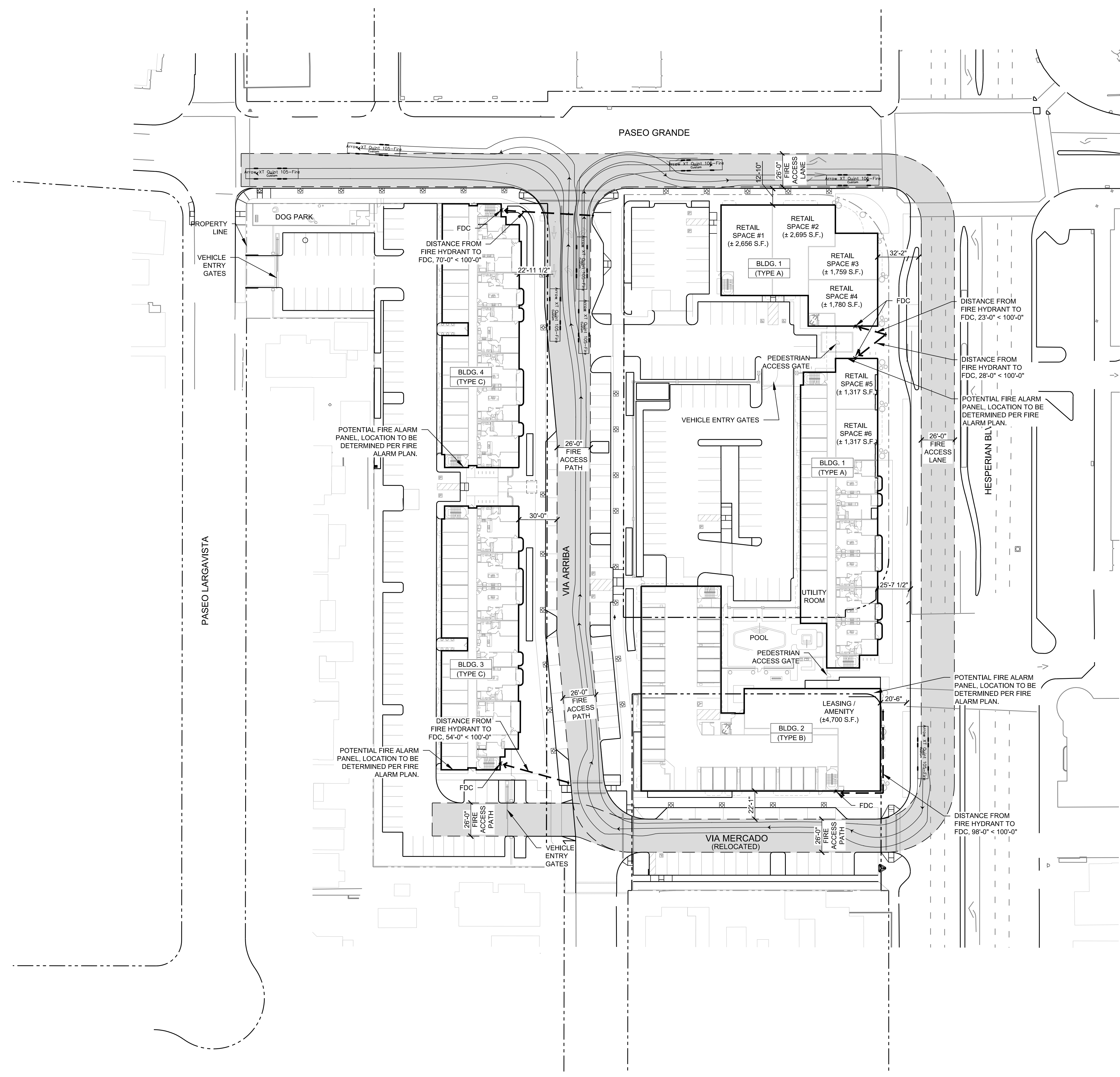


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SITE PLAN



GENERAL NOTES:
1. FIRE ALARM SYSTEM IS REQUIRED AND WILL BE INSTALLED THROUGHOUT AS REQUIRED BY CODE. THE FIRE ALARM PANEL LOCATION AND NUMBER OF PANELS WILL BE DETERMINED BY A LOW VOLTAGE DESIGNER. DESIGN WILL BE A DEFERRED SUBMITTAL AND NOT A PART OF THIS SUBMITTAL.

- SYMBOL LEGEND:
- FIRE HYDRANT
 - FDC
 - 26'-0" FIRE ACCESS LANE
 - DISTANCE FROM FDC LOCATION TO NEAREST FIRE HYDRANT, MAXIMUM 100'-0"

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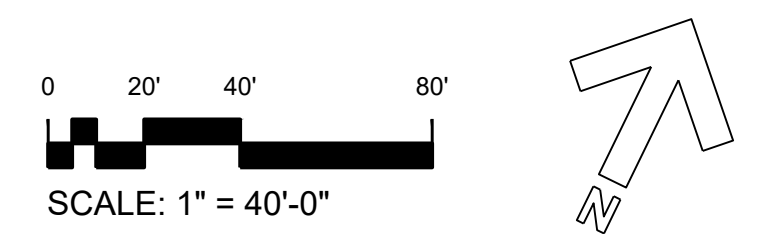
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FIRE ACCESS PLAN

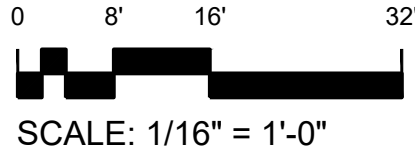
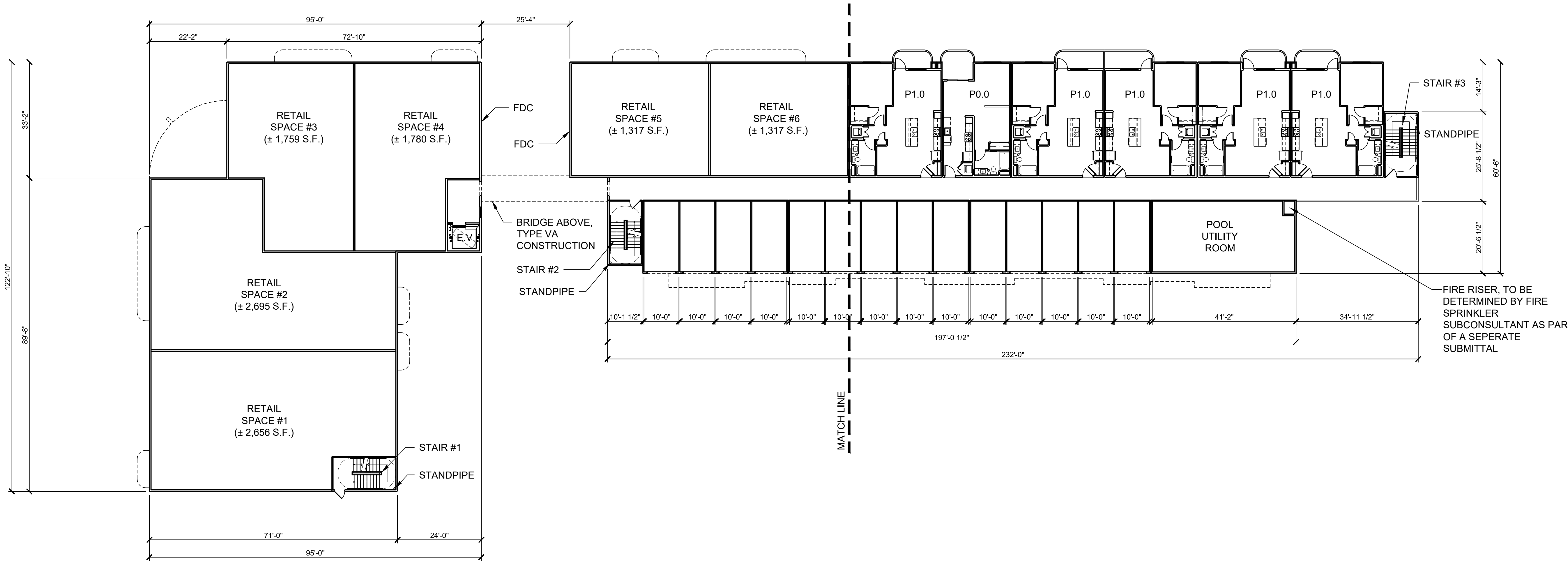


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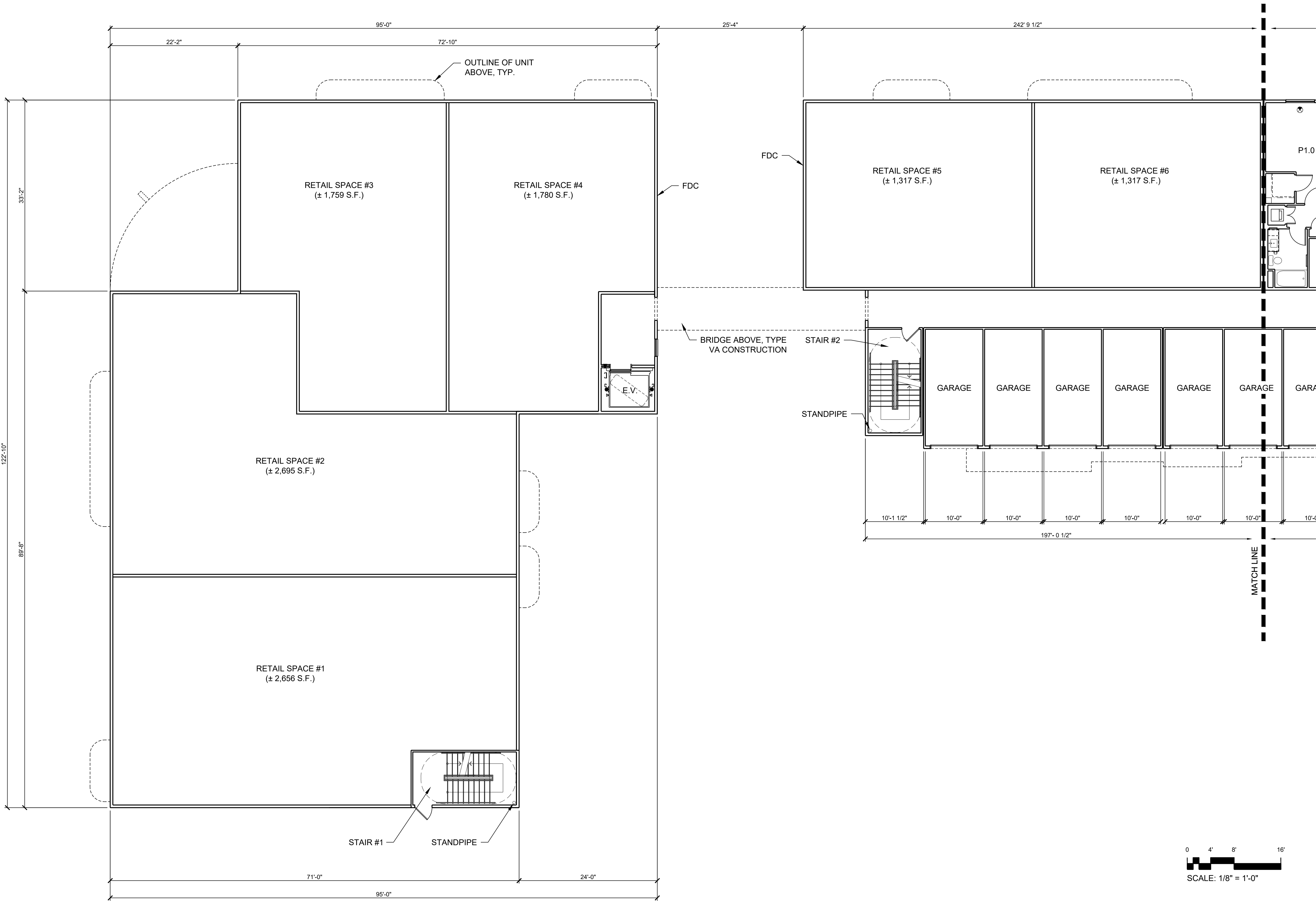
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BLDG. 1 (TYPE A) - FIRST FLOOR PLAN - OVERALL

A2.1



BLDG. 1 (TYPE A) - FIRST FLOOR PLAN - OVERALL 1



LEGEND

⦿ EMERGENCY EGRESS WINDOW

BLDG. 1 (TYPE A) - FIRST FLOOR PLAN - PART 1 1

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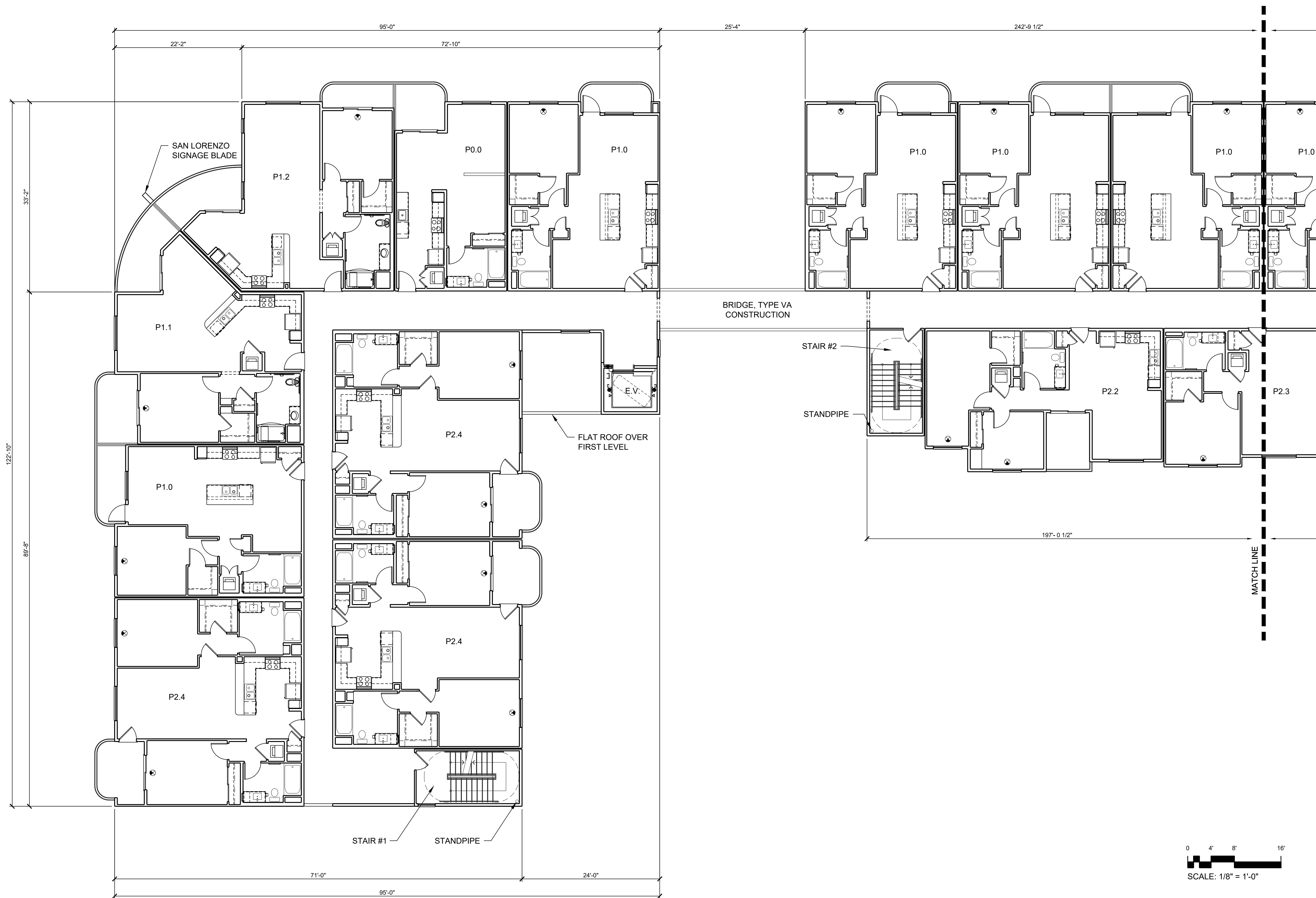
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BLDG. 1 (TYPE A) - FIRST FLOOR PLAN - PART 1



LEGEND

EMERGENCY EGRESS WINDOW

BLDG. 1 (TYPE A) - SECOND - FOURTH FLOOR PLAN - PART 1 1

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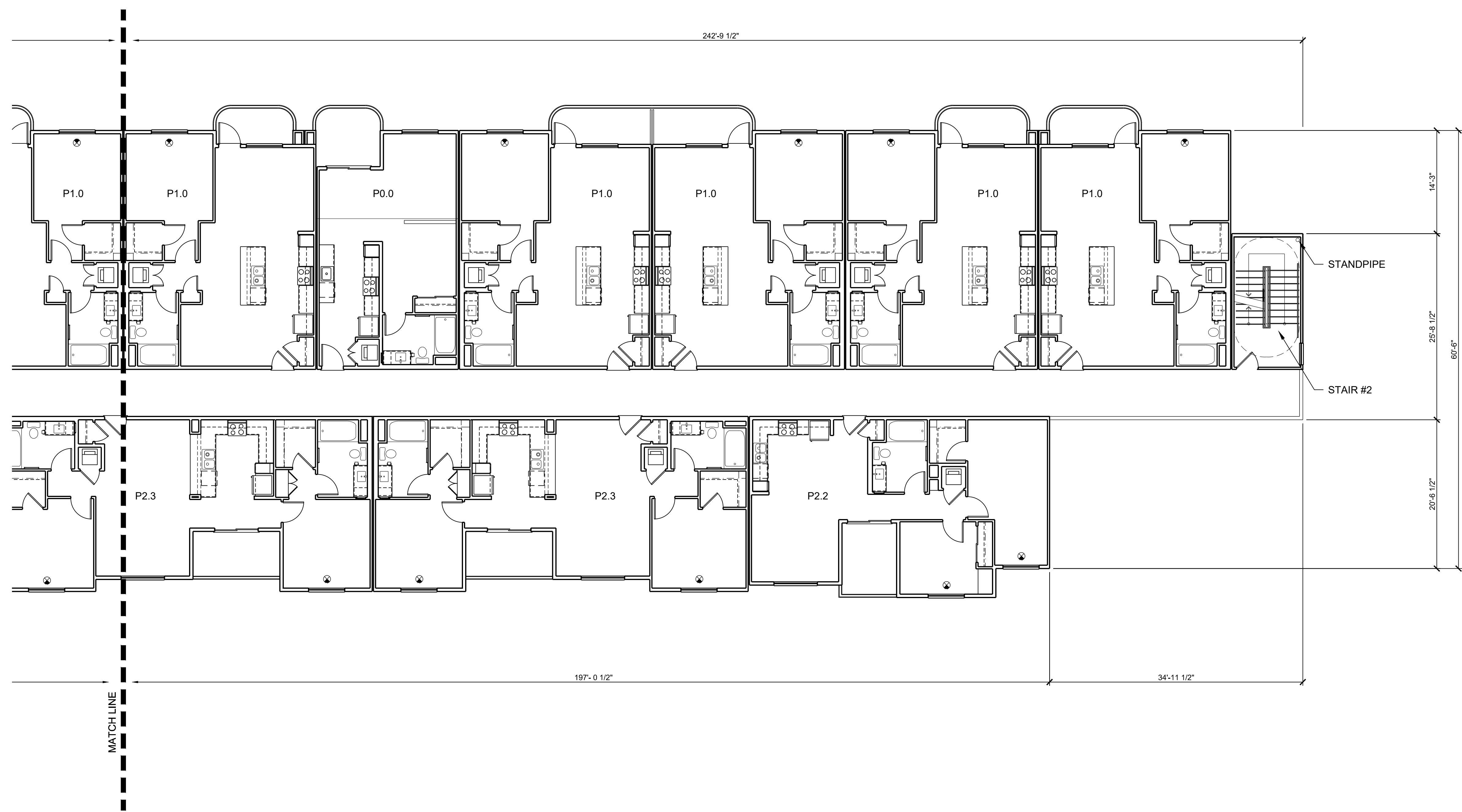
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3RD SUBMITTAL 11/12/2018

4TH SUBMITTAL 01/21/2019

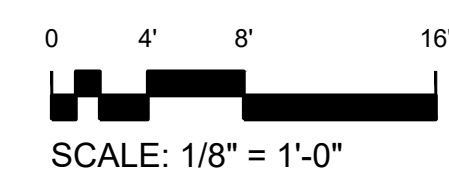
BLDG. 1 (TYPE A) -
SECOND - FOURTH
FLOOR PLAN -
PART 1

A2.4A



LEGEND

⊗ EMERGENCY EGRESS WINDOW



VILLAGE GREEN

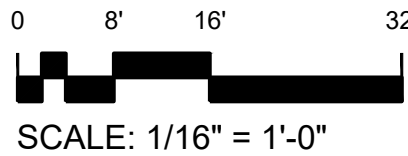
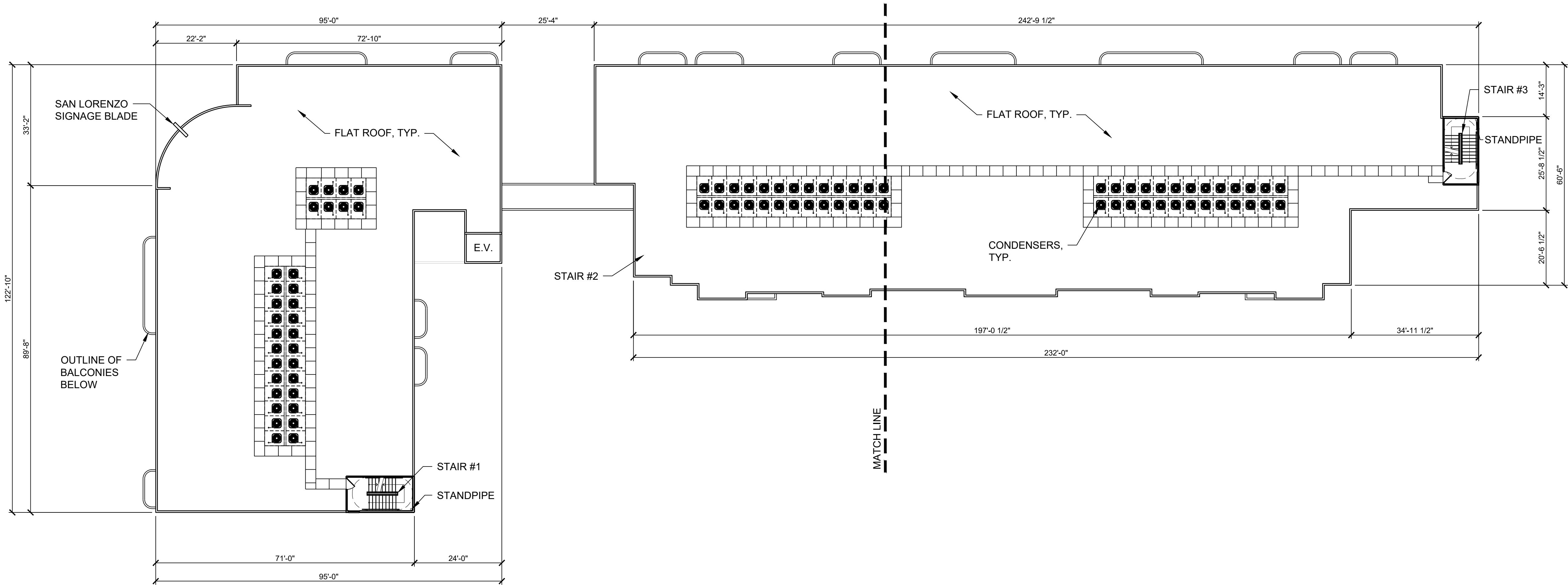
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BLDG. 1 (TYPE A) - SECOND - FOURTH FLOOR PLAN - PART 2

VILLAGE GREEN

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BLDG. 1 (TYPE A) - ROOF PLAN - OVERALL



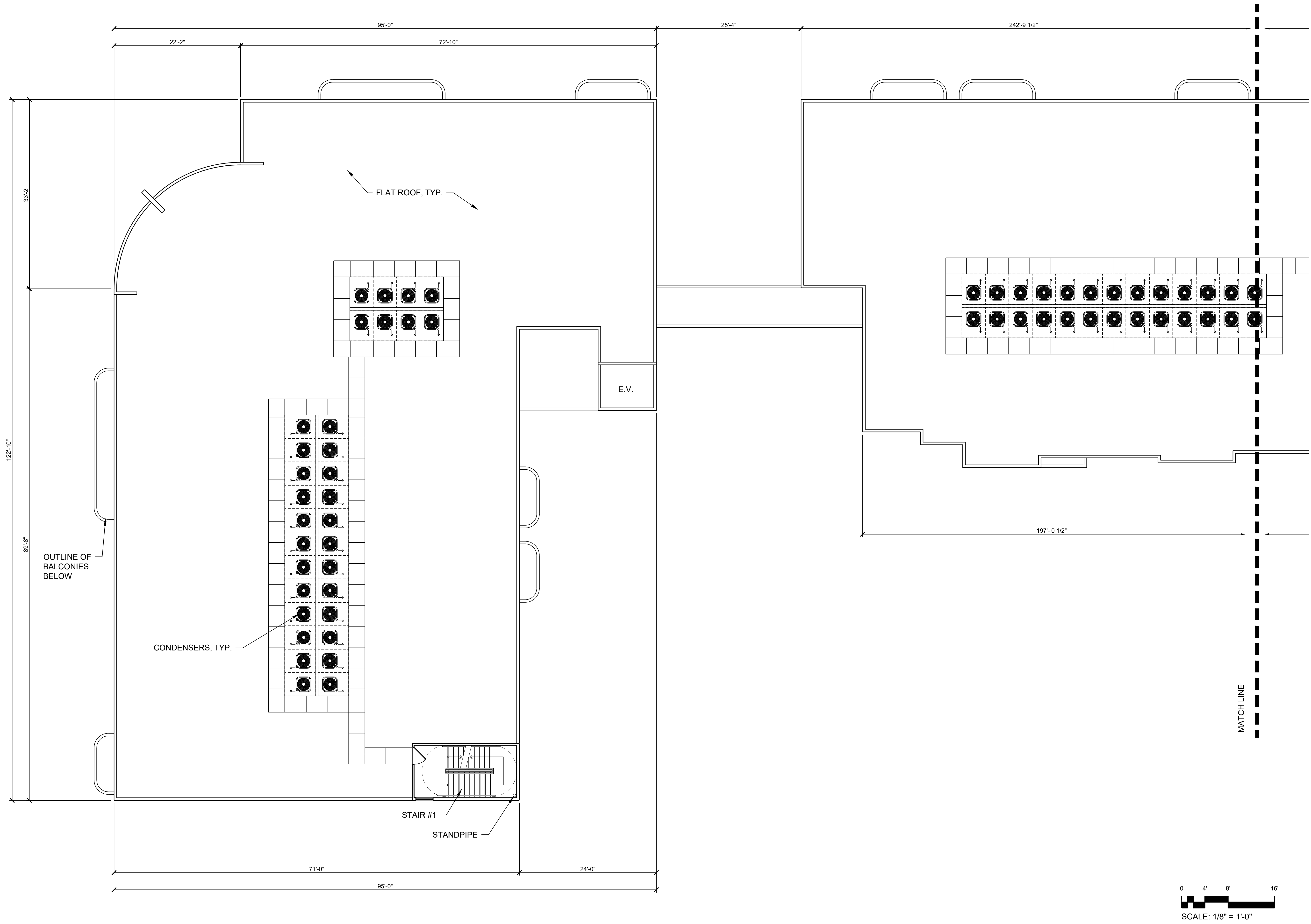
BLDG. 1 (TYPE A) - ROOF PLAN - OVERALL 1

VILLAGE GREEN

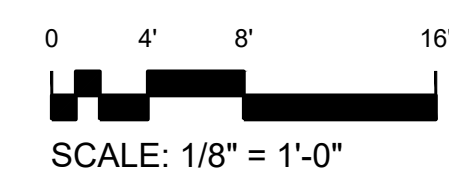
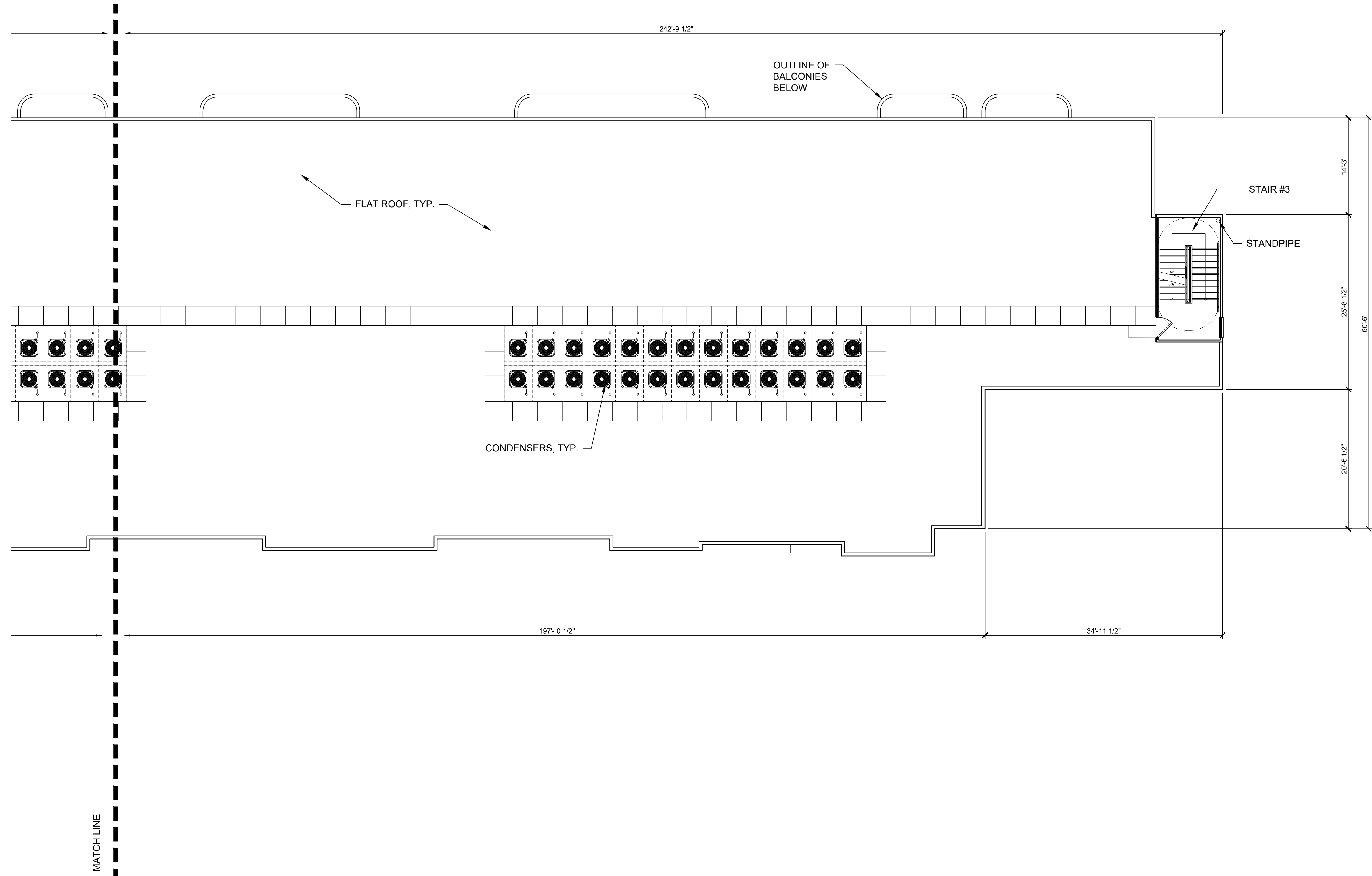
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BLDG. 1 (TYPE A) - ROOF PLAN - PART 1

A2.6A



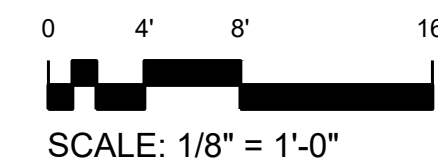
BLDG. 1 (TYPE A) - ROOF PLAN - PART 1 1



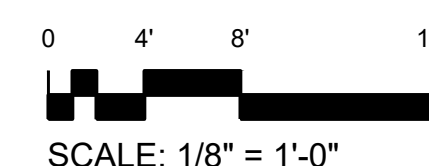
VILLAGE GREEN

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BLDG. A ROOF PLAN - PART 2	



BLDG. 1 (TYPE A) - FRONT ELEVATION - PART 2 2



BLDG. 1 (TYPE A) - FRONT ELEVATION - PART 1 1

MATERIAL LEGEND

- 1 EXTERIOR PLASTER
- 2 FOAM TRIM
- 3 METAL CLAD TRIM
- 4 METAL GUARDRAIL
- 5 EXTERIOR ACCENT TILE
- 6 METAL CLAD AWNING
- 7 STOREFRONT WINDOW SYSTEM
- 8 PAINTED METAL GUARDRAIL AND GATE
- 9 PAINTED METAL SCREEN
- 10 PLASTER SCREEDS
- 11 METAL CLAD SIGNAGE BLADE
- 12 3" PLASTER CHANNEL REVEAL



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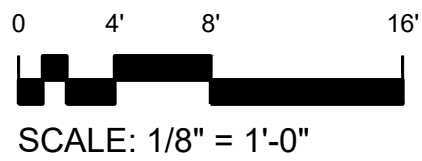
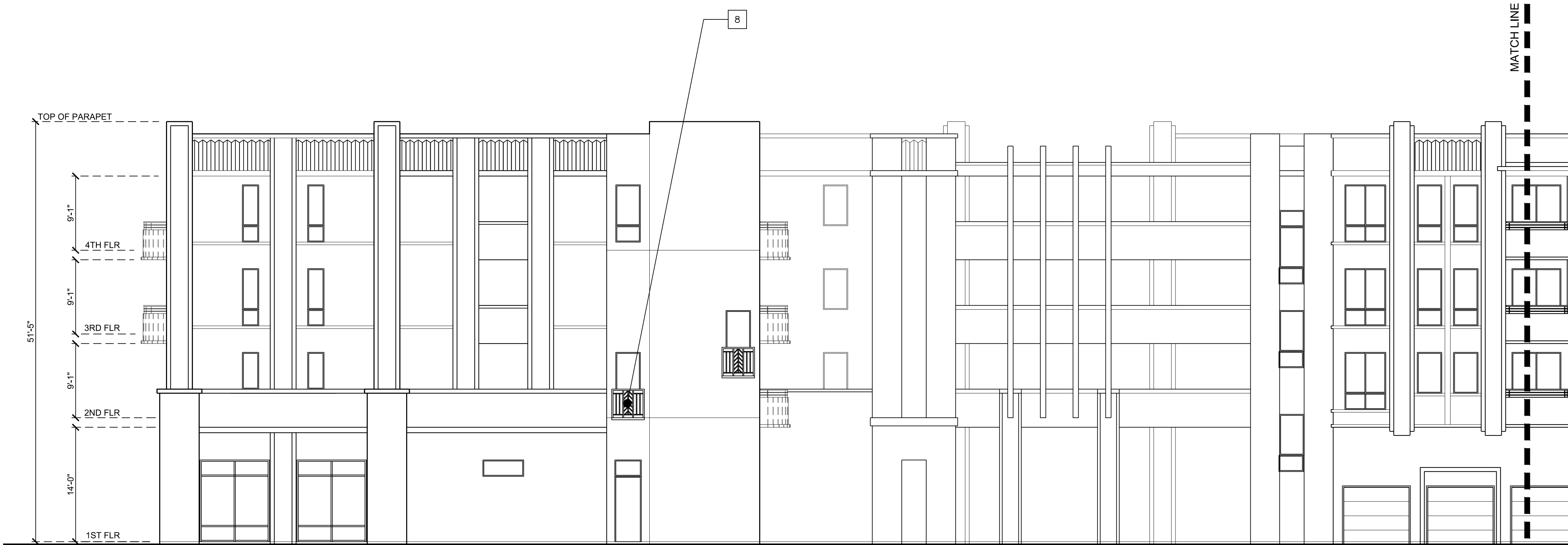
BLDG. 1 (TYPE A) -
EXTERIOR
ELEVATIONS

A2.7

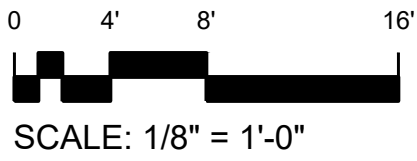
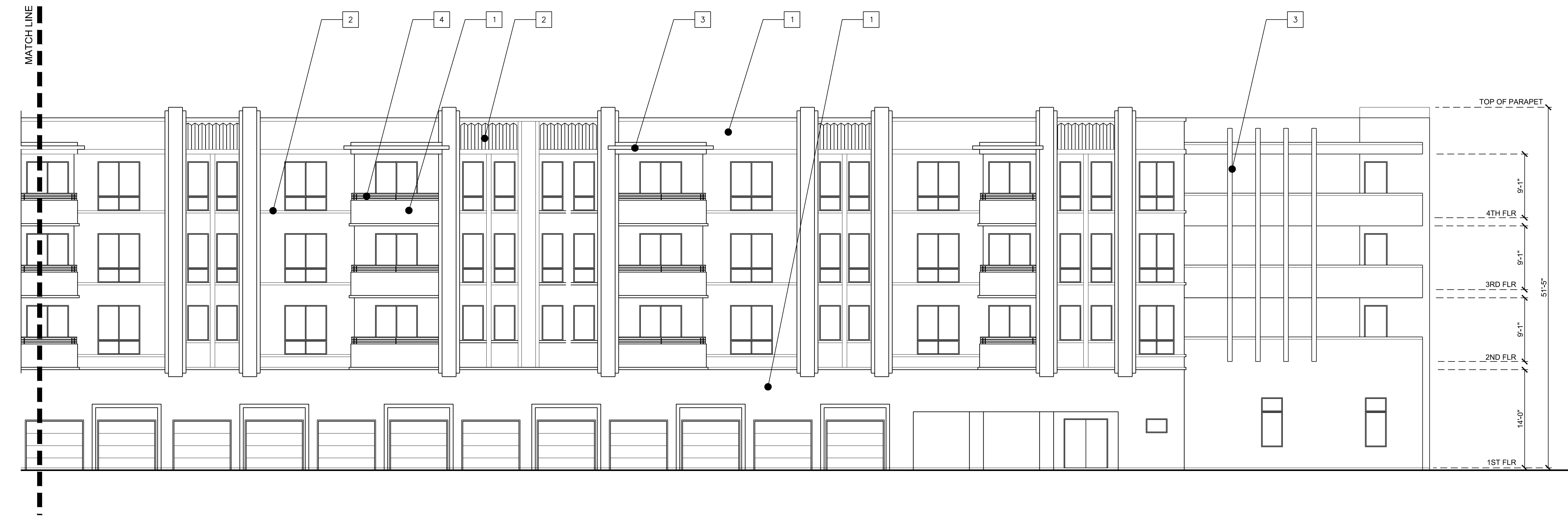
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BLDG. 1 (TYPE A) - EXTERIOR ELEVATIONS



BLDG. 1 (TYPE A) - REAR ELEVATION - PART 2 2



BLDG. 1 (TYPE A) - REAR ELEVATION - PART 1 1

VILLAGE GREEN

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BLDG. 1 (TYPE A) - EXTERIOR ELEVATIONS	

MATERIAL LEGEND

- 1

EXTERIOR PLASTER
- 2

FOAM TRIM
- 3

METAL CLAD TRIM
- 4

METAL GUARDRAIL
- 5

EXTERIOR ACCENT TILE
- 6

METAL CLAD AWNING
- 7

STOREFRONT WINDOW SYSTEM
- 8

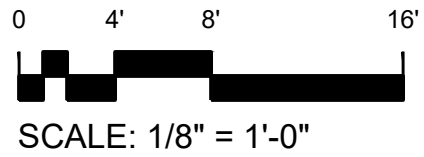
PAINTED METAL GUARDRAIL AND GATE
- 9

PAINTED METAL SCREEN
- 10

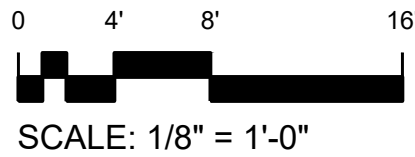
PLASTER SCREEDS
- 11

METAL CLAD SIGNAGE BLADE
- 12

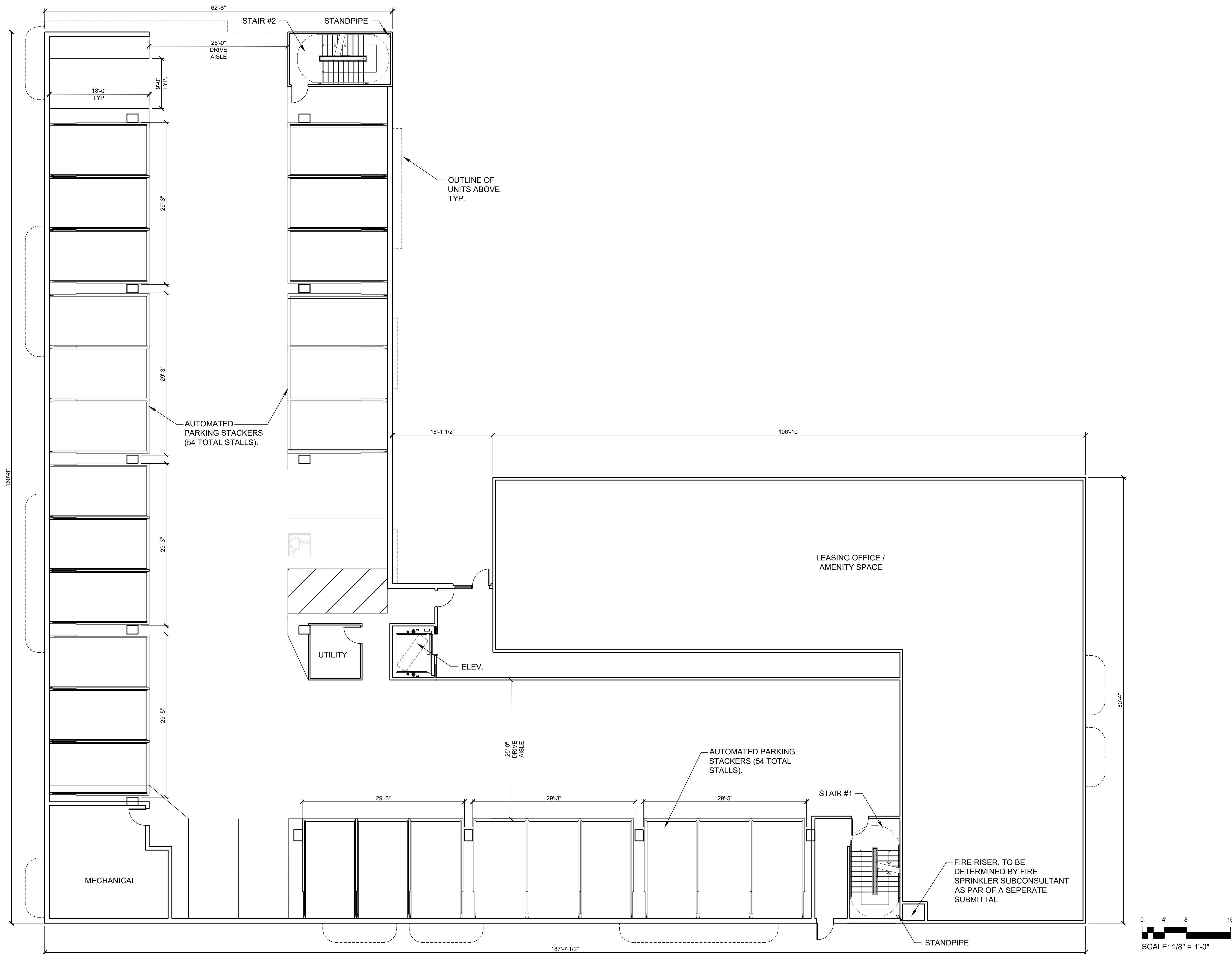
3" PLASTER CHANNEL REVEAL



BLDG. 1 (TYPE A) - LEFT ELEVATION2



BLDG. 1 (TYPE A) - RIGHT ELEVATION1



BLDG. 2 (TYPE B) - FIRST FLOOR PLAN 1

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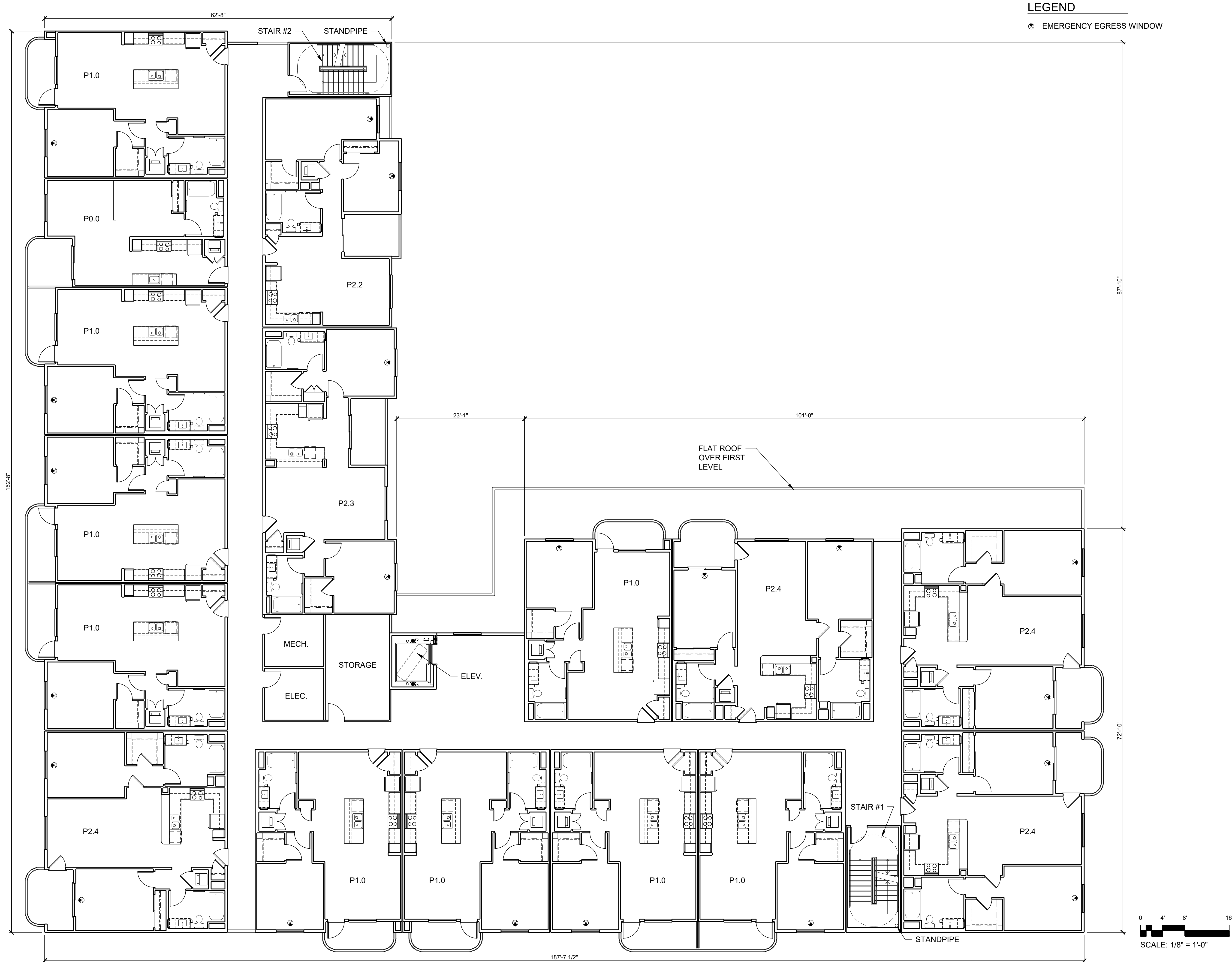
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BLDG. 2 (TYPE B) -
FIRST FLOOR
PLAN



BLDG. 2 (TYPE B) - SECOND AND THIRD FLOOR PLAN 1

LEGEND

⊗ EMERGENCY EGRESS WINDOW

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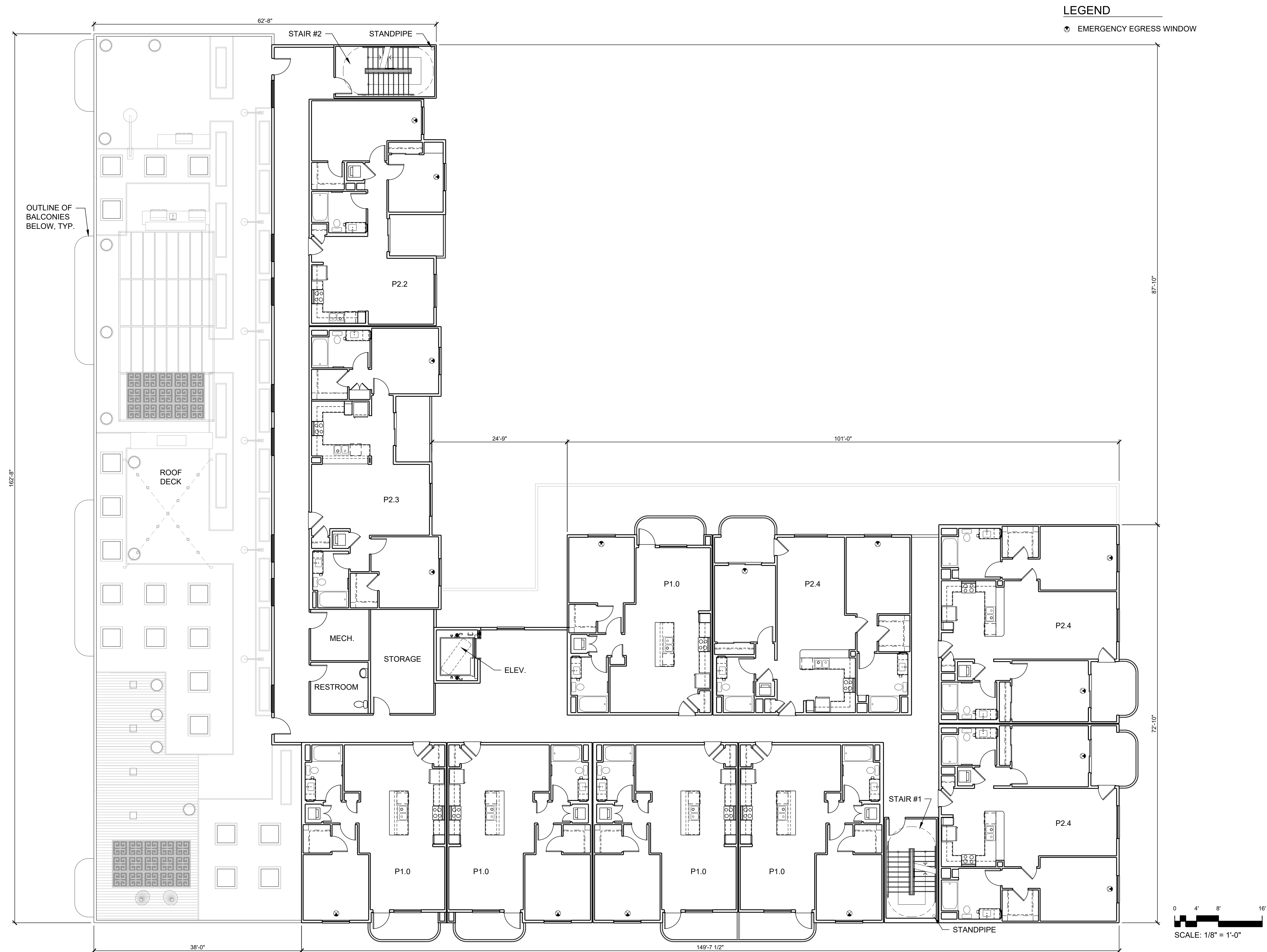
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BLDG. 2 (TYPE B) - SECOND AND THIRD FLOOR PLAN

A3.2



LEGEND

 EMERGENCY EGRESS WINDOW

OUTLINE OF
BALCONIES
BELOW, TYP.

ROOF
DECK

STAIR #2 —

STANDPIPE

P2.2

P2.3

MECH.

STORAGE

— ELEV.

P1.0

P2.4

P2.4

P2.4

P1.0

P1.0

P1.0

P1.0

STAIR #1 -

— STANDPIPE

0 4' 8' 16'

SCALE: 1/8" = 1'-0"

BLDG. 2 (TYPE B) - FOURTH FLOOR PLAN 1



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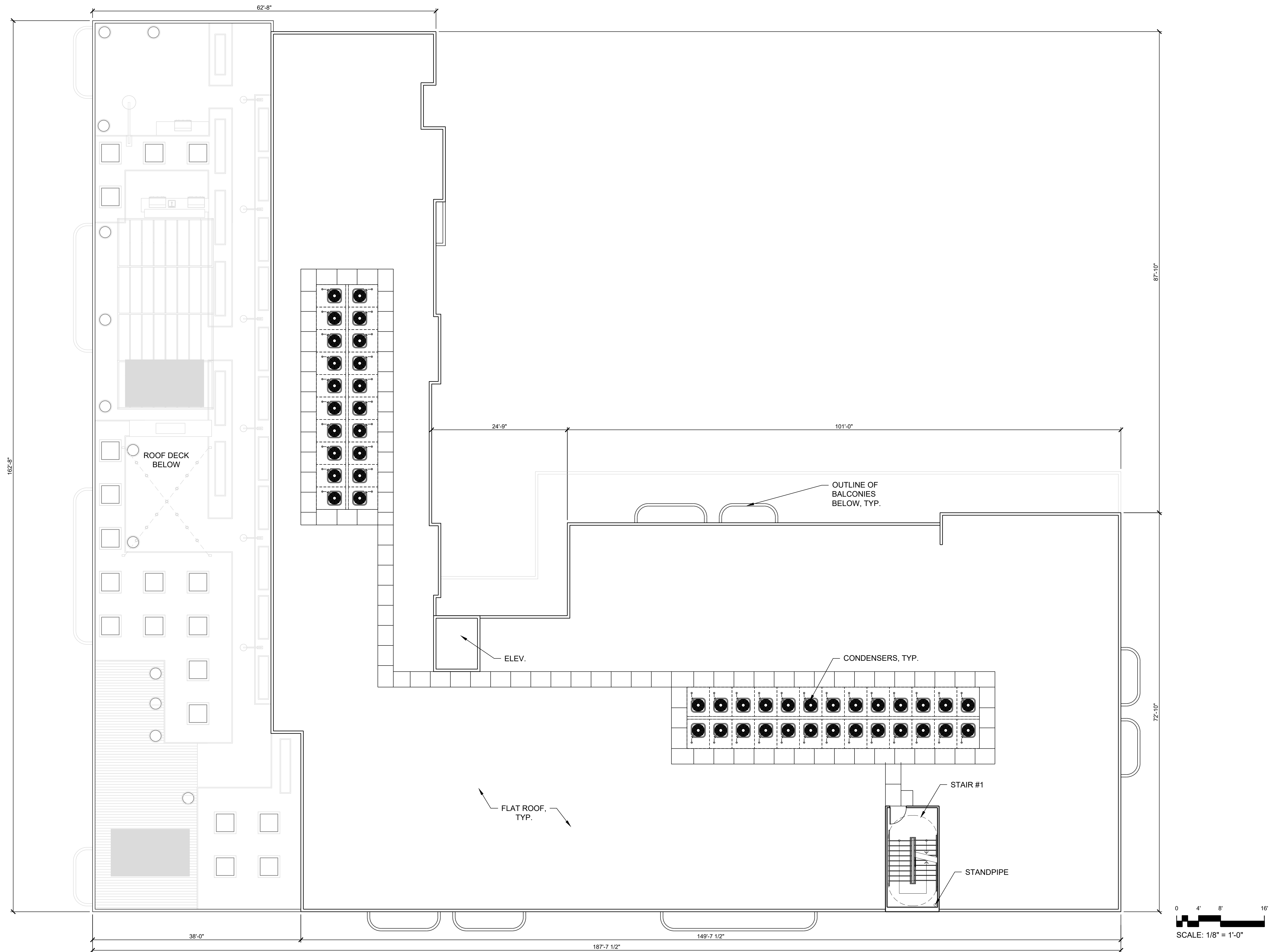
2ND SUBMITTAL 08/15/2018

3RD SUBMITTAL 11/12/2018

4TH SUBMITTAL 01/21/2019

BLDG. 2 (TYPE B) -
FOURTH FLOOR
PLAN

A3.3



BLDG. 2 (TYPE B) - ROOF PLAN 1

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ADC Project No: 160025

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Email: cweimholt@adcollaborative.com
Principal: Chris Weimholt
Project Manager: Chris Weimholt

Client

DEMMON PARTNERS
Company: DEMMON PARTNERS
Address: 1451 River Park Dr. Suite 121
Sacramento, CA 95815
Phone No. 916-514-0426

VILLAGE GREEN

SAN LORENZO, CA

Issue Date
PRELIM-SUBMITTAL 11/30/2017

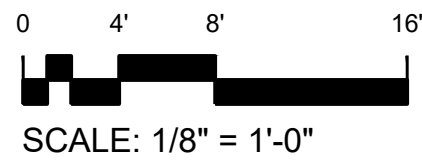
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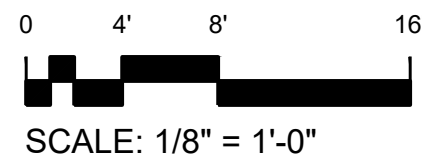
3RD SUBMITTAL 11/12/2018

4TH SUBMITTAL 01/21/2019

BLDG. 2 (TYPE B) -
ROOF PLAN



BLDG. 2 (TYPE B) - RIGHT ELEVATION 2



BLDG. 2 (TYPE B) - FRONT ELEVATION 1



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BLDG. 2 (TYPE B) - EXTERIOR ELEVATIONS	

VILLAGE GREEN

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4TH SUBMITTAL 01/21/2019
BLDG. 2 (TYPE B) - EXTERIOR ELEVATIONS

MATERIAL LEGEND

- 1

EXTERIOR PLASTER
- 2

FOAM TRIM
- 3

METAL CLAD TRIM
- 4

METAL GUARDRAIL
- 5

EXTERIOR ACCENT TILE
- 6

METAL CLAD AWNING
- 7

STOREFRONT WINDOW SYSTEM
- 8

PAINTED METAL GUARDRAIL AND GATE
- 9

PAINTED METAL SCREEN
- 10

PLASTER SCREEDS
- 11

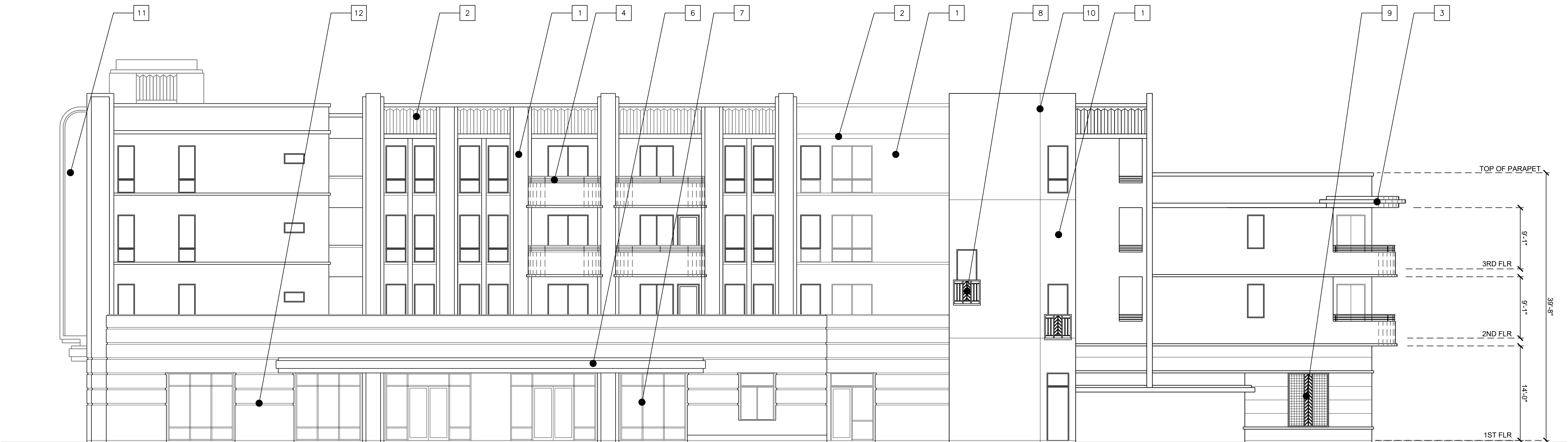
METAL CLAD SIGNAGE BLADE
- 12

3" PLASTER CHANNEL REVEAL



0 4' 8' 16'
SCALE: 1/8" = 1'-0"

BLDG. 2 (TYPE B) - LEFT ELEVATION 2

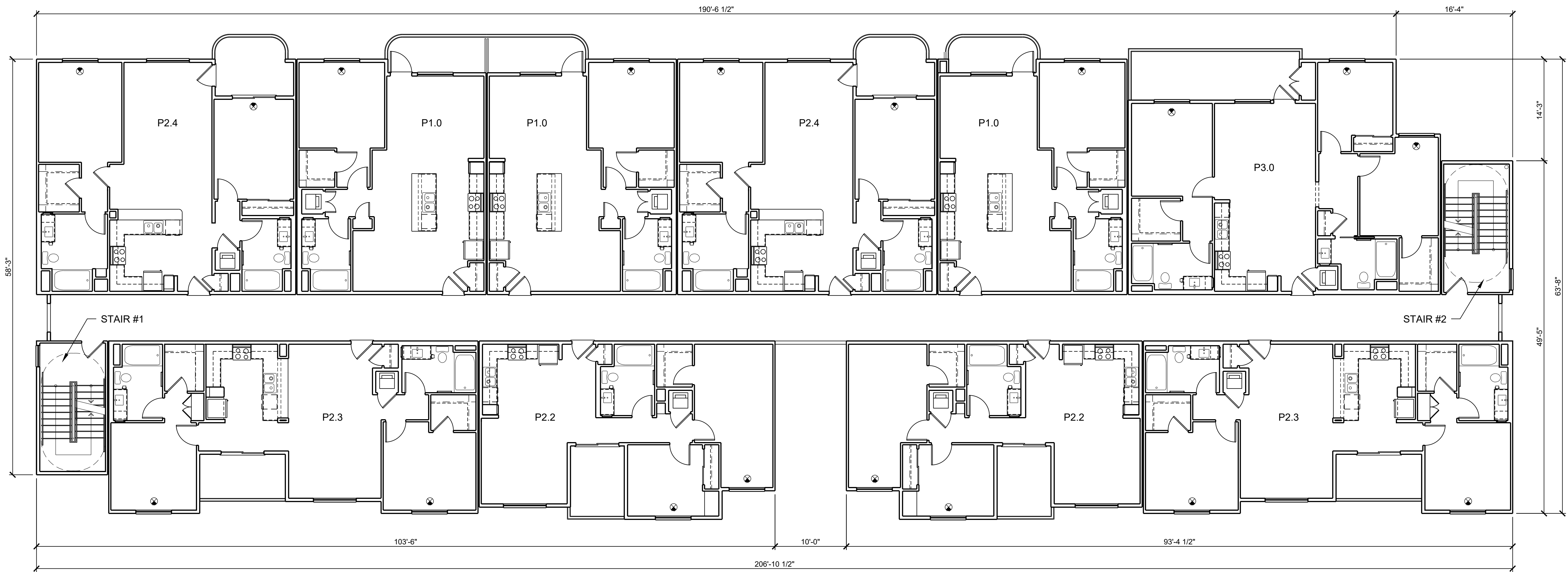


0 4' 8' 16'
SCALE: 1/8" = 1'-0"

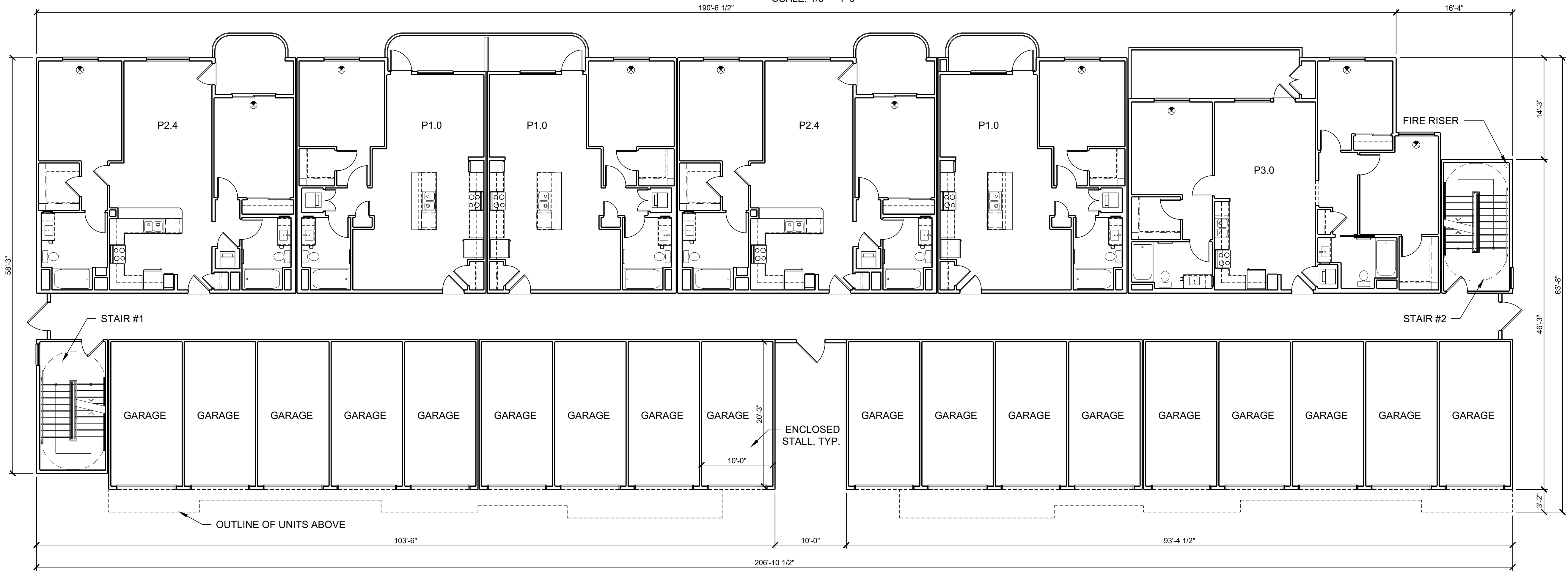
BLDG. 2 (TYPE B) - REAR ELEVATION 1

LEGEND

⊗ EMERGENCY EGRESS WINDOW



BLDG. 3 AND 4 (TYPE C) - SECOND - THIRD FLOOR PLAN 2



BLDG. 3 AND 4 (TYPE C) - FIRST FLOOR PLAN 1



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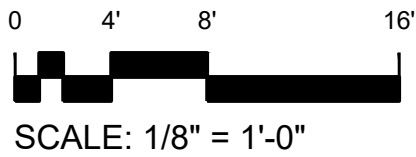
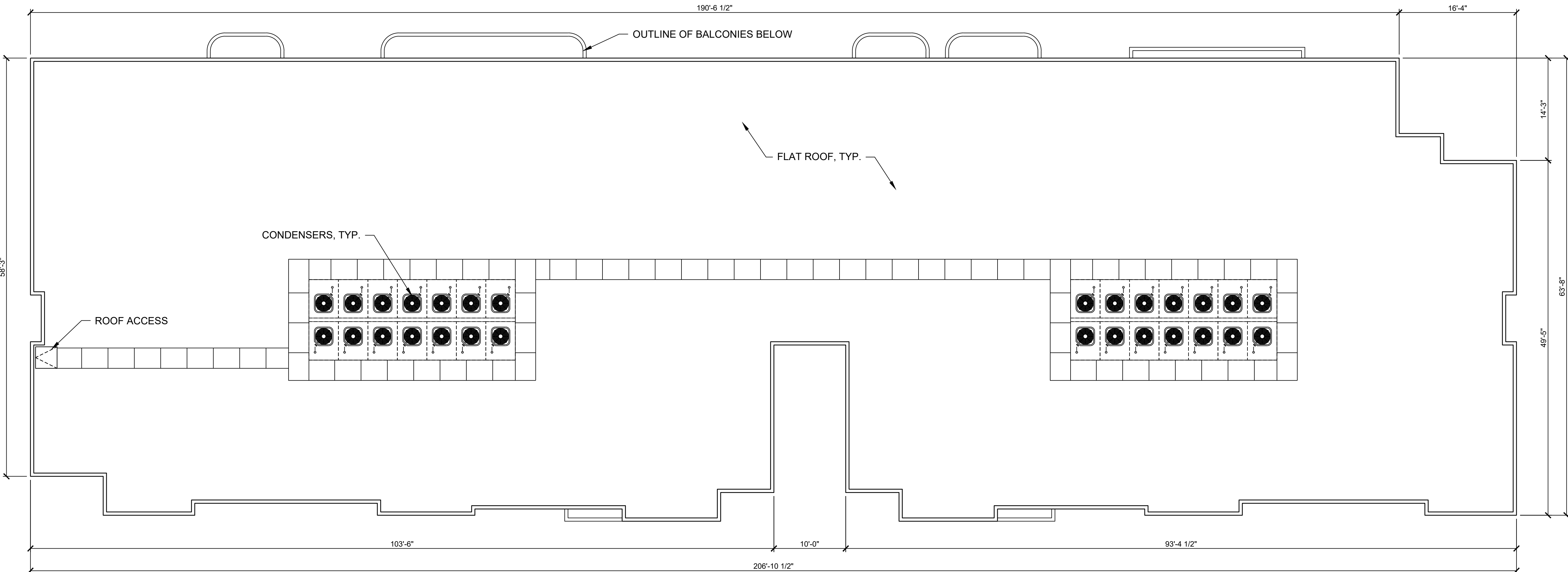
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BLDG. 3 AND 4 (TYPE C) - FIRST - THIRD FLOOR PLANS	

VILLAGE GREEN

SAN LORENZO, CA



BLDG. 3 AND 4 (TYPE C) - ROOF PLAN 1

MATERIAL LEGEND

- 1

EXTERIOR PLASTER
- 2

FOAM TRIM
- 3

METAL CLAD TRIM
- 4

METAL GUARDRAIL
- 5

EXTERIOR ACCENT TILE
- 6

METAL CLAD AWNING
- 7

STOREFRONT WINDOW SYSTEM
- 8

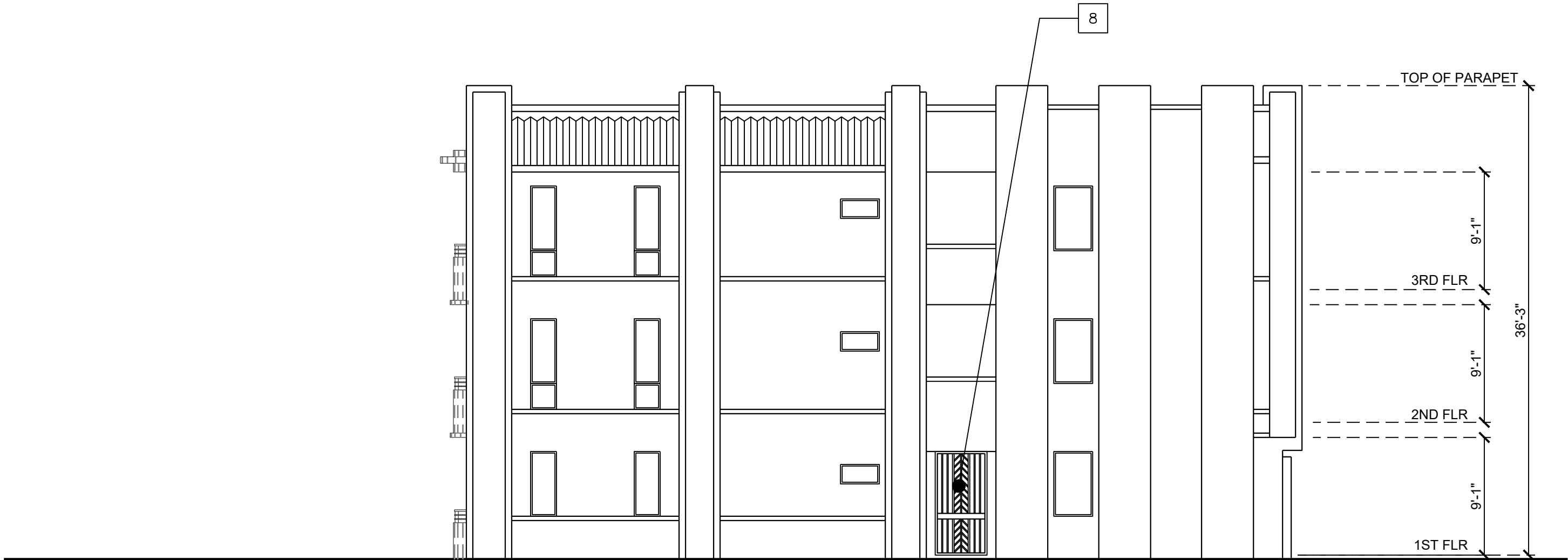
PAINTED METAL GUARDRAIL AND GATE
- 9

PAINTED METAL SCREEN
- 10

PLASTER SCREEDS
- 11

METAL CLAD SIGNAGE BLADE
- 12

3" PLASTER CHANNEL REVEAL



04'8'16'

SCALE: 1/8" = 1'-0"

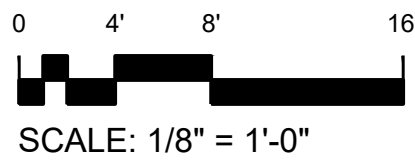
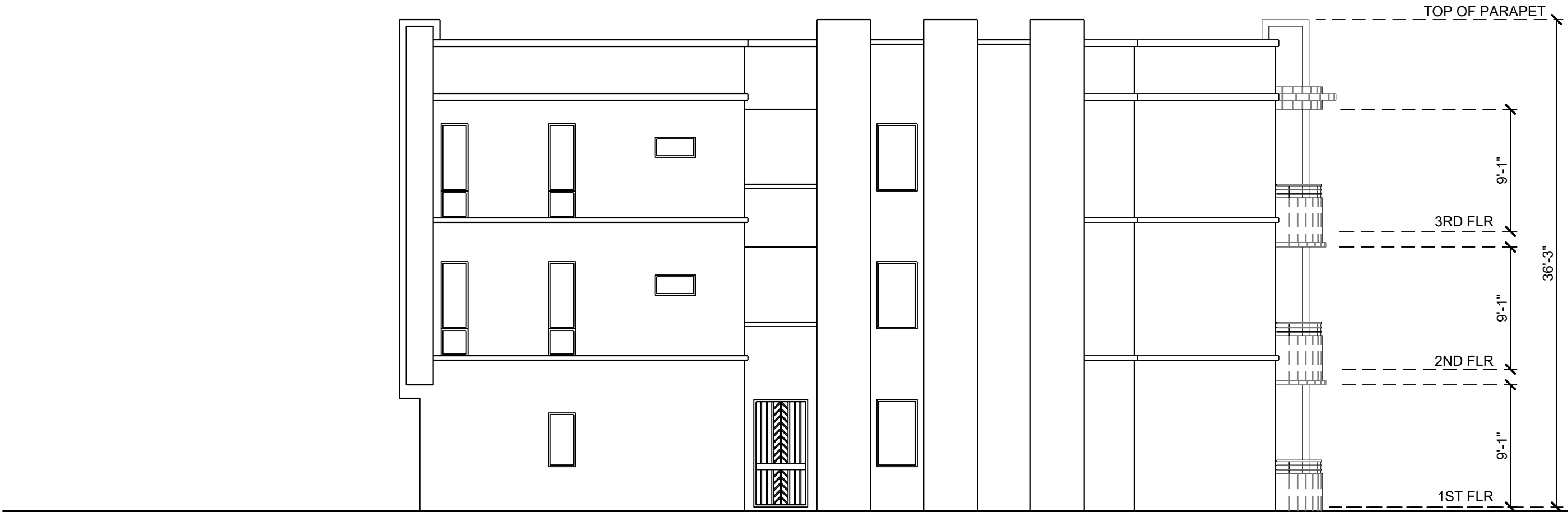
BLDG. 3 AND 4 (TYPE C) - RIGHT ELEVATION2



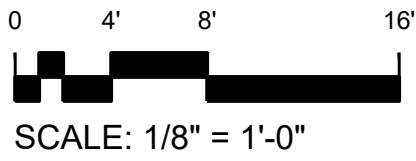
04'8'16'

SCALE: 1/8" = 1'-0"

BLDG. 3 AND 4 (TYPE C) - FRONT ELEVATION1



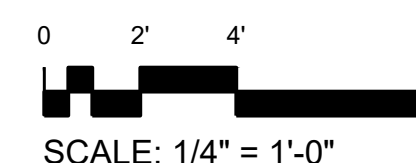
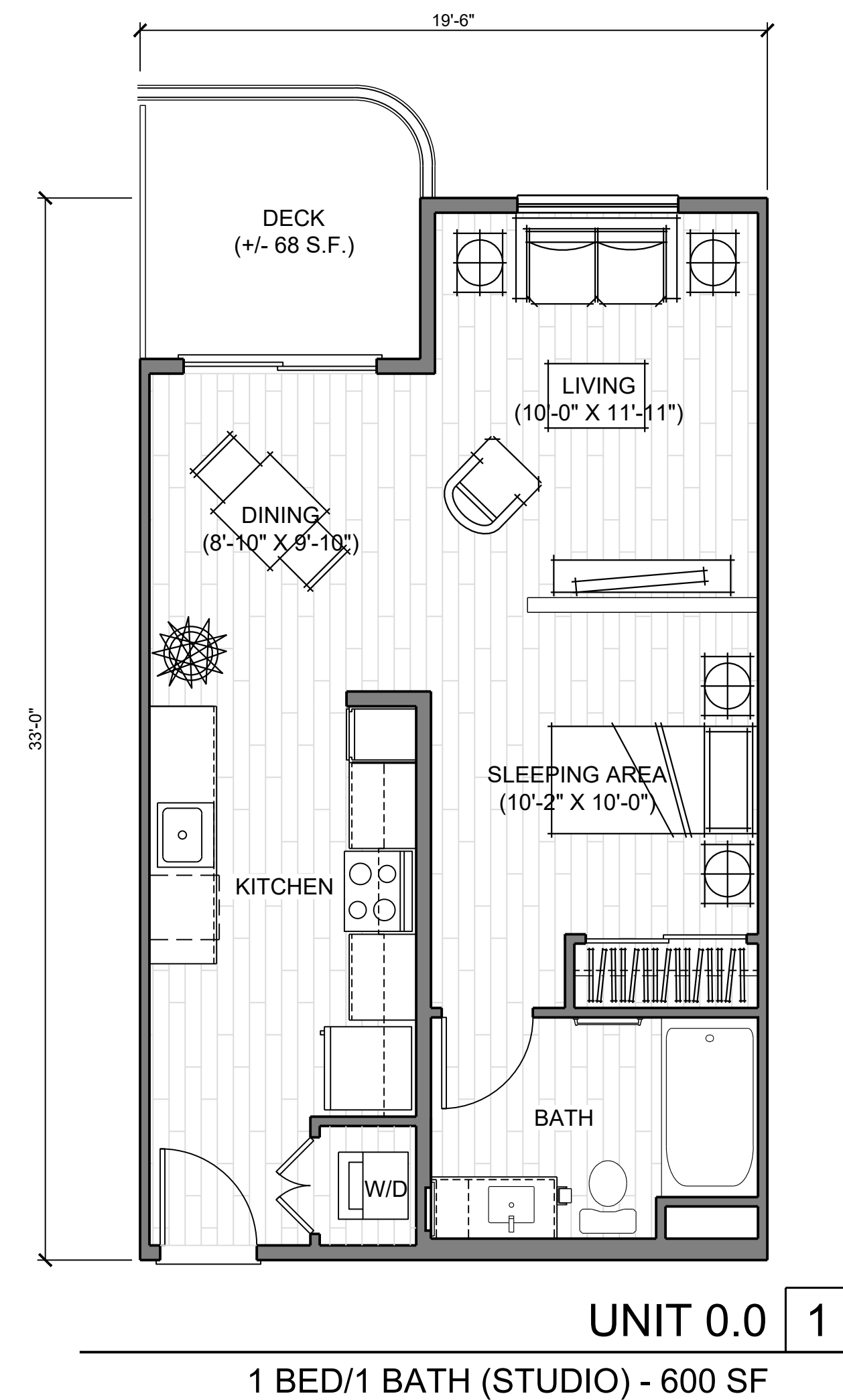
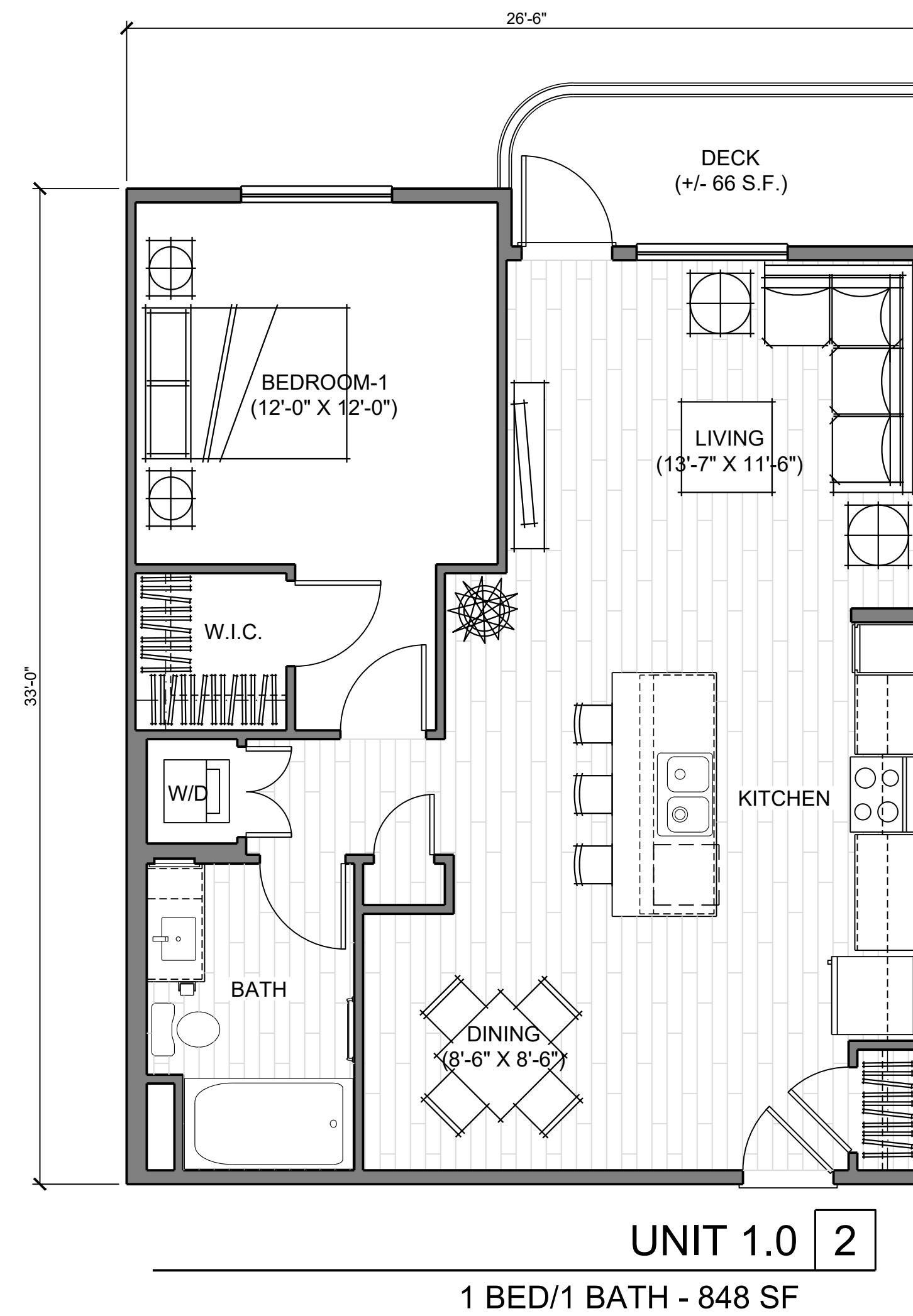
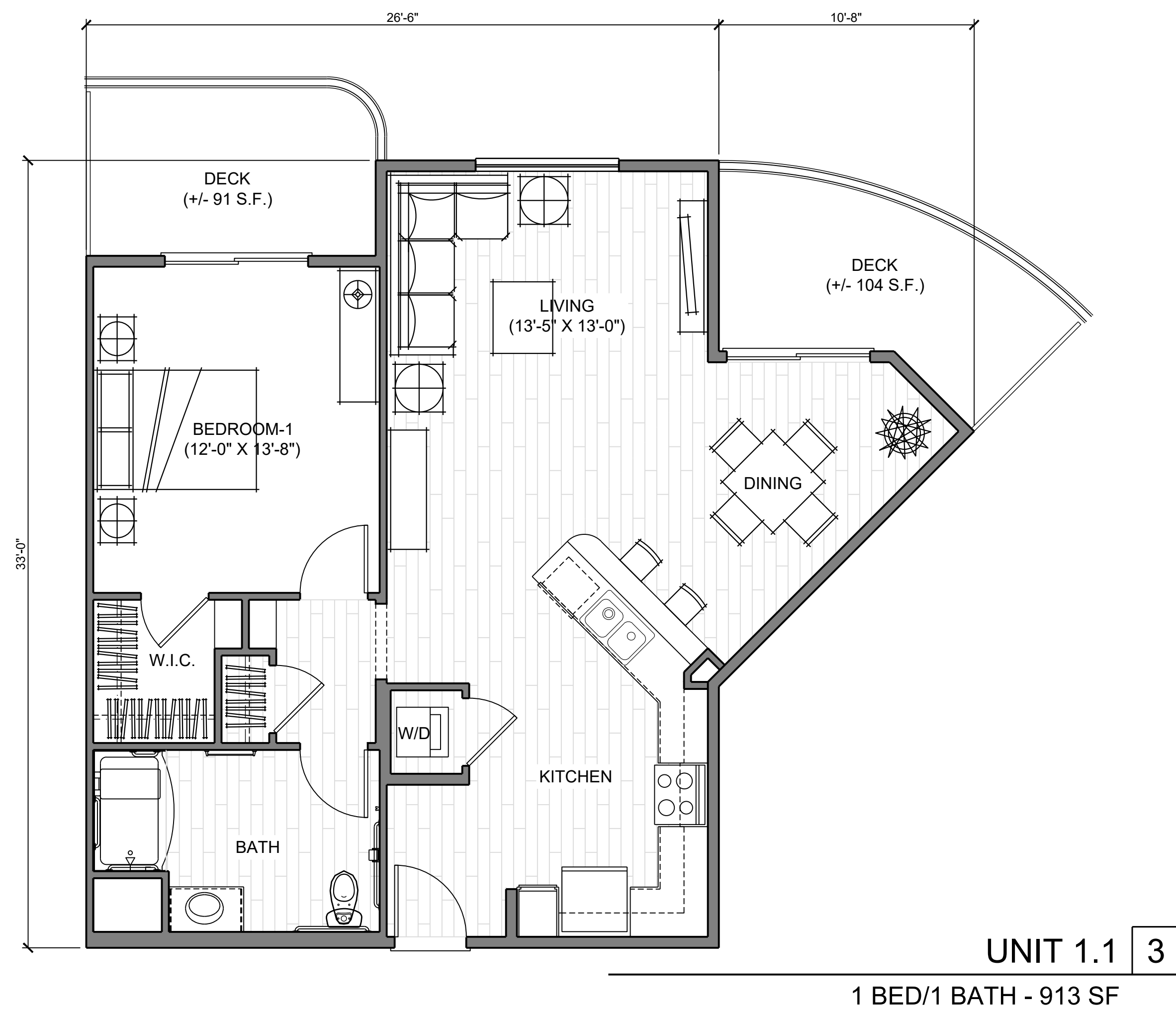
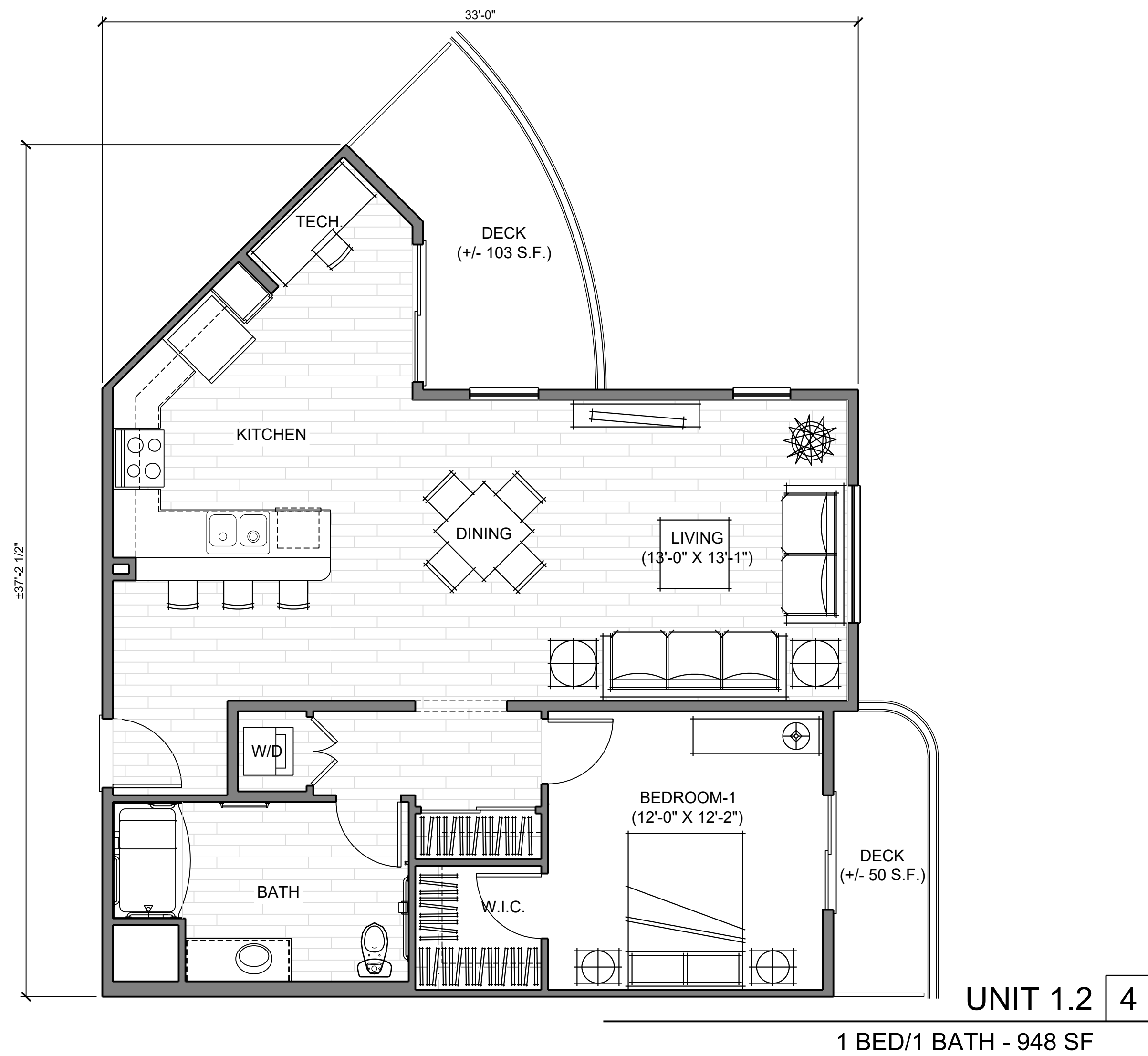
BLDG. 3 AND 4 (TYPE C) - LEFT ELEVATION 2



BLDG. 3 AND 4 (TYPE C) - REAR ELEVATION 1

VILLAGE GREEN

SAN LORENZO, CA



VILLAGE GREEN

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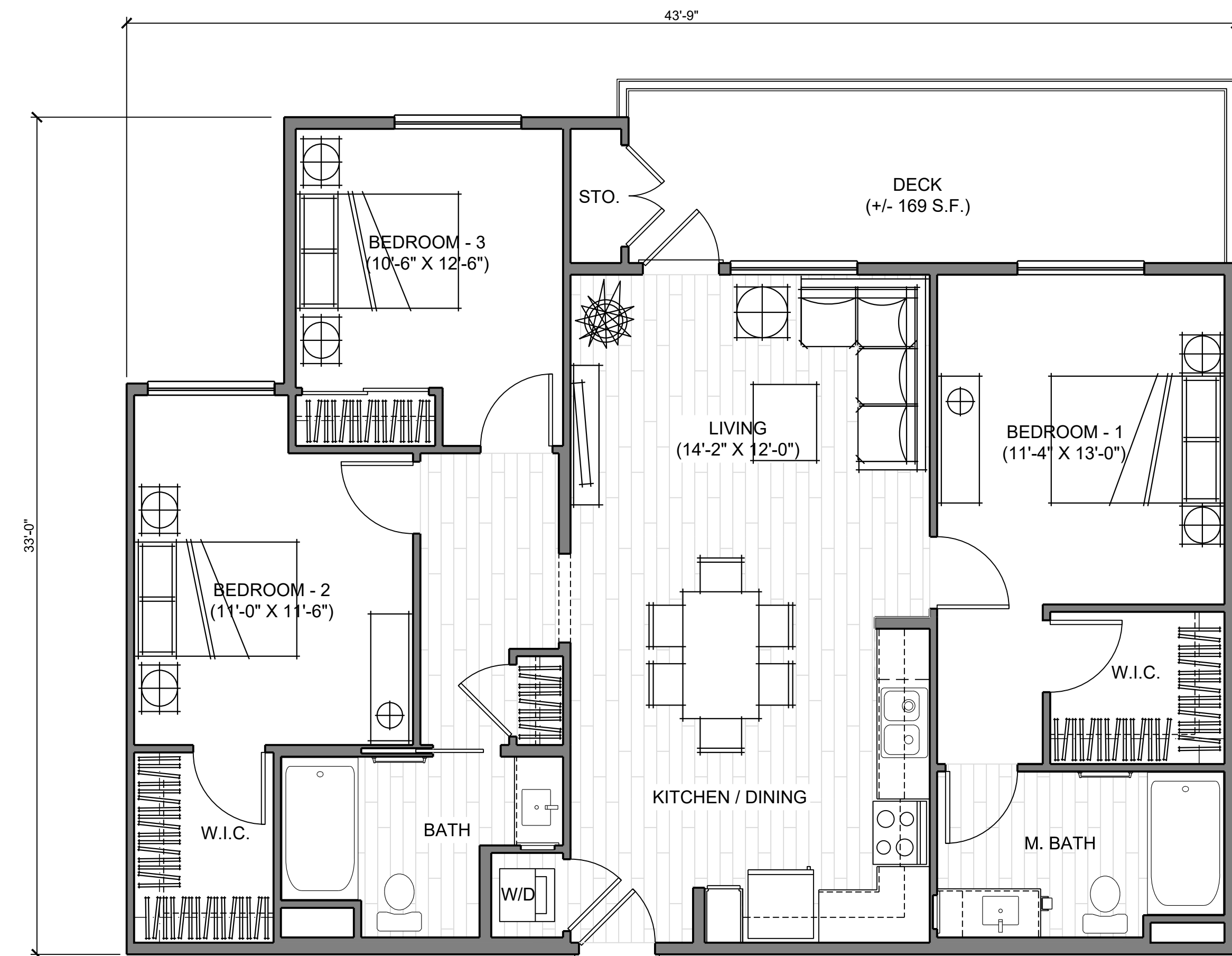
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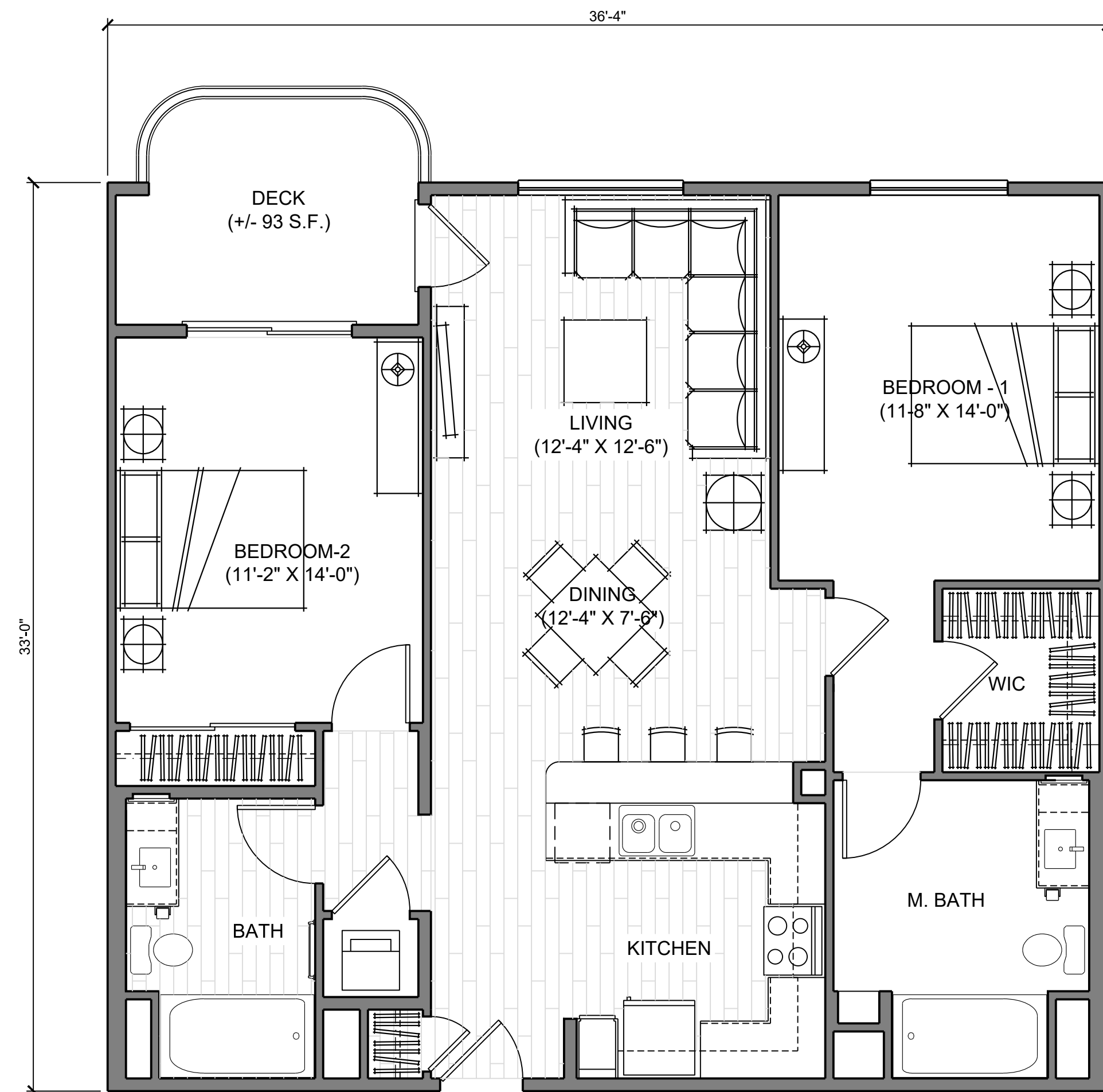
4TH SUBMITTAL 01/21/2019

UNIT PLANS



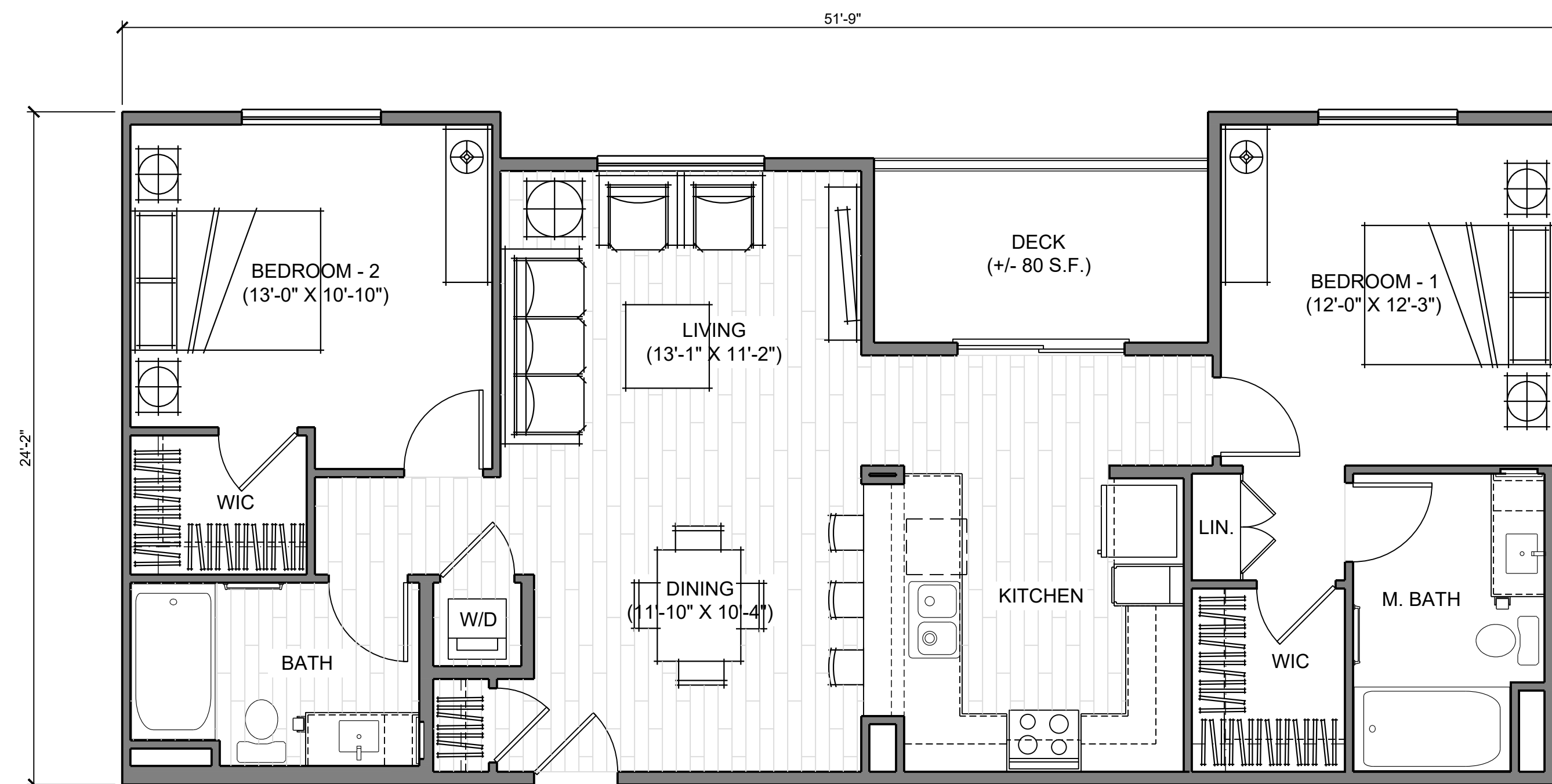
UNIT 3.0 4

3 BED/2 BATH - 1,228 SF



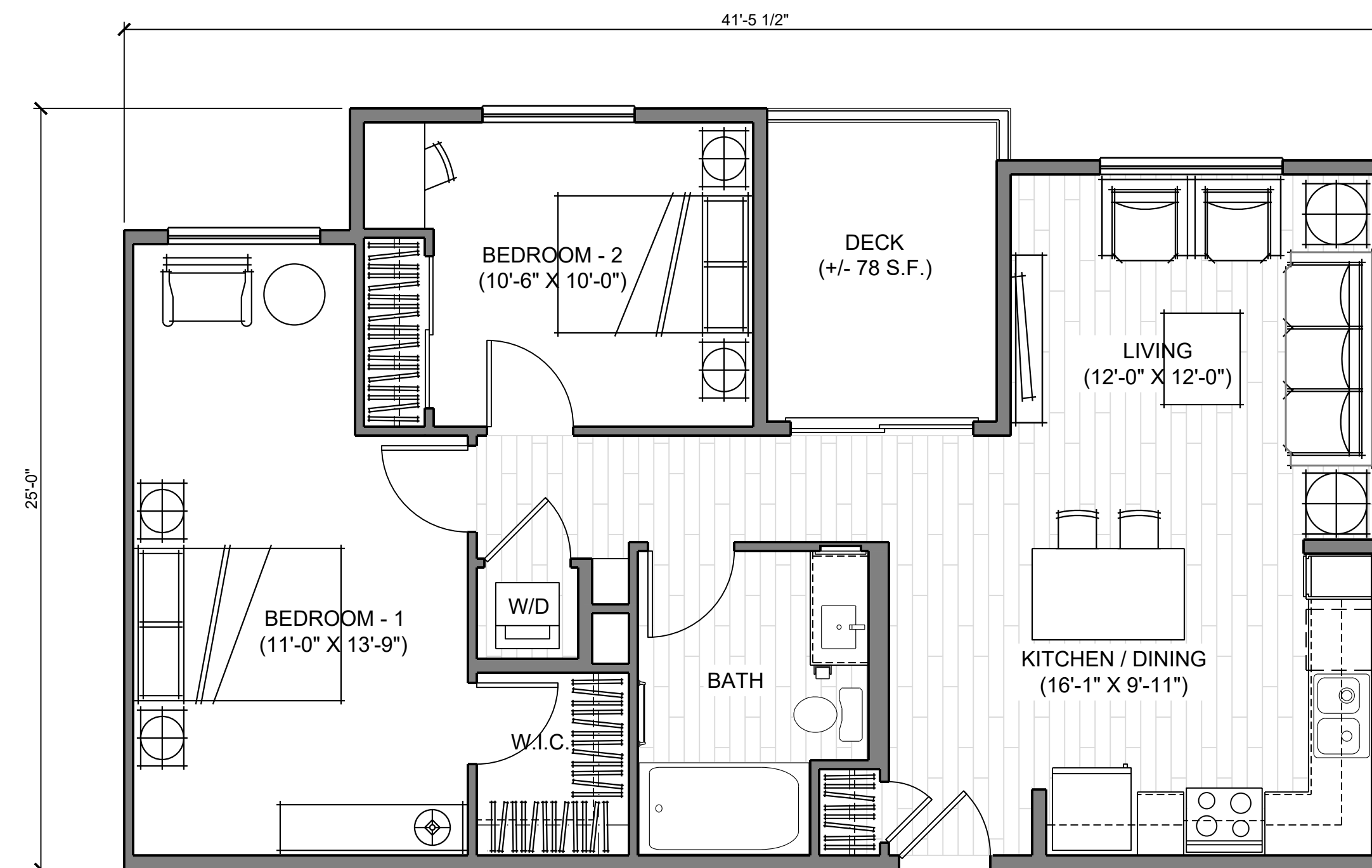
UNIT 2.4 3

2 BED/2 BATH - 1,141 SF



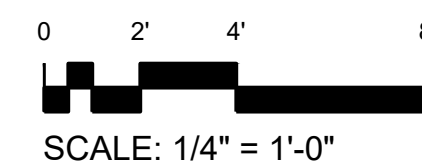
UNIT 2.3 2

2 BED/2 BATH - 1,129 SF



UNIT 2.2 1

2 BED/1 BATH - 906 SF



VILLAGE GREEN

SAN LORENZO, CA

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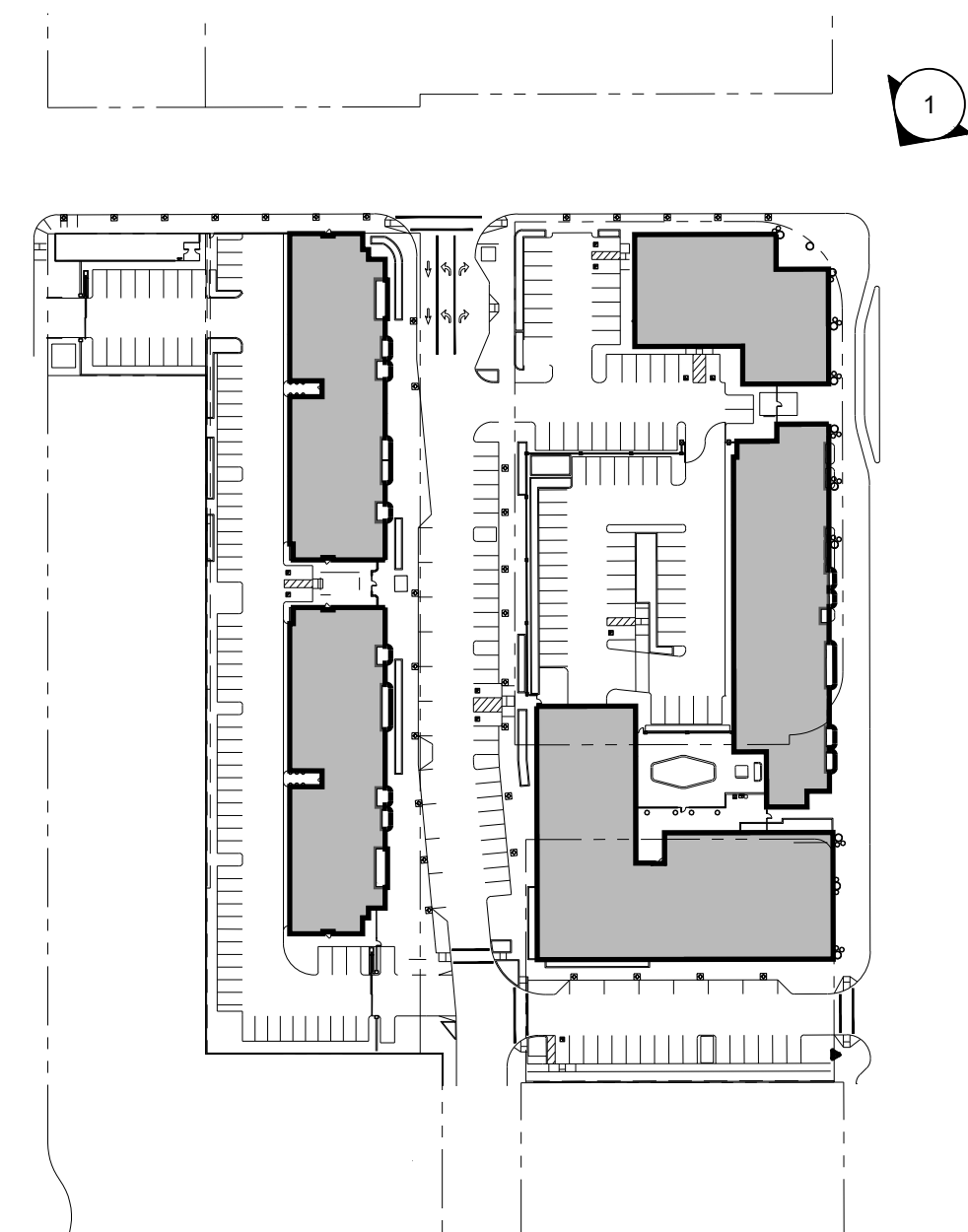
4TH SUBMITTAL 01/21/2019

UNIT PLANS



CONCEPTUAL RENDERING: BIRDSEYE VIEW FROM CORNER OF HESPERIAN BLVD. AND PASEO GRANDE 1

SITE KEY MAP



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VILLAGE GREEN

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DESIGN EXHIBIT	

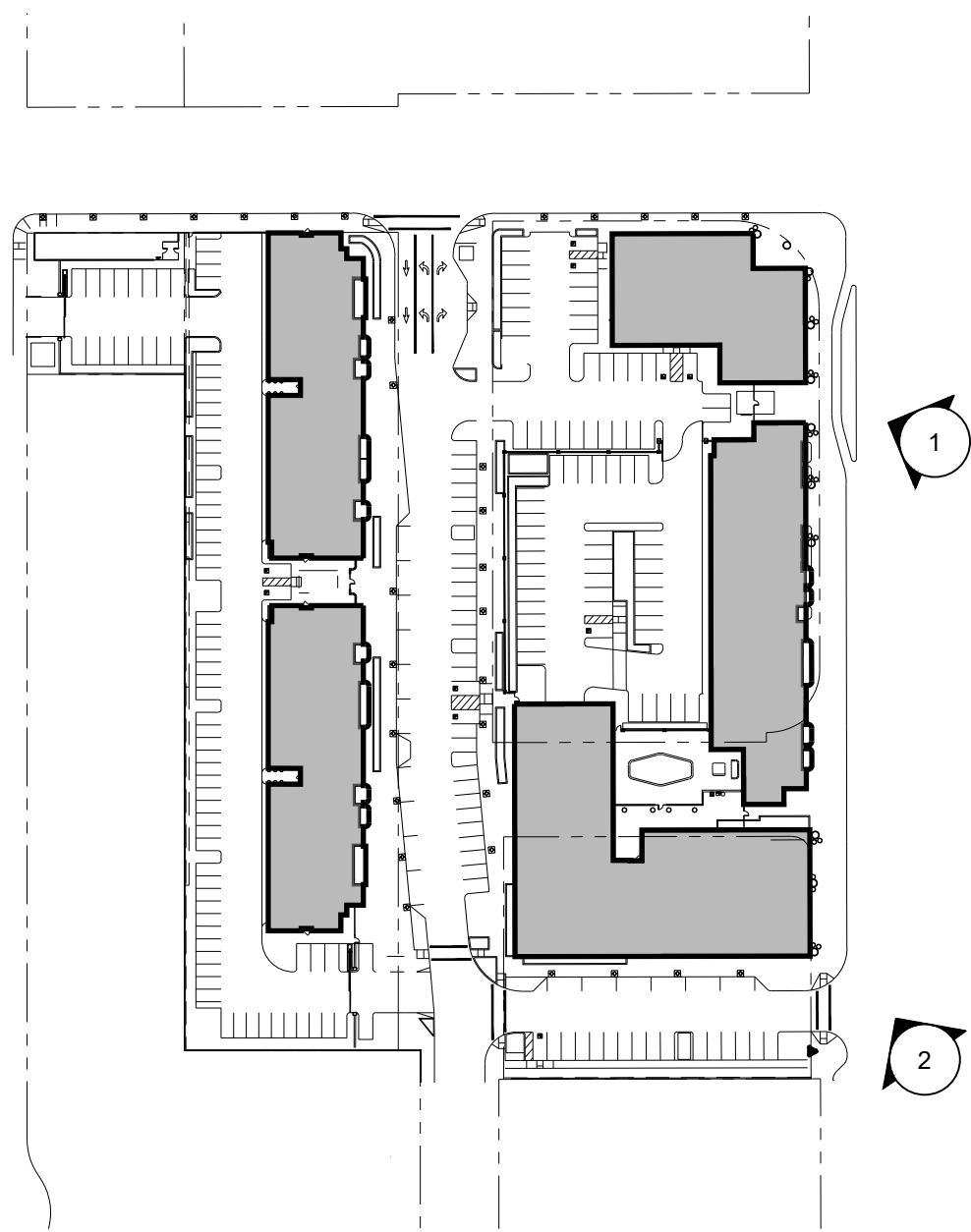


CONCEPTUAL RENDERING: VIEW FROM CORNER OF HESPERIAN BLVD. AND VIA MERCADO 2



CONCEPTUAL RENDERING: VIEW FROM HESPERIAN BLVD. LOOKING WEST 1

SITE KEY MAP



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VILLAGE GREEN

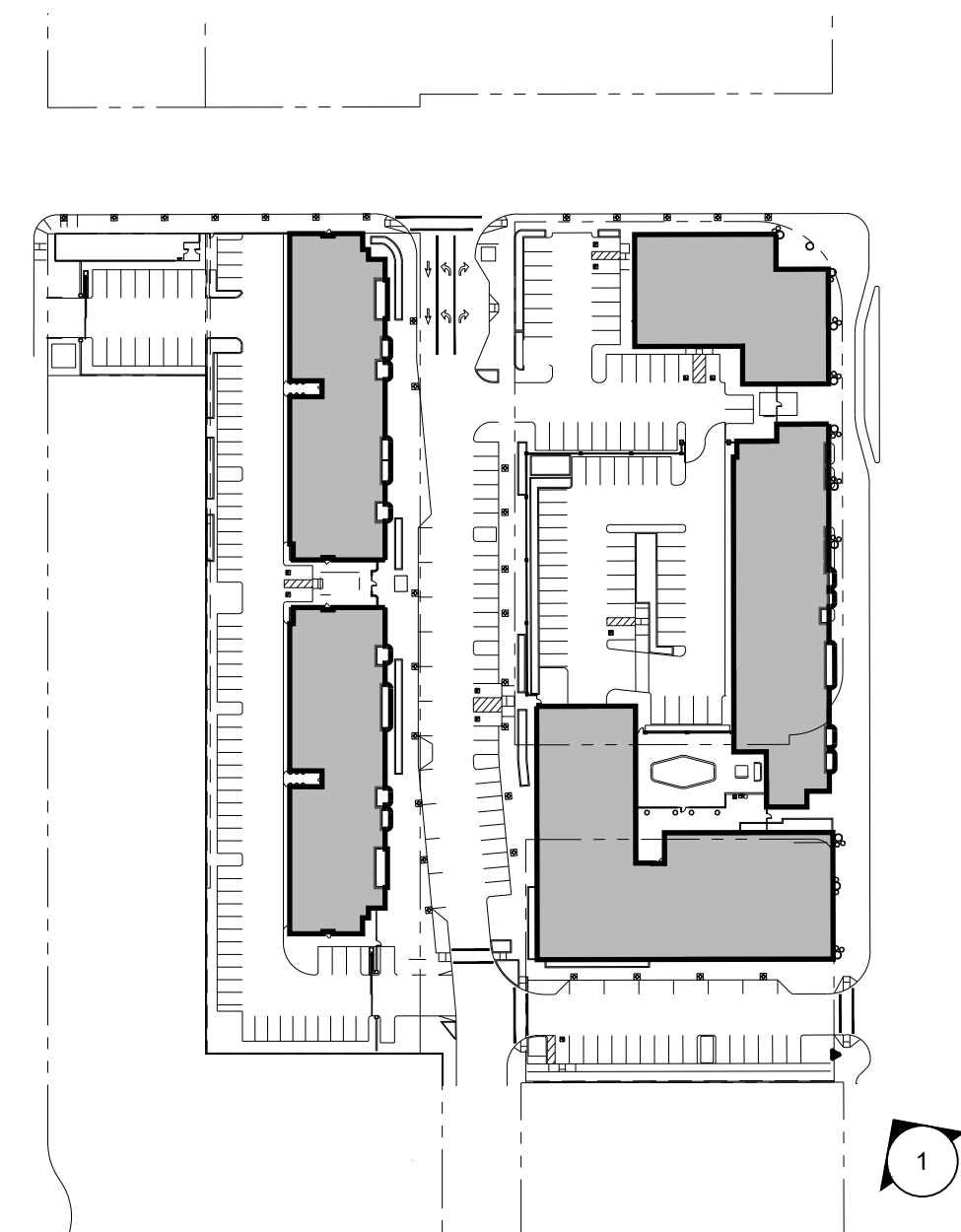
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DESIGN EXHIBIT	



CONCEPTUAL RENDERING: SAN LORENZO VILLAGE SIGN 1

SITE KEY MAP



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VILLAGE GREEN

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DESIGN EXHIBIT	



23231 South Pointe Dr.
Laguna Hills, CA 92653
www.adcollaborative.com

Alameda County
Attention: Rodrigo Orduna

Plan review #: PLN2018-00086

Project: Village Green – 4th Round 1/22/19
Location: Corner of Hesperian Blvd. and Paseo Grande

Planning comments (all) shown in *gray italics*. Design team comments (Rnd #3) in black, and (Rnd #4) in **bold black**.

PLANNING DEPARTMENT:

1. *Provide an updated retail study showing demand conditions, supply conditions, and vacancies in the San Lorenzo area, to demonstrate why the proposed amount of retail is the maximum possible under current commercial market conditions.*
 - ❖ **Retail Study results and conclusion have been submitted to Planning for review.**
2. *Provide a written documentation of preliminary agreement from the Hayward Recreation and Park District (HARD), to show whether they will accept park dedication in-lieu fees or require dedication of land for a park within San Lorenzo.*
 - ❖ **HARD has decided to allow for “fee in leu” of land. AC Planning should have letter for this decision.**
3. *Provide updated site plans showing the mechanical parking layout (since some surface parking spaces will be lost due to the street widening for the new turning lanes), and written description of how it will function.*
 - ❖ **Refer to revised site plan, sheet A1.0, and building plan, sheet A3.1, for proposed automated parking layout. The top and bottom stall of each automated stacker will be dedicated to one residential unit.**
 - ❖ **KLAUS MULTI-PARK is going to design, engineer, and install vehicle stacked parking units inside our garage structure. They will continue to maintain the equipment per normal monthly inspection and maintenance schedules.**
4. *Provide updated building elevations showing the “San Lorenzo” marquee sign on your new building (per my previous emails to you before the last Planning Commission hearing).*



- ❖ See design exhibit on sheet A6.3 for design of proposed “San Lorenzo” marquee sign to replace the existing. Refer to site plan, sheet A1.0, for proposed location.
5. *Provide a written testament and graphics showing a commitment to improving the Lorenzo Theater sign and marquee. (Response revised 11/26/18)*
- ❖ Demmon Partners is committed to repairing the theater marquee. This would include the physical repairs, electrical, and painting as needed and per our rendering. Demmon Partners will commit to (not to exceed) \$300K in total expense, to paid to the County, or to contract the work directly, based on County preference. Images have been submitted.
6. *I was informed today by the environmental consultant at Lamphier Gregory that the new project description and Admin Draft EIR Addendum will be ready in mid-November. This will put us at a Planning Commission public hearing in December (likely on Monday, 12/3/18 or 12/17/18).*
- ❖ Noted.
 - ❖ CEQA revisions (4th Round) currently completing by 1/28/19.
7. *Provide updated site plans showing and identifying open space for each unit, both private open space and community open space. Calculate the amounts of private open space and community open space.*
- ❖ Refer to open space calculations on sheet G0.3. Proposed development is offering 17,760 s.f. of common open space and 6,863 s.f. of private open space which is greater than the total amount required.
8. *Consider a location on the project that has a memorial/remembrance to MERVYNS.*
- ❖ Project proposed a small plaque to be located in close proximity to the old Mervyns location on Via Arriba, see site plan A1.0.
9. *Please clarify the “Teacher Credit” that was discussed at the Commission Study Session.*
- ❖ Village Green Apartments will institute the following special rent program:
 - Current Teachers-25% Rent reduction and 50% of Deposit-Total of 8 units(5% of all units)
 - Our Heroes Program-Military, Policemen, Firemen-\$100 Rent reduction and 50% deposit-Total of 16 Units(10% of all units)
10. *Please clarify the Project’s intent as to the discussed “Shuttle Service” discussed in the Commission Study session.*
- ❖ Village Green Apartments will institute a program to all residents a complimentary shuttle service to deliver and return from Village Green to the Bay Fair Bart Station. The details of the program:

- **Program Detail-Shuttle Service from Village Green to the Bay Fair Bart Station and Return**
- **Eligible-All Residents of Village Green Apartments**
- **Resident Cost-No Charge-Complimentary**
- **Days of Service-Monday through Friday**
- **Times to Bart Station-6:30 am, 7:30 am and 8:30am**
- **Times of Return-4:30 pm, 5:30 pm and 6:30 pm**
- **Pick Up Place-at a designated place inside the Village Green Apartments**

PUBLIC WORKS:

SPECIFIC COMMENTS: from 12/14/18

11. *The Developer's proposal for the "replacement" of Via Mercado, a County owned and maintained road will have to be accordingly handled through the Subdivision Map process. Further, there would need to be Developer's notification to all of the affected public agencies and utility companies and a requirement for these agencies and utility companies to provide reviews and approval of utility relocation plans.*
 - ❖ **The project has submitted a subdivision application and a tentative tract map to the County. Notations on the recorded tract map will appropriately identify the Via Mercado relocation. This process has been approved by Bill Lepere in the Alameda County Public Works Dept. and County Planning Director Albert Lopez. In addition, the project has informed the public utility companies affected by the Via Mercado relocation. In response, the utility companies have provided review and approval of the project's utility relocation plans. The project shared the utility companies' responses with Mr. Lepere, who confirmed that they conform with County requirements. The project is happy to supply written correspondence with Mr. Lepere if need be.**
12. *Any proposed improvements along Hesperian Boulevard must conform with the County Hesperian Boulevard Streetscape Project and the Master Plan.*
 - ❖ **Project is asking to work with PWA as we get closer to County bid process to coordinate the construction require and how the two projects will potentially overlap. Project is planning to conform to all currently known Hesperian Improvement Project plans, although to date, AC County has not provided a complete set of Hesperian Improvement plans.**
13. *All frontage roadway and traffic improvements along both Hesperian Boulevard and Paseo Grande will be the responsibility of the Developer.*
 - ❖ **Project is concerned that the terminology of "all" is not accurate, especially considering that there is a County Roadway project that is changing 100% of the existing frontage, including roadway**

widths, gutter flowlines, and utility adjustments. The Project agrees to be responsible for the specific improvements caused/instigated by the Project design. This is an ongoing process.

14. *Modify the existing traffic signal system at the intersection of the current Via Mercado alignment and Hesperian Boulevard.*

❖ **Condition Noted.**

15. *Underground the existing overhead utilities along the southerly property line, between Hesperian Boulevard and Via Arriba.*

❖ **Project is in communication and preliminary design and engineering with PG&E on the overhead powerlines. Project agrees to Condition, assuming PG&E allows the modification of that specific overhead section.**

16. *On-street parking will not be allowed at the following locations:
Adjacent to the designated right hand lane, northbound, on Via Arriba, between the driveway entrance and Paseo Grande.*

❖ **Project has removed the parking due to PWA's concerns, however that specific space is ideally suited to use as a loading/unloading zone. Project feels that the Retail/Commercial tenants will be best served, and deliveries will be much easier, if this space is available to delivery trucks. Additionally, the Project has considered a resident shuttle van. This is an extended van that would run to the local BART three times in the morning and three times in the evening. Passenger loading of our shuttle would be best served at the planned location per plans.**

17. *Within the first 25 feet from limit lines or crosswalks.*

❖ **Noted. Project has relocated parking per PWA & Planning meetings.**

18. *The Clean Water/C.3 design requirement for the project should be based on 100% LID treatment.*

❖ **Project is 100% LID.**

19. *Maintain a minimum of 20 feet clear behind the sidewalk to the first parking space at all driveway entrances.*

❖ **Noted. Project has relocated parking per PWA & Planning meetings.**

20. *Provide pedestrian curb ramps at all crosswalks and roadway type driveway entrances.*

❖ **Noted. Project has revised driveways to parking areas per PWA comments.**

21. *Remove and replace the existing curb ramp with directional curb ramps (two curb ramps) at the intersection of Paseo Grande and Paseo Largavista.*

❖ **This comment is seemingly still under review and discussion with PWA. Project intends to cooperate and agrees to install curb ramps as directed by PWA during Construction Documents.**

22. *Provide a minimum of 5 feet wide sidewalk, including at tree wells, landscape planter, fire hydrant, above ground utilities, etc.*

❖ **Noted.**

23. *Public pedestrian pathway (sidewalk) must be located within public right-of-way. Right-of-way dedication may be necessary.*

❖ **Project intends to dedicate ROW to County for the following:**

Via Arriba widening and alignment.

Paseo Grande (project side) for widened walk at retail corner.

24. *Use Alameda County fire apparatus as a minimum design vehicle to determine turning curb radius for each leg of intersections. Justifications, including a traffic analysis, will be required if a smaller vehicle is used. Turning curb radius at intersection will be designed to allow single unit trucks to make each turning movement without encroaching on curbs, sidewalk, opposing lanes, or same-direction lanes at the entrance leg.*

❖ **Project has redrawn the Fire Truck turning analysis using the revised fire truck template as provide by Fire December 2018. Project plan still reflect a MUCH larger fire truck turn template, which is more conservative, however the team has made an alternate plan exhibit to insert if PWA or Fire wish to during Construction Documents.**

25. *Provide a minimum of 14 feet wide curb lane, not including gutter pan area.*

❖ **Project was asked in Dec. '18 to add another turning radius exhibit, but for an SU-30 type truck. Additionally, Project was asked to make sure turn areas are not including the gutter pan area. Project has complied and an SU-30 exhibit is attached.**

26. *All on-site and on-street parking stalls shall have sufficient access and maneuvering area.*

❖ **Noted. Project has relocated parking per PWA & Planning meetings.**

27. *Ensure that curb ramps are provided for all disabled parking spaces.*

❖ **Noted. Project all ADA access ramps and walks accounted for, with the exception of any final determination of those in the public right of way.**

28. *Parking is not allowed to overhang sidewalk. However, it can overhang into a landscape planter.*

❖ **Noted. Project has correctly noted the landscape area & parking overhang per PWA & Planning meetings. See landscape plan (L.4) for sectional details.**

29. *No compact parking stalls will be allowed within public right-of-way.*

❖ **Noted. Project has adjusted parking per PWA & Planning meetings.**

30. *Any road improvements and any necessary relocation of utility facilities shall be at no cost to the County.*

- ❖ **Noted.** Project assumes this broad comment to mean those improvements directly caused by the Project. Relocation of underground utilities in anticipated and awaits Planning Entitlement to start design and engineering with the utility districts.

31. Obtain County Fire Department approval of this application

- ❖ **Noted.** Project feels strongly that AC Fire has provide clear and complete comments, and will meet all conditions noted. See attached Fire Dept. comments/conditions.

32. No private improvements should be located within the public right-of-way area.

- ❖ **Noted.** Project has relocated temp bicycle parking per PWA & Planning meetings. See A1.0 & L.1 for revised bike parking location

33. Street lights will have to be provided at the following locations:

- ☐ Along Via Mercado, between Via Arriba and Hesperian Boulevard
- ☐ Along Via Arriba, between Via Mercado and Paseo Grande
- ☐ Along the south side of Paseo Grande, between Hesperian Boulevard and Paseo Largavista
- ☐ At the intersection of Via Mercado and Via Arriba
- ☐ At the southwest corner of the intersection of Paseo Grande and Paseo Largavista

- ❖ **Noted.** Project agrees with condition and intends to have Landscape Architect take on the Site and Off-site lighting design in coordination with PWA, PG&E, and Electrical/Joint Trench Consultant after entitlement approvals.

GENERAL COMMENTS

34. 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.

- ❖ **Noted.**

35. Before any demolition or grading, destroy known water wells that do not have documented intent of future use. Obtain a destruction permit from Zone 7 for any water well destruction within Zone 7's service boundary. For additional information, the owner or other responsible party should call Zone 7 at (925) 484-2600.

- ❖ **Noted.**

36. On-site driveway and parking area structural pavement section is required designed by a civil engineer. The minimum structural section for emergency vehicle access roads is 6 inches of asphalt concrete over filter fabric, if required.

- ❖ **Noted.** Project has a Geotech consultant and Civil Engineer to determine an appropriate paving design that meets Alameda County standards.

37. Do not block or restrict in any way flow of runoff in the creek, ravine, or major drainage swale.

❖ **Noted.**

38. The drainage area map created for the project drainage design calculations shall clearly indicate all areas tributary to the project site.

❖ **Noted.**

39. No grading shall be permitted on this site until a grading plan and an 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.

❖ **Noted.**

40. If grading occurs on land with a slope of more than 10 percent, it will be necessary to undergo environmental impact review at the grading permit phase. Any grading for this project should be required to be a balanced cut and fill.

❖ **Noted. Not a concern of this Project. Project anticipate very low slope across the site due to ADA paths and access.**

41. Prior to the issuance of any building permits on this site, this office should be afforded the opportunity to review a detailed grading, drainage, and road improvement plan with supporting calculation by a Registered Civil Engineer. The proposed curb elevations are not to be less than 1.25 feet above the hydraulic grade line and at no point should the curb grade be below the energy grade line.

❖ **Noted.**

42. Sites with land disturbances greater than one acre must file a Notice of Intent (NOI) with the State Water Resources Control Board for coverage under the State General NPDES permit for Construction Activities. A copy of the NOI must be submitted to the District prior to issuance of a grading permit for the site or any land disturbance on the site.

❖ **Noted.**

43. Prior to issuance of a grading permit, a Storm Water Quality Control Plan, including erosion and sedimentation control, that addresses both construction and post-construction storm water quality shall be prepared and included in the project improvement plans.

❖ **Noted.**

44. The project plans shall include storm water quality control measures for the operation and maintenance of the project once construction is complete. The project plans shall identify Best Management Practices (BMPs) appropriate to the uses conducted on-site to effectively control entry of pollutants into storm water runoff.

❖ **Noted.**

45. *Site planning practices such as limiting disturbed areas, limiting impervious areas, avoiding areas with water quality benefits and susceptibility to erosion, protection of existing vegetation and topography, and clustering to structures should be employed.*

❖ **Noted.**

46. *Obtain Grading Section approval of this application.*

❖ **Noted.**

47. *Obtain Clean Water Section approval of this application.*

❖ **Noted.**

48. *Provide updated site plans showing the widened street for turning lanes at Via Arriba to comply with the County Public Works Agency's response to the traffic consultants traffic mitigation proposal at the intersection of Via Arriba and Paseo Grande.*

❖ **BKF has updated the drawings to include the left turning lane at the intersection of Via Arriba and Paseo Grande. Refer to revised Civil Plans and Architectural site plan, sheet A1.0, for revised street widths per PWA. See "Turning Radius Mark-Up" exhibit by BKF showing compliance with SU-30 and Quantum Fire Truck turns.**

❖ **Design team and traffic consultants for the project are suggesting a loading zone near this intersection. The project intends to present the project to the public and Planning Commission with loading zone included. This is due to the project needing a loading space in proximity to the retail uses and not having a better place to put said loading zone. Fehr & Peers TIA report revised for consultant suggestions and anticipated impacts of proposed loading zone.**

49. *Provide updated site plans showing the low impact development stormwater treatment locations and sizing to meet the stormwater treatment permit requirements (preliminary plans are fine)*

❖ **BKF has updated the drawings to show 100% LID treatment for the project.**

50. *Provide a subdivision map for the proposed Tract Map, TR-8488, showing existing and new property lines, and parcels to be created, drawn by a licensed civil engineer and surveyor.*

❖ **BKF has provided a Vesting Tentative Tract Map per number above. Submitted 20 copies folded to 8.5x11. Additional changes reflecting all comments from Dec18/Jan19. Submitted (10) copies folded into 8.5x11 and (15) 11x17 reductions.**

ALAMEDA COUNTY FIRE DEPARTMENT:

*Items to be addressed with required re-submittal: **See Conditions of Approval by AC Fire, dated Dec. 17, 2018***

1. *9/6/18- To avoid confusion use the same identifier for buildings throughout the drawings. On some sheets buildings are identified as 1, 2 or 3 and on other sheets identified as A, B and C.*
 - ❖ *There are 4 different buildings on the site, building 1, 2, 3, and 4, and there are 3 different building types on the site, type A, B, and C. Building type C (the 3-story residential building) is repeated twice on the site. The building plans and site plan reflect this naming convention.*
2. *9/6/18- On sheet G0.0 provide a clear scope of the project. State number of buildings to be built.*
 - ❖ *Refer to revised project description on sheet G0.0. The updated project description states
The proposed mixed-use, multi-family project consists of 4 proposed buildings, type I and type V construction. Buildings 3 and 4 are 3 stories while buildings 1 and 2 are 4 stories tall. There are 163 units on the 5.12 acre site ranging from 600 sf to 1,228 sf and approximately 12,184 sf of retail area. The development will relocate the existing Via Mercado and re-align Via Arriba.*
3. *Please note on the drawings that a fire alarm system is required and will be installed throughout as required by the fire code. Show location of Fire Alarm panel/s.*
9/6/18- Not adequately addressed in the resubmittal. Note on sheet G0.0 is incomplete. Only one fire alarm panel is shown on sheet A1.1. Each building is required to have a fire alarm panel. Show locations of all fire alarm panels
 - ❖ *Refer to revised Fire Access Plan, sheet A1.1. Potential fire alarm panel locations have been designated for each building, final location to be determined by the fire alarm plan provided as a separate submittal. Fire alarm system is required and will be installed throughout as required by code. The fire alarm panel location and number of panels will be determined by a low voltage designer. Design will be a deferred submittal and not a part of this submittal.*
4. *9/6/18- On the plans provide the occupancy classification(s) of each building.*
 - ❖ *The occupancy classification per building has been added to the general information sheet as well as the exiting diagram sheet, refer to sheets G0.0 and G0.2.*
5. *9/6/18- Provide a deferred approval heading of the plans for the following items that will require a separate submittal, permit, plan review, inspections and fees:*
Fire sprinkler system
Fire service underground
Standpipe system
Fire sprinkler monitoring system
Fire alarm system
Emergency Responder Radio Coverage
Fire Pump and fire pump room (if required)
Hood and duct fire suppression systems
Additional items may be required due the retail occupancies
 - ❖ *Refer to Deferred Submittal list added to sheet G0.0.*
6. *Please note that utilities along the fire access road will be placed underground.*

9/6/18- Response only addresses Via Arriba. Please clarify.

- ❖ Existing overhead utility lines on Hesperian Blvd to remain, per County improvement plans. Via Arriba and Via Mercado will have no existing/proposed overhead utility lines, with the exception of existing overhead utility lines adjacent to the southern edge of proposed (relocated) Via Mercado. These existing overhead utility lines to remain are within an easement and serve the residential properties to the south.
7. *Proposed EVA road does not provide adequate emergency vehicle access to buildings 3 & 4. Please consider providing aerial fire apparatus access on Via Arriba according to 2016 CFC Appendix D Section D105. Aerial fire apparatus access road shall be located within a minimum of 15 feet and a maximum of 30 feet from the building. Eliminating diagonal parking and designing parallel parking could help provide adequate access for Aerial Fire Apparatus as well as providing access to other emergency vehicles. Fire Department connections and hydrants shall be located on Via Arriba.*
9/6/18- Not adequately addressed in the resubmittal. Clearly identify aerial fire apparatus access for each building. Clearly show how minimum dimensions are met.
- ❖ Refer to revised Fire Access Plan, sheet A1.0, for clearly defined fire access path. Development is proposing a fire access path along short side of Buildings #3 & #4 per County Fire meeting. All buildings meet Fire aerial apparatus requirements as currently designed.
8. *On the plans please demonstrate all proposed building Fire Department Connections will be located within 100 feet of a Fire Hydrant.*
9/6/18- On sheet A1.1 locations of risers are shown but the locations of the fire hydrants are not shown. Show locations of fire hydrants on the plans. Fire department connections are to be located on the street side of the buildings, fully visible and recognizable from the street or nearest point of fire department vehicle access. (Section 912.2.1 of the California Fire Code)
- ❖ BKF has shown all new and relocated fire hydrants on the utility plans. Fire department connections are also show on the utility plans. EBMUD has been involved and preliminarily accepted the projects needed water system adjustments pending civil engineered plans and EBMUD application process.
 - ❖ Condition noted.
9. *All elevators shall be equipped with Phase I emergency recall operation and Phase II emergency in-car operation.*
9/6/18- response states Noted. Where on the plans is this noted?
- ❖ Refer to "General Notes" on sheet G0.0.
10. *9/5/18- On sheet A1.0 and EVA exit only is shown at Paseo Grande and Building 4. It is not clear how egress is achieved at this location and who is to be egressing at this locations. Please clarify.*
- ❖ Any notes mentioning "EVA exit only" at the location specified are from a previous design and no longer apply to the current site plan design. Notes have been removed from sheet A1.0.
11. *On the plans show location of proposed buildings fire risers.*

9/6/18- Response states refer to building plans on sheets A4.1. This is for Building C only. Show locations of all fire risers for each building.

- ❖ Refer to added fire riser locations on buildings 1 and 2 shown on sheets, A2.1, A2.2, and A3.1. Final design to be determined by Fire Sprinkler sub-consultant to be hired during the design development phase, pending entitlement approval.
- ❖ **All fire risers are to enter building from outside of concrete foundation and slab. Details and locations to come during Construction Documents. Condition noted.**

12. On the plans show Class and location of Standpipes and FDC per floor. Standpipes/valves shall not reduce egress path (stairwell).

9/6/18- Not adequately addressed in the resubmittal. This information is to be provided at this time.

- ❖ Standpipe locations have been located for the 4-story buildings 1 and 2. Refer to building plan sheets A2.1-A2.4B and A3.1-A3.3. Standpipe Class to be determined by Fire Sprinkler subconsultant but are typically Class I. Final location and class to be determined by Fire Sprinkler sub-consultant to be hired during the design development phase, pending entitlement approval. Proposed Egress Path, extent shown in dashed line in Fig.A, does not interfere with proposed standpipe location. Final design, provided by Fire Sprinkler Sub-consultant, will comply with all required current codes and municipal requirements.

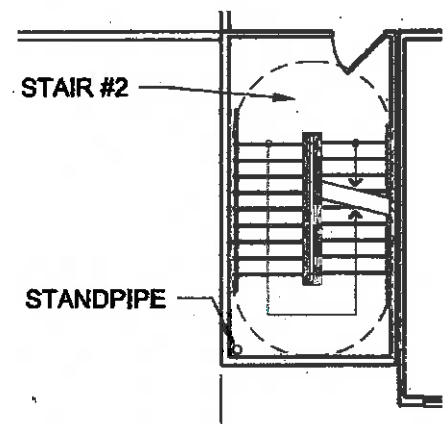


Fig. A

13. Required fire flow assuming all proposed buildings are Type V fully sprinkled construction: Building 1 (96380 sf) required flow 6000gpm for a duration of 4 Hours, Building 2 (79032 sf including rooftop garden area) required fire flow 5625gpm for a duration of 4 hours, Buildings 3&4 (37866 sf) required fire flow 3938gpm for a duration of 4 hours.

- ❖ The owner cannot contract for design of the fire system until entitlement approval, which is typical for this stage of a project. Full design of the fire sprinkler and monitoring system, standpipe system, fire alarm system, fire pump system, emergency responder radio coverage, and all other items required for this project per building codes and municipal requirements will be included as part of our Construction Drawings.

14. Please provide fire water supply/flow from water purveyor. A fire pump will be required if adequate fire flow does not meet proposed building requirements.

9/6/18- This information is required at this time. If a fire pump is required the location is to be determined at this time. Fire pump rooms are to open to the exterior of the building and meet requirements of section 913 of the California Fire Code and requirements of NFPA 20.

- ❖ The owner cannot contract for design of the fire system until entitlement approval, which is typical for this stage of a project. Full design of the fire sprinkler and monitoring system, standpipe system, fire alarm system, fire pump system, emergency responder radio coverage, and all other items

required for this project per building codes and municipal requirements will be included as part of our Construction Drawings. The Architect is aware of the potential requirement to locate a fire pump room and will work with the necessary consultants, once hired, to provide an adequate space.

- ❖ Further, no Fire Control Rooms to have doors facing main frontage per Planning
 - ❖ Condition noted.
 - ❖ As required, use one pump per building.
 - ❖ Condition noted.
 - ❖ Pump room door(s) need to be adequate size for the replacement of the equipment.
 - ❖ Condition noted.
 - ❖ Fire pump room must be accessible directly from access roads.
 - ❖ Condition noted.
15. Roof Deck, please provide detailed information on barbeques and fire places fuel source. Permanent sun coverings such as trellises or canopies will require fire sprinkler protection.
 9/6/18- Not adequately addressed. Provide a note on sheet A3.3 stating that permanent sun coverings such as trellises or canopies may require fire sprinkler protection.
- ❖ Note added, see sheet L.2
16. On the plans provide proposed emergency escape and rescue opening locations.
 9/6/18- Not adequately addressed. No emergency escape and rescue opening identified for P0.0, P1.1, P1.2. On the plans provide details of the sleeping room windows clearly demonstrating how requirements for emergency escape and rescue windows meet section 1030 of the California Building Code. From drawings it is not clear how windows open that our ladders would be propped against the building/window ledge. We will not prop the ladders on the windows.
- ❖ Egress windows to every unit bedroom are provided on the first through third building levels. Each egress window has been marked with an emergency egress window symbol, refer to building plans and symbol legend on sheets A2.1-A2.6B, A3.1-A3.4, and A4.1-A4.2. Typical egress windows will be a combination of casement and slider style windows, see fig. B below. The proposed openings meet the min. area requirements of 5.7 s.f. and the dimensional requirements of 20" wide and 24" tall. The proposed P0.0 is a studio unit with a door to the balcony, the door will be utilized as the emergency egress. The proposed development is providing emergency egress windows on units P1.1 and P1.2 within the unit bedrooms, please refer to sheet A2.4A.

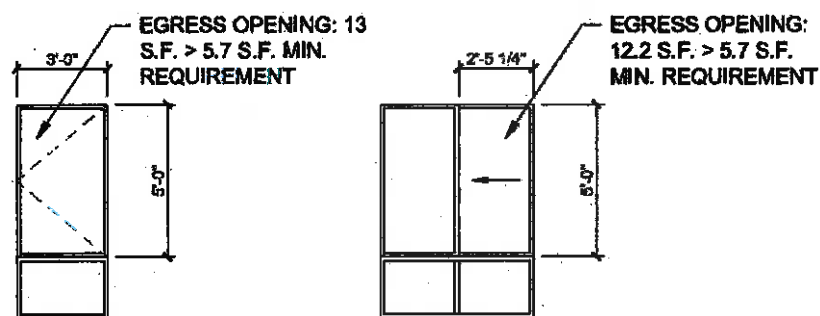


Fig. B

November 30, 2018

Mr. Albert Lopez, Planning Director
Alameda County Planning Department
224 West Winton Avenue, Room 11
Hayward, CA 94544

Re: Updated Implications of Village Green Apartments Retail Analysis

Dear Mr. Lopez:

In November 2017, ALH Urban & Regional Economics prepared a report for Demmon Partners titled "Village Green Apartments Retail Analysis, San Lorenzo, California." This report's purpose was to explore the retail potential of Village Green Apartments, a planned 163-unit mixed-use development at the intersection of Hesperian Boulevard and Paseo Grande in San Lorenzo ("Project"). The study assessed the potential for market support of the 8,600 square feet of retail space then planned for the Project, concluding that the planned retail square footage was more than sufficient for the Project, and recommending that the planned retail space remain at no more than 8,600 square feet.

In response to County and community requests, Village Green Apartments is now planned to include approximately 12,000 square feet of retail space, despite the findings of the ALH Economics study. As the Project advances in the public review process, Demmon Partners was asked by the Alameda County Planning Department to prepare an update to the November 2017 study and to evaluate the Project's role in the context of the San Lorenzo Village Center Specific Plan, prepared by the Alameda County Planning Department in 2004. The purpose of this letter is to report on these two requests.

Summary of Findings

- Examination of current retail market conditions in San Lorenzo indicate the retail market is stagnant, with no identifiable improvement over the past year.
- An update to the November 2017 study would not change the overall findings and recommendations, which are that the original planned 8,600 square feet of retail space would be more than sufficient to serve the Project and local retail demand.
- The approximately 12,000 square feet of retail planned in response to County and community requests exceeds the Project's market-based recommendations.
- The 2004 San Lorenzo Village Center Specific Plan included area recommendations for retail development potential, which were primarily prepared based on site capacity considerations, versus consideration of market demand, limiting the relevancy of the recommendations.
- The retail market study underpinning the Specific Plan was prepared almost two decades ago, and thus could not anticipate retail trends affecting the market today, especially pertaining to the growing impact of online retailing on storefront retail.
- The Project's market-appropriate amount of retail is closer to the originally planned 8,600 square feet, versus the 12,000 square feet now planned. The demonstrated success of this retail can function as a Specific Plan Area catalyst to spur future area retail and other development.

Letter Purpose

In preparation for upcoming Project-related public hearings, Demmon Partners was asked to have the ALH Urban & Regional Economics ("ALH Economics") November 2017 retail study for Village Green Apartments updated to reflect more current market conditions. Subsequent communication suggested that a letter discussing why such an update is not warranted given the lack of interim change in the market would meet the County Planning Department's needs. In addition, in a meeting with Planning Department staff in October 2018, staff expressed concern that the retail plan for the Project was not consistent with the County's 2004 San Lorenzo Village Center Specific Plan, with the Project's location at the intersection of Hesperian Boulevard and Paseo Grande comprising a key Plan Area node. The purpose of this letter, therefore, is to address the need, or lack thereof, for an update to the 2017 ALH Economics study, and to discuss the Project's planned retail in the context of the Specific Plan.

In the November 2017 retail study, many factors were taken into consideration in reaching the conclusion about the project's supportable retail space. These factors included the following:

- Demographic projections for the Project
- Demographic analysis of San Lorenzo and a 1-mile radius around the Project site
- Field reconnaissance around the Project site and along Hesperian Boulevard
- Retail supply conditions on or near Hesperian Boulevard, especially the portion in San Lorenzo
- Recent examples of retail leases executed in San Lorenzo and nearby areas
- Discussions with retail brokers active in San Lorenzo
- Retail demand analysis for the Project residents, community of San Lorenzo, and 1.0-mile radius around the Project site
- Case study analysis of mixed-use residential projects

The following sections include reflections on the following: why an update to the retail market study would not result in changes to the original study conclusion recommending that the Project feature no more than 8,600 square feet of retail; and the role of the Project site in the Specific Plan Area in the context of current market conditions and changing retail trends.

Retail Market Study Update

A full year has passed since the completion of the ALH Economics retail study for Village Green Apartments. While this is a significant amount of time, ALH Economics does not believe sufficient changes have occurred in the San Lorenzo retail market to warrant updating the study, because conditions have not substantially changed.

In preparation for composing this letter, ALH Economics again conducted field reconnaissance around the Project site to identify any notable changes to the market and assess existing retail conditions. This field reconnaissance suggests that the San Lorenzo retail market is relatively stagnant, with no significant interim changes. Most of the retail vacancies identified in the 2017 ALH Economics study remain, and no new retail tenants of note appear to have been added to the market. Thus, the current supply conditions appear to be comparable to the conditions identified and reviewed one year ago, except for the unfortunate circumstance of even more prolonged vacancies than noted in 2017. Additionally, over the past year, the housing inventory in San Lorenzo and the surrounding 1.0-mile area have been stable, with no significant housing additions. ALH Economics does not believe any notable changes would be noted if the demand analyses included in the 2017 were updated. In

conclusion, therefore, ALH Economics believes that an update to the November 2017 study would not alter the prior conclusion, and that the initially planned 8,600 square feet of Village Green Apartments retail space is more than sufficient to meet local needs based on market conditions.

Project Retail in the Context of the San Lorenzo Village Center Specific Plan

Specific Plan and Project Site Introduction. When ALH Economics prepared the 2017 retail study, the Project site and study recommendations were not evaluated in the context of the "San Lorenzo Village Center Specific Plan," prepared by the Alameda County Planning Department in July 2004, and approved by the Board of Supervisors October 7, 2004 ("Specific Plan"). Instead, the study directive at the time was to assess the amount of supportable retail for the Project. The purpose of the Specific Plan is to guide future public and private actions within the San Lorenzo Specific Plan Area, which is approximately 29 acres and consists of contiguous, non-residential properties located on both sides of Hesperian Boulevard, from the Interstate 880 overcrossing on the north to Via Mercado on the south.¹ The Village Green Apartments development site is located in the southeastern quadrant of this area, and is surrounded by other commercial parcels also in the Plan Area. In the Specific Plan, this site is specifically labeled "Village Square."²

Specific Plan Retail Study Tied to Land Area Available, Not Retail Demand. A retail study was prepared in support of the Specific Plan. This study, authored by EDAW and dated February 20, 2000, included identification of San Lorenzo retail trade areas, analysis of then current retail demand and market trends and conditions, and suggested retail uses for the Plan Area. The study was particularly intended to assist in the planning efforts for several key Plan Area parcels, including the San Lorenzo Village Square.

The Specific Plan retail study ("EDAW Study") included general conclusions for retail development. It generally found that competing shopping centers in the retail market areas thoroughly saturated the retail market for all categories of merchandise, and that the Specific Plan Area cannot aspire to attract a small regional-serving retail store such as the Mervyns that used to occupy a portion of the Village Greens Apartment (Village Square) site. Instead, the study recommended that Plan Area development efforts should be focused on providing an increased amount and better quality of local-serving retail, concluding that the Plan Area could support approximately 140,000 to 180,000 square feet of such retail uses.³

Review of the EDAW Study indicates that the supportable retail square footage figure was based on the land area available for development, and not tied to any area-specific conclusions regarding market area retail demand and area capture rate of this demand. For example, in the retail study, the 22 acres then under study (and identified as the Village Core) were assumed to be developed at a 0.23 to 0.25 FAR, yielding total development potential of 220,000 to 240,000 square feet.⁴ This was identified to be the most likely amount of combined retail, commercial, and public/institutional space that could be "accommodated" in the Plan Area.⁵ After deducting for several potential expanded public uses, the remaining balance of 140,000 to 180,000 square feet was suggested for potential

¹ "San Lorenzo Village Center Specific Plan," Alameda County Planning Department, July 2004, page 1.

² Ibid, page 2.

³ Ibid, page 9.

⁴ "San Lorenzo Village Specific Plan, Initial Retail Market Overview," Prepared for County of Alameda, EDAW, February 22, 2000, page i-3.

⁵ Ibid, page 18.

commercial uses, with specific recommendations provided based on suggested uses and the typical square footage requirements of these uses at the time. Hence the recommendation was based more on the physical capacity of the Plan Area than on market dynamics.

In discussing the Plan Area's retail potential, the EDAW Study says "The San Lorenzo Village Core will capture the majority of retail sales for convenience merchandise categories if it is updated and appropriately marketed. To achieve this capture, the area must become competitive in what is an intensely competitive market."⁶ The study then proceeded to briefly discuss retail trends contributing at the time to intense competition in the retailing industry, which accounted in part for the study's recommendation that Plan Area retail development be local- rather than regional-oriented. These trends, reflecting the study year of 2000, included retail consolidation and regionalization, as well as growth in value-oriented retail. Another cited year 2000 lesser trend was the trend toward smaller-scale neighborhood or village centers, providing a unique, personal, and high-quality shopping experience difficult to achieve on the scale of regional centers.⁷

Implications of Evolving and Downward Trends in Storefront Retail. It is notable that the EDAW Study was prepared in February 2000, almost two decades ago. The retail industry is very dynamic, and this elapsed time period is sufficient for numerous retail trends to evolve, with new trends constantly emerging and changing the dynamics of the retail industry.

Of greatest recent significance is the rise in online retailing, which barely factored into the retail landscape in the year 2000. At that time, online retailing (e-commerce) accounted for \$27.1 billion in retail trade, or less than 1.0% of all US retail trade sales.⁸ More currently, in 2016, e-commerce sales reached a level of \$389.1 billion, comprising 8.0% of all US retail sales.⁹ E-commerce then experienced a significant increase from 2016 to 2017, reaching \$453 billion in sales in 2017, or 13% of all sales.¹⁰ In recent years, e-commerce growth has averaged over 15% annually.¹¹ This accelerating e-commerce trend could not be foretold at the time the EDAW study was prepared.

While online retailing is most deeply penetrated in categories such as books/gifts, furniture/home, sporting goods, apparel, office supply, department store, and toys (for all of which e-commerce comprises 13% or more of sales),¹² there is an increasing trend for more convenience-oriented shopping online, which is more typical of local-serving retail. For example, grocery sales are increasingly being purchased online, with one forecast suggesting that 20% of grocery sales will comprise online sales by 2025.¹³ Thus, online retailing, which was not a significant factor in the retail industry when the EDAW Study was prepared, has implications for retail potential in San Lorenzo,

⁶ Ibid, page 17.

⁷ Ibid.

⁸ Statista, the Statistics Portal, <https://www.statista.com/statistics/185283/total-and-e-commerce-us-retail-trade-sales-since-2000/>, accessed November 28, 2018.

⁹ Ibid.

¹⁰ "A decade in review: E-commerce sales vs. retail sales for 2007-2017," Fareeha Ali, digitalcommerce360.com, July 24, 2018. These figures factor out the sale of items not normally purchased online, such as fuel, automobiles, and sales in bars and restaurants.

¹¹ "Bagged or Boxed? The Future of 13 Retail Categories," JLL, United States 2017, page 2.

¹² Ibid, page 11.

¹³ Online grocery sales set to surge, grabbing 20% of market by 2025," Jeff Daniels, CNBC, January 31, 2017.

especially given the EDAW Study recommendation that Specific Plan Area retail comprise local-serving retail.

There will always be a need for physical brick-and-mortar stores, and some e-commerce retailers are increasingly developing brick-and-mortar formats to complement their on-line presence, such as Amazon, Warby Parker (prescription glasses), Pintrill (fashion lifestyle accessories), and Bonobos (menswear).¹⁴ Moreover, some top retail chains continue to open new stores.¹⁵ However, the growth in online retailing requires brick-and-mortar stores to evolve, putting pressure on retailers to innovate and optimize the store environment and consumer experiences, creating more challenges and barriers to entry for retailers.

Village Green Apartments Role as Specific Plan Area Catalyst. The evolution of online retailing and the resulting enhanced competition for brick-and-mortar stores suggests that additional challenges not anticipated in the EDAW study exist for the Specific Plan Area. The area's commercial market has not experienced much positive change since the adoption of the Specific Plan. As noted by ALH Economics, the area's commercial market is stagnant, characterized by some chronic vacancies. This is not an optimal environment in which to expect a relatively large amount of new retail consistent with the conclusions in the EDAW study to be developed and meet with market success. This suggests that an appropriate market stance introducing new commercial into the area would be to start small, demonstrate success, and leverage that success to attract yet other new development.

Developed in this manner, Village Green's new mixed-use residential and retail space can function as a catalyst for additional private development, building on some of the County's actions that have already been pursued to enhance the Specific Plan Area, such as the replacement and expansion of the San Lorenzo Public Library, located approximately across Hesperian Boulevard from the Village Green Project site. Coupled with the Public Library, the Village Green Project will then comprise a key node, from which other improvements and new commercial can radiate to enhance the Specific Plan Area and expand its retail base.

The EDAW Study concludes with a statement that "San Lorenzo Village is the part of the site most in immediate need of redevelopment. It is a largely vacant shopping center."¹⁶ This referenced area includes the planned Village Green Apartments site. Development of the Village Green Apartments Project will, therefore, more than 18 years after the EDAW Study made this statement, finally comprise this needed redevelopment. ALH Economics believes that the Project's planned residential component, along with an appropriate amount of retail sized to optimize tenant and local resident needs as discussed in the November 2017 ALH Economics study, will help activate and revitalize the area, setting the stage to attract yet additional new development once the market takes notice of the success of the Village Green Project. Keeping the size of the retail component of the Village Green Project consistent with demand, while adding new population to support the Project's retail and other area retail, will maximize the Project's potential for success, thus optimizing the potential for this catalytic effect.

¹⁴ "Clicks to Bricks: Why Online Retailers are Opening Physical Stores," by Alexander Neely, January 5, 2017 DMN (see <https://www.dmnews.com/customer-experience/article/13035306/clicks-to-bricks-why-online-retailers-are-opening-physical-stores>).

¹⁵ Retail Customer Experience, "Brick-and-mortar retailer isn't dead, it's just evolving," September 14, 2018 (see <https://www.retailcustomerexperience.com/blogs/brick-and-mortar-retail-is-not-dead-its-just-evolving/>).

¹⁶ EDAW, page 19.



ALH Urban & Regional Economics

Closing Comment

ALH Economics appreciates the opportunity to prepare this letter. We are available to answer any questions that may arise following your review of the letter or the review of key Alameda County officials. For reference, my resume is included in the Appendix.

Sincerely,

ALH Urban & Regional Economics

A handwritten signature in blue ink, appearing to read "Amy L. Herman".

Amy L. Herman
Principal

ASSUMPTIONS AND GENERAL LIMITING CONDITIONS

ALH Urban & Regional Economics has made extensive efforts to confirm the accuracy and timeliness of the information contained in this study. Such information was compiled from a variety of sources, including interviews with government officials, review of City and County documents, and other third parties deemed to be reliable. Although ALH Urban & Regional Economics believes all information in this study is correct, it does not warrant the accuracy of such information and assumes no responsibility for inaccuracies in the information by third parties. We have no responsibility to update this report for events and circumstances occurring after the date of this report. Further, no guarantee is made as to the possible effect on development of present or future federal, state or local legislation, including any regarding environmental or ecological matters.

The accompanying projections and analyses are based on estimates and assumptions developed in connection with the study. In turn, these assumptions, and their relation to the projections, were developed using currently available economic data and other relevant information. It is the nature of forecasting, however, that some assumptions may not materialize, and unanticipated events and circumstances may occur. Therefore, actual results achieved during the projection period will likely vary from the projections, and some of the variations may be material to the conclusions of the analysis.

Contractual obligations do not include access to or ownership transfer of any electronic data processing files, programs or models completed directly for or as by-products of this research effort, unless explicitly so agreed as part of the contract.

APPENDIX: RESUME



AMY L. HERMAN
PRINCIPAL

ALH Urban & Regional
Economics
Berkeley, California

T 510.704.1599
aherman@alhecon.com

SELECT OTHER CLIENTS

- Alameda County Fair
- Arcadia Development Company
- Catellus Development Corporation
- CenterCal Properties
- Claremont University Consortium
- City of Dublin
- Dudek
- Environmental Science Associates
- Equity One
- First Carbon Solutions (formerly Michael Brandman Associates)
- Gresham Savage Nolan & Tilden
- Howard Hughes Corporation
- City of Los Banos
- LSA Associates
- Maximus Real Estate Partners
- The Primary School
- Remy Moose Manley
- Ronald McDonald House
- Signature Flight Support
- Syfy Enterprises
- City of Tracy

Amy L. Herman, Principal of ALH Urban & Regional Economics, has provided urban and regional consulting services for approximately 35 years. During this time, she has been responsible for directing assignments for corporate, institutional, non-profit, and governmental clients in key service areas, including fiscal and economic impact analysis, economic development and redevelopment, feasibility analysis, location analysis, strategic planning, policy analysis, and transit-oriented development. Her award-winning economic development work has been recognized by the American Planning Association, the California Redevelopment Association, and the League of California Cities.

Prior to forming ALH Urban & Regional Economics in 2011, Ms. Herman's professional tenure included 20 years with Sedway Group, inclusive of its acquisition by CB Richard Ellis and subsequent name change to CBRE Consulting. Her prior professional work experience includes five years in the Real Estate Consulting Group of the now defunct accounting firm Laventhol & Horwath (L&H), preceded by several years with the land use consulting firm Land Economics Group, which was acquired by L&H.

Following are descriptions of select consulting assignments managed by Ms. Herman.

ECONOMIC IMPACT ANALYSIS

Alameda County. Prime consultant for a complex team that prepared a Local Development Business Plan for the newly launched East Bay Community Energy Community Choice Aggregation program for Alameda County. ALH Economics components included economic impact and financial analysis of the local development program components.

University of California. Conducted economic impact studies and frequent updates for five University of California campuses: Berkeley, Davis, Riverside, San Francisco, and San Diego. Prepared models suitable for annual updates by campus personnel.

Hospital Council of Northern and Central California. Prepared an analysis highlighting the economic impacts of hospitals and long-term care facilities in Santa Clara County. The analysis included multiplier impacts for hospital spending, county employment, and wages. Completed a similar study for the Monterey Bay Area Region.

Bay Area Rapid Transit District. Completed economic impact analysis of BART's operations in the San Francisco Bay Area region.

Various EIR Firms. Managed numerous assignments analyzing the potential for urban decay to result from development of major big box stores, shopping centers, and sports venues. The analysis comprises a required Environmental Impact Report component pursuant to CEQA.

FISCAL IMPACT ANALYSIS

Stanford Research Park. Analyzed historic and current fiscal contributions generated by the Stanford Research Park real estate base and businesses to the City of Palo Alto, Santa Clara County, and the Palo Alto Unified School District.

City of Concord. Structured and managed fiscal impact analysis designed to test the net fiscal impact of multiple land use alternatives pertaining to the reuse of the 5,170-acre former Concord Naval Weapons Station, leading to possible annexation into the City of Concord, California.

Kimco Realty. Prepared fiscal impact analysis of plans to renovate and redevelop part of Westlake Shopping Center and infill development of a 179-unit apartment project adjoining the shopping center.

Sycamore Real Estate Investments, LLC. Prepared a fiscal impact model for client implementation, to test the General Fund net fiscal impacts of alternative land use mixes.

Residential and Commercial Developers. Prepared fiscal impact studies for new development projects, including residential, office, and mixed-use projects, demonstrating the net fiscal impact on the respective city's General Fund and local school districts.

AMY L. HERMAN
Principal

ECONOMIC DEVELOPMENT AND PUBLIC FINANCE

Infrastructure Management Group. Contributed to due diligence analysis of the proposed Transbay Transit Center to support evaluation of requested bond loan adjustment requests to support project construction.

Alameda County. Managed numerous assignments helping Alameda County achieve its economic development goals for the County's unincorporated areas through surplus site disposition assistance, including market analysis and financial due diligence for residential and commercial mixed-use developments.

Office of Community Investment and Infrastructure as Successor Agency to the Redevelopment Agency of the City and County of San Francisco. Managed financial analysis estimating the tax payments in lieu of property taxes associated with UCSF development of medical office space in the former Mission Bay Redevelopment Project area.

LAND USE POLICY

Union City Property Owner. Provided an independent analysis regarding the reasonableness of the City of Union City continuing to reserve a key development area for office and/or R&D development in the context of the General Plan Update.

Alameda County Community Development Agency. Provided analysis and input regarding the Ashland and Cherryland Business District Specific Plan requirements for non-residential floor space in mixed-use development sites over 10,000 square feet

DCT Industrial Trust (Subsequently acquired by ProLogis, Inc.). Performed economic analysis on a proposed change to the Newark Zoning Ordinance regarding permitted industrial uses. The analysis demonstrated the market, fiscal, and economic impacts that could result from the proposed zoning ordinance change.

City and County of San Francisco. Under direction of the San Francisco Planning Department, conducted analysis and literature review regarding residential and commercial displacement, especially they pertained to two planned Mission District mixed-income apartment projects.

DEVELOPMENT FEASIBILITY

China Harbour Engineering Company Ltd. (CHEC). Prepared a market assessment and development feasibility analysis for the potential development of a 5.54-acre parking lot at the West Oakland BART Station in Oakland, CA for CHEC, the development entity selected by BART to pursue joint development of the site pursuant to an Exclusive Right to Negotiate Agreement.

Align Real Estate, LLC. Prepared independent economic analysis of a proposed residential development in San Francisco on the site of several buildings, including one considered an historic resource pursuant to CEQA. The analysis tested several project alternatives, focusing on net developer margin as an indicator of financial feasibility.

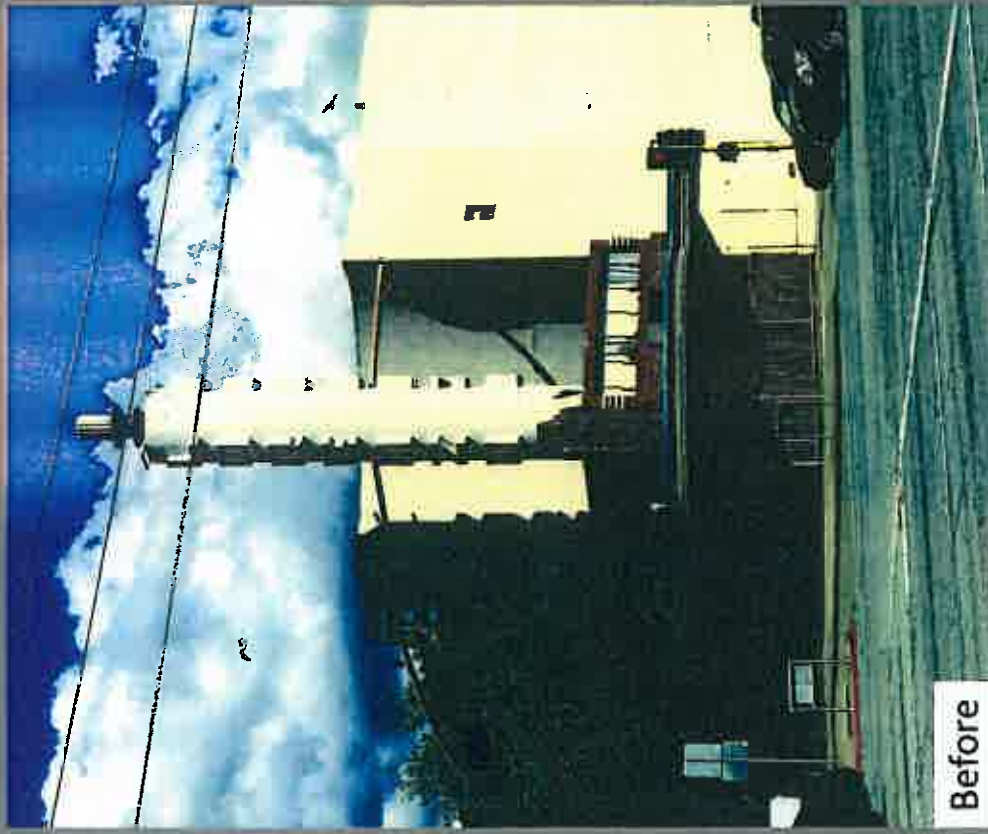
Build, Inc. Conducted financial analysis comparing the development of a prospective San Francisco residential site as a "stand-alone" project compared to a larger "combined lot" project that would incorporate unused floor-area-ratio from an adjacent property.

Various Residential Developers. In support of fiscal impact studies, prepared residential market analysis examining historical development and pricing trends, absorption, and forecasting demand by product type. Prepared achievable pricing estimates by residential unit type and size.

EDUCATION

- Bachelor of Arts degree in urban studies, magna cum laude, Syracuse University.
- Master of Community Planning degree from the University of Cincinnati.
- Advanced graduate studies in City and Regional Planning at the University of California at Berkeley.

Theater



Before



After

Orduna, Rodrigo, CDA

From: Lopez Jr., Tony <JULT@pge.com>
Sent: Wednesday, January 2, 2019 11:43 AM
To: Orduna, Rodrigo, CDA
Subject: San Lorenzo Village Center Specific Plan Sub-Areas 5B, 5C, and 5D
Attachments: Impact_Letter_20180102.pdf

Rodrigo,

In reference to San Lorenzo Village Center Specific Plan Sub-Areas 5B, 5C, and 5D, PG&E's comments are attached for your review.

If you have anything further please contact me directly.

Best,



Jose Antonio Lopez, Jr.
Contract Land Consultant | Land Management
Pacific Gas and Electric
Cell Phone: (925) 315-1029
Office: (925) 328-6116
Email: jult@pge.com





January 2, 2019

Alameda County Planning Department
c/o Rodrigo Orduña
224 W. Winton Avenue, Room 111
Hayward, CA 94544

Re: San Lorenzo Village Center Specific Plan Sub-Areas 5B, 5C, and 5D
West Side of Hesperian Blvd, between Paseo Grande and Via Mercado

Dear Rodrigo:

Thank you for giving us the opportunity to review the subject plans. The proposed San Lorenzo Village Center Specific Plan Sub-Areas 5B, 5C, and 5D is within the same vicinity of PG&E's existing facilities that impact this property. There are underground gas distribution lines that run parallel on the west side of Hesperian Blvd and north side of Via Mercado, adjacent to the proposed development. Attached to the distribution lines are underground service lines servicing the building located on the south side of Via Mercado.

Please contact the Building and Renovation Center (BRSC) for facility map requests at BRSCSSR@pge.com and PG&E's Service Planning department at www.pge.com/cco for any modification or relocation requests, or for any additional services you may require.

If you have any questions regarding our response, please contact me at jult@pge.com.

Sincerely,

Jose Antonio Lopez, Jr.
Land Management
925-328-6116



December 28, 2018

Rodrigo Orduna
County of Alameda
224 W. Winton Ave, Room 111
Hayward, CA 94544

Ref: Gas and Electric Transmission and Distribution

Dear Mr. Orduna,

Thank you for submitting PLN2018-00086 plans for our review. PG&E will review the submitted plans in relationship to any existing Gas and Electric facilities within the project area. If the proposed project is adjacent/or within PG&E owned property and/or easements, we will be working with you to ensure compatible uses and activities near our facilities.

Attached you will find information and requirements as it relates to Gas facilities (Attachment 1) and Electric facilities (Attachment 2). Please review these in detail, as it is critical to ensure your safety and to protect PG&E's facilities and its existing rights.

Below is additional information for your review:

1. This plan review process does not replace the application process for PG&E gas or electric service your project may require. For these requests, please continue to work with PG&E Service Planning: https://www.pge.com/en_US/business/services/building-and-renovation/overview/overview.page.
2. If the project being submitted is part of a larger project, please include the entire scope of your project, and not just a portion of it. PG&E's facilities are to be incorporated within any CEQA document. PG&E needs to verify that the CEQA document will identify any required future PG&E services.
3. An engineering deposit may be required to review plans for a project depending on the size, scope, and location of the project and as it relates to any rearrangement or new installation of PG&E facilities.

Any proposed uses within the PG&E fee strip and/or easement, may include a California Public Utility Commission (CPUC) Section 851 filing. This requires the CPUC to render approval for a conveyance of rights for specific uses on PG&E's fee strip or easement. PG&E will advise if the necessity to incorporate a CPUC Section 851 filing is required.

This letter does not constitute PG&E's consent to use any portion of its easement for any purpose not previously conveyed. PG&E will provide a project specific response as required.

Sincerely,

Plan Review Team
Land Management



Attachment 1 – Gas Facilities

There could be gas transmission pipelines in this area which would be considered critical facilities for PG&E and a high priority subsurface installation under California law. Care must be taken to ensure safety and accessibility. So, please ensure that if PG&E approves work near gas transmission pipelines it is done in adherence with the below stipulations. Additionally, the following link provides additional information regarding legal requirements under California excavation laws: <http://usanorth811.org/wp-content/uploads/2017/05/CA-LAW-English.pdf>

1. **Standby Inspection:** A PG&E Gas Transmission Standby Inspector must be present during any demolition or construction activity that comes within 10 feet of the gas pipeline. This includes all grading, trenching, substructure depth verifications (potholes), asphalt or concrete demolition/removal, removal of trees, signs, light poles, etc. This inspection can be coordinated through the Underground Service Alert (USA) service at 811. A minimum notice of 48 hours is required. Ensure the USA markings and notifications are maintained throughout the duration of your work.
2. **Access:** At any time, PG&E may need to access, excavate, and perform work on the gas pipeline. Any construction equipment, materials, or spoils may need to be removed upon notice. Any temporary construction fencing installed within PG&E's easement would also need to be capable of being removed at any time upon notice. Any plans to cut temporary slopes exceeding a 1:4 grade within 10 feet of a gas transmission pipeline need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.
3. **Wheel Loads:** To prevent damage to the buried gas pipeline, there are weight limits that must be enforced whenever any equipment gets within 10 feet of traversing the pipe.

Ensure a list of the axle weights of all equipment being used is available for PG&E's Standby Inspector. To confirm the depth of cover, the pipeline may need to be potholed by hand in a few areas.

Due to the complex variability of tracked equipment, vibratory compaction equipment, and cranes, PG&E must evaluate those items on a case-by-case basis prior to use over the gas pipeline (provide a list of any proposed equipment of this type noting model numbers and specific attachments).

No equipment may be set up over the gas pipeline while operating. Ensure crane outriggers are at least 10 feet from the centerline of the gas pipeline. Transport trucks must not be parked over the gas pipeline while being loaded or unloaded.

4. **Grading:** PG&E requires a minimum of 36 inches of cover over gas pipelines (or existing grade if less) and a maximum of 7 feet of cover at all locations. The graded surface cannot exceed a cross slope of 1:4.
5. **Excavating:** Any digging within 2 feet of a gas pipeline must be dug by hand. Note that while the minimum clearance is only 12 inches, any excavation work within 24 inches of the edge of a pipeline must be done with hand tools. So to avoid having to dig a trench entirely with hand tools, the edge of the trench must be over 24 inches away. (Doing the math for a 24 inch wide trench being dug along a 36 inch pipeline, the centerline of the trench would need to be at least 54 inches $[24/2 + 24 + 36/2 = 54]$ away, or be entirely dug by hand.)



Water jetting to assist vacuum excavating must be limited to 1000 psig and directed at a 40° angle to the pipe. All pile driving must be kept a minimum of 3 feet away.

Any plans to expose and support a PG&E gas transmission pipeline across an open excavation need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.

6. Boring/Trenchless Installations: PG&E Pipeline Services must review and approve all plans to bore across or parallel to (within 10 feet) a gas transmission pipeline. There are stringent criteria to pothole the gas transmission facility at regular intervals for all parallel bore installations.

For bore paths that cross gas transmission pipelines perpendicularly, the pipeline must be potholed a minimum of 2 feet in the horizontal direction of the bore path and a minimum of 12 inches in the vertical direction from the bottom of the pipe with minimum clearances measured from the edge of the pipe in both directions. Standby personnel must watch the locator trace (and every ream pass) the path of the bore as it approaches the pipeline and visually monitor the pothole (with the exposed transmission pipe) as the bore traverses the pipeline to ensure adequate clearance with the pipeline. The pothole width must account for the inaccuracy of the locating equipment.

7. Substructures: All utility crossings of a gas pipeline should be made as close to perpendicular as feasible (90° +/- 15°). All utility lines crossing the gas pipeline must have a minimum of 12 inches of separation from the gas pipeline. Parallel utilities, pole bases, water line 'kicker blocks', storm drain inlets, water meters, valves, back pressure devices or other utility substructures are not allowed in the PG&E gas pipeline easement.

If previously retired PG&E facilities are in conflict with proposed substructures, PG&E must verify they are safe prior to removal. This includes verification testing of the contents of the facilities, as well as environmental testing of the coating and internal surfaces. Timelines for PG&E completion of this verification will vary depending on the type and location of facilities in conflict.

8. Structures: No structures are to be built within the PG&E gas pipeline easement. This includes buildings, retaining walls, fences, decks, patios, carports, septic tanks, storage sheds, tanks, loading ramps, or any structure that could limit PG&E's ability to access its facilities.

9. Fencing: Permanent fencing is not allowed within PG&E easements except for perpendicular crossings which must include a 16 foot wide gate for vehicular access. Gates will be secured with PG&E corporation locks.

10. Landscaping: Landscaping must be designed to allow PG&E to access the pipeline for maintenance and not interfere with pipeline coatings or other cathodic protection systems. No trees, shrubs, brush, vines, and other vegetation may be planted within the easement area. Only those plants, ground covers, grasses, flowers, and low-growing plants that grow unsupported to a maximum of four feet (4') in height at maturity may be planted within the easement area.

11. Cathodic Protection: PG&E pipelines are protected from corrosion with an "Impressed Current" cathodic protection system. Any proposed facilities, such as metal conduit, pipes,



service lines, ground rods, anodes, wires, etc. that might affect the pipeline cathodic protection system must be reviewed and approved by PG&E Corrosion Engineering.

12. Pipeline Marker Signs: PG&E needs to maintain pipeline marker signs for gas transmission pipelines in order to ensure public awareness of the presence of the pipelines. With prior written approval from PG&E Pipeline Services, an existing PG&E pipeline marker sign that is in direct conflict with proposed developments may be temporarily relocated to accommodate construction work. The pipeline marker must be moved back once construction is complete.

13. PG&E is also the provider of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E's facilities must be reviewed and approved by PG&E to ensure that no impact occurs which may endanger the safe operation of its facilities.



Attachment 2 – Electric Facilities

It is PG&E's policy to permit certain uses on a case by case basis within its electric transmission fee strip(s) and/or easement(s) provided such uses and manner in which they are exercised, will not interfere with PG&E's rights or endanger its facilities. Some examples/restrictions are as follows:

1. **Buildings and Other Structures:** No buildings or other structures including the foot print and eave of any buildings, swimming pools, wells or similar structures will be permitted within fee strip(s) and/or easement(s) areas. PG&E's transmission easement shall be designated on subdivision/parcel maps as **"RESTRICTED USE AREA – NO BUILDING."**
2. **Grading:** Cuts, trenches or excavations may not be made within 25 feet of our towers. Developers must submit grading plans and site development plans (including geotechnical reports if applicable), signed and dated, for PG&E's review. PG&E engineers must review grade changes in the vicinity of our towers. No fills will be allowed which would impair ground-to-conductor clearances. Towers shall not be left on mounds without adequate road access to base of tower or structure.
3. **Fences:** Walls, fences, and other structures must be installed at locations that do not affect the safe operation of PG&E's facilities. Heavy equipment access to our facilities must be maintained at all times. Metal fences are to be grounded to PG&E specifications. No wall, fence or other like structure is to be installed within 10 feet of tower footings and unrestricted access must be maintained from a tower structure to the nearest street. Walls, fences and other structures proposed along or within the fee strip(s) and/or easement(s) will require PG&E review; submit plans to PG&E Centralized Review Team for review and comment.
4. **Landscaping:** Vegetation may be allowed; subject to review of plans. On overhead electric transmission fee strip(s) and/or easement(s), trees and shrubs are limited to those varieties that do not exceed 15 feet in height at maturity. PG&E must have access to its facilities at all times, including access by heavy equipment. No planting is to occur within the footprint of the tower legs. Greenbelts are encouraged.
5. **Reservoirs, Sumps, Drainage Basins, and Ponds:** Prohibited within PG&E's fee strip(s) and/or easement(s) for electric transmission lines.
6. **Automobile Parking:** Short term parking of movable passenger vehicles and light trucks (pickups, vans, etc.) is allowed. The lighting within these parking areas will need to be reviewed by PG&E; approval will be on a case by case basis. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications. Blocked-up vehicles are not allowed. Carports, canopies, or awnings are not allowed.
7. **Storage of Flammable, Explosive or Corrosive Materials:** There shall be no storage of fuel or combustibles and no fueling of vehicles within PG&E's easement. No trash bins or incinerators are allowed.
8. **Streets and Roads:** Access to facilities must be maintained at all times. Street lights may be allowed in the fee strip(s) and/or easement(s) but in all cases must be reviewed by PG&E for



proper clearance. Roads and utilities should cross the transmission easement as nearly at right angles as possible. Road intersections will not be allowed within the transmission easement.

9. Pipelines: Pipelines may be allowed provided crossings are held to a minimum and to be as nearly perpendicular as possible. Pipelines within 25 feet of PG&E structures require review by PG&E. Sprinklers systems may be allowed; subject to review. Leach fields and septic tanks are not allowed. Construction plans must be submitted to PG&E for review and approval prior to the commencement of any construction.

10. Signs: Signs are not allowed except in rare cases subject to individual review by PG&E.

11. Recreation Areas: Playgrounds, parks, tennis courts, basketball courts, barbecue and light trucks (pickups, vans, etc.) may be allowed; subject to review of plans. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications.

12. Construction Activity: Since construction activity will take place near PG&E's overhead electric lines, please be advised it is the contractor's responsibility to be aware of, and observe the minimum clearances for both workers and equipment operating near high voltage electric lines set out in the High-Voltage Electrical Safety Orders of the California Division of Industrial Safety (<https://www.dir.ca.gov/Title8/sb5g2.html>), as well as any other safety regulations. Contractors shall comply with California Public Utilities Commission General Order 95 (http://www.cpuc.ca.gov/gos/GO95/go_95_startup_page.html) and all other safety rules. No construction may occur within 25 feet of PG&E's towers. All excavation activities may only commence after 811 protocols has been followed.

Contractor shall ensure the protection of PG&E's towers and poles from vehicular damage by (installing protective barriers) Plans for protection barriers must be approved by PG&E prior to construction.

13. PG&E is also the owner of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E's facilities must be reviewed and approved by PG&E to ensure that no impact occurs that may endanger the safe and reliable operation of its facilities.



Public Works Agency
Alameda County

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

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

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

Planning Application Review Comments

Date: December 26, 2018

Application: PLN2018-00086-3rd Referral, Mixed Use Multi-Family with 3 and 4 Story Buildings

Location: Hesperian and Paseo Grande, Unincorporated Area of San Lorenzo

Planning Date/Staff: November 20, 2018, Rodrigo Orduna

BID Staff: Alan Tam/Samuel Tan

Project Review Notes

1. Architectural Plans, Conceptual Landscaping Plans and Proposed Building Sites.
2. Civil Improvement, Utility and Drainage Plans.
3. Vesting Tentative Tract Map.

Referral Conclusion

The Building Department has no objection for the proposed Site Development. 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. Mandatory Photovoltaic system installation will be required after July 2018 for new multi-family dwelling units.
3. New proposed structures shall comply with Alameda County Green Building Ordinance and Construction & Demolishing Debris Management program and California Green Building Code.
4. Separate demolishing permit will be required for the demolishing of existing buildings, if any.
5. A site permit will be required and issued by Public Works construction for onsite stormwater system, underground utilities, parking lot lighting, and accessible path of travel per the Approved Improvement Plans.
6. 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 – 2016 California Building Codes effective on January 1, 2017.
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.

M E M O R A N D U M

DATE: December 12, 2018

To: Rodrigo Orduna, Development Planning Division

FROM:  Fernando Gonzales, Development Services

SUBJECT: SDR, Tract Map, PLN2018-00086, Village Green Project

We received and reviewed your exhibit and transmittal letter dated November 20, 2018, regarding application PLN2018-00086, located at the corner Hesperian Boulevard and Paseo Grande, unincorporated area of San Lorenzo, bearing County Assessor's designation: APN's: 412-0039-001-03; -002-00; -003-00; -004-02; 412-0042-112-00 and -113-00. This project is to allow a proposed mixed-used multi-family project with three and four story buildings.

Should this application received favorable consideration by the Planning Department, the following preliminary comments and recommendations are hereby provided to assist in establishing the conditions of approval:

SPECIFIC COMMENTS

1. The Developer's proposal for the "replacement" of Via Mercado, a County owned and maintained road will have to be accordingly handled through the Subdivision Map process. Further, there would need to be Developer's notification to all of the affected public agencies and utility companies and a requirement for these agencies and utility companies to provide reviews and approval of utility relocation plans.
2. Any proposed improvements along Hesperian Boulevard must conform with the County Hesperian Boulevard Streetscape Project and the Master Plan.
3. All frontage roadway and traffic improvements along both Hesperian Boulevard and Paseo Grande will be the responsibility of the Developer.
4. Modify the existing traffic signal system at the intersection of the current Via Mercado alignment and Hesperian Boulevard.
5. Underground the existing overhead utilities along the southerly property line, between Hesperian Boulevard and Via Arriba.
6. On-street parking will not be allowed at the following locations:
 - a. Adjacent to the designated right turn lane, northbound, on Via Arriba, between the driveway entrance and Paseo Grande.
 - b. Within the first 25 feet from limit lines or crosswalks.
7. The Clean Water/C.3 design requirement for the project should be based on 100% LID treatment.

8. Maintain a minimum of 20 feet clear behind the sidewalk to the first parking space at all driveway entrances.
9. Provide pedestrian curb ramps at all crosswalks and roadway type driveway entrances.
10. Remove and replace the existing curb ramp with directional curb ramps (two curb ramps) at the intersection of Paseo Grande and Paseo Largavista.
11. Provide a minimum of 5 feet wide sidewalk, including at tree wells, landscape planter, fire hydrant, above ground utilities, etc..
12. Public pedestrian pathway (sidewalk) must be located within public right-of-way. Right-of-way dedication may be necessary.
13. Use Alameda County fire apparatus as a minimum design vehicle to determine turning curb radius for each leg of intersections. Justifications, including a traffic analysis, will be required if a smaller vehicle is used. Turning curb radius at intersection will be designed to allow single unit trucks to make each turning movement without encroaching on curbs, sidewalk, opposing lanes, or same-direction lanes at the entrance leg.
14. Provide a minimum of 14 feet wide curb lane, not including gutter pan area.
15. All on-site and on-street parking stalls shall have sufficient access and maneuvering area.
16. Ensure that curb ramps are provided for all disabled parking spaces.
17. Parking is not allowed to overhang sidewalk. However, it can overhang into a landscape planter.
18. No compact parking stalls will be allowed within public right-of-way.
19. Any road improvements and any necessary relocation of utility facilities shall be at no cost to the County.
20. Obtain County Fire Department approval of this application
21. No private improvements should be located within the public right-of-way area.
22. Street lights will have to be provided at the following locations:
 - a. Along Via Mercado, between Via Arriba and Hesperian Boulevard
 - b. Along Via Arriba, between Via Mercado and Paseo Grande
 - c. Along the south side of Paseo Grande, between Hesperian Boulevard and Paseo Largavista
 - d. At the intersection of Via Mercado and Via Arriba
 - e. At the southwest corner of the intersection of Paseo Grande and Paseo Largavista

GENERAL COMMENTS

23. 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.
24. Before any demolition or grading, destroy known water wells that do not have documented intent of future use. Obtain a destruction permit from Zone 7 for any water well destruction within Zone 7's service boundary. For additional information, the owner or other responsible party should call Zone 7 at (925) 484-2600.
25. On-site driveway and parking area structural pavement section is required designed by a civil engineer. The minimum structural section for emergency vehicle access roads is 6 inches of asphalt concrete over filter fabric, if required.
26. Do not block or restrict in any way flow of runoff in the creek, ravine, or major drainage swale.
27. The drainage area map created for the project drainage design calculations shall clearly indicate all areas tributary to the project site.
28. No grading shall be permitted on this site until a grading plan and an 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.
29. If grading occurs on land with a slope of more than 10 percent, it will be necessary to undergo environmental impact review at the grading permit phase. Any grading for this project should be required to be a balanced cut and fill.
30. Prior to the issuance of any building permits on this site, this office should be afforded the opportunity to review a detailed grading, drainage, and road improvement plan with supporting calculation by a Registered Civil Engineer. The proposed curb elevations are not to be less than 1.25 feet above the hydraulic grade line and at no point should the curb grade be below the energy grade line.
31. Sites with land disturbances greater than one acre must file a Notice of Intent (NOI) with the State Water Resources Control Board for coverage under the State General NPDES permit for Construction Activities. A copy of the NOI must be submitted to the District prior to issuance of a grading permit for the site or any land disturbance on the site.
32. Prior to issuance of a grading permit, a Storm Water Quality Control Plan, including erosion and sedimentation control, that addresses both construction and post-construction storm water quality shall be prepared and included in the project improvement plans.
33. The project plans shall include storm water quality control measures for the operation and maintenance of the project once construction is complete. The project plans shall identify Best Management Practices (BMPs) appropriate to the uses conducted on-site to effectively control entry of pollutants into storm water runoff.

34. Site planning practices such as limiting disturbed areas, limiting impervious areas, avoiding areas with water quality benefits and susceptibility to erosion, protection of existing vegetation and topography, and clustering to structures should be employed.
35. Obtain Grading Section approval of this application.
36. Obtain Clean Water Section approval of this application.

Please let me know if you should have any questions.

Thank you.

/FG



Hayward Area Recreation and Park District

Board of Directors

Louis M. Andrade
Rick J. Hatcher
Paul W. Hodges, Jr.
Minane Jameson
Carol A. Pereira

General Manager

Paul McCreary

December 12, 2018

Rodrigo Orduña, AICP, Assistant Planning Director
Alameda County Planning Department
Community Development Agency
224 West Winton Avenue, Suite 111
Hayward, CA 94544

Dear Mr. Orduña:

Thank you for the opportunity for H.A.R.D. to comment and advise on the park dedication requirement for the proposed Village Green development in San Lorenzo.

On Monday, December 10, 2018, at the Regular Board Meeting we presented the developers proposed Vesting Tentative Map to the Board for consideration of the requirement to dedicate land for park purposes as part of the development. Following is a link to the Staff Report.

<https://hayward.novusagenda.com/agendapublic/CoverSheet.aspx?ItemID=267&MeetingID=54>

After discussion, the Board by motion directed Staff to take two actions:

1. Formally notify Alameda County of the Board's approval to allow the developer to pay Park Dedication in-lieu fees rather than dedicate land for the proposed development; and
2. Request the County to create a condition of approval for the project entitlements mandating the developer pay the in-lieu fees that are in effect at the time of issuance of a building permit, and not provide for any reduction or relief from any fee increase that may occur between the time the vesting tentative map is approved and the issuance of the building permit.

Please let me know if you need further information for the approval of the Vesting Tentative Map.

Sincerely,

Paul McCreary
General Manager

Orduna, Rodrigo, CDA

From: Paul McCreary <McCP@haywardrec.org>
Sent: Tuesday, December 11, 2018 03:21 PM
To: Orduna, Rodrigo, CDA
Cc: Dalton, Eileen, CDA; Lopez, Albert, CDA
Subject: RE: Village Green Project In-Lieu Fees

Yes, the Board moved approval of the recommendation of staff. I will prepare a formal letter and attach the staff report and minutes.



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Paul McCreary

General Manager

Hayward Area Recreation & Park District

1099 "E" Street | Hayward, CA | 94541

510-881-6710 (p) | 510-888-5758 (f)

mccp@haywardrec.org

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From: Orduna, Rodrigo, CDA <rodrigo.orduna@acgov.org>
Sent: Tuesday, December 11, 2018 10:58 AM
To: Paul McCreary <McCP@haywardrec.org>
Cc: Dalton, Eileen, CDA <eileen.dalton@acgov.org>; Lopez, Albert, CDA <Albert.Lopez@acgov.org>
Subject: RE: Village Green Project In-Lieu Fees

Greetings, Paul.

Thank you for the link to the report. Did the HARD Board follow your staff's recommendation?

Regards,

Rodrigo

Rodrigo Orduña, AICP

Assistant Planning Director

Alameda County Planning Department

Community Development Agency

rodrigo.orduna@acgov.org

telephone 510-670-6503

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From: Orduna, Rodrigo, CDA
Sent: Tuesday, December 11, 2018 10:56 AM
To: 'Paul McCreary' <McCP@haywardrec.org>
Cc: Dalton, Eileen, CDA <eileen.dalton@acgov.org>; Lopez, Albert, CDA <Albert.Lopez@acgov.org>
Subject: RE: Village Green Project In-Lieu Fees

Thank you for the report.

Regards,

Rodrigo

Rodrigo Orduña, AICP
Assistant Planning Director
Alameda County Planning Department
Community Development Agency

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From: Paul McCreary [<mailto:McCP@haywardrec.org>]
Sent: Monday, December 10, 2018 03:46 PM
To: Orduna, Rodrigo, CDA <rodrigo.orduna@acgov.org>
Cc: Dalton, Eileen, CDA <eileen.dalton@acgov.org>; Lopez, Albert, CDA <Albert.Lopez@acgov.org>
Subject: RE: Village Green Project In-Lieu Fees

Thanks. Attached is the agenda report for your reference.
<https://hayward.novusagenda.com/agendapublic/CoverSheet.aspx?ItemID=267&MeetingID=54>



HAYWARD AREA RECREATION & PARK DISTRICT

Meeting Date: December 10, 2018

Agenda Item: 4.2

Created By: P. McCreary

Village Green Park In Lieu Fees

Executive Summary:

The Board will consider park land dedication requirements for the proposed Village Green Development in San Lorenzo.

Financial Impact:

Based on the current fees last updated in 2006, that would equal \$1.7 million for in-lieu fees. Since the District and County would be exempting the developer from dedicating land as could be required for approval of the vesting tentative map, Staff further recommends the County create a condition of approval for the project entitlements mandating the developer will pay the in-lieu fees that are in effect at the time of issuance of a building permit, and not provide for any reduction or relief from any fee increase that may occur between the time the vesting tentative map is approved and the issuance of a building permit.

Staff Recommendation:

Staff recommends the Board of Directors by motion direct Staff to formally notify Alameda County the Board's approval of allowing the developer to pay Park Dedication in-lieu fees rather than dedicate land for the proposed development; and, direct Staff to request the County create a condition of approval for the project entitlements mandating the developer pay the in-lieu fees that are in effect at the time of issuance of a building permit, and not provide for any reduction or relief from any fee increase that may occur between the time the vesting tentative map is approved and the issuance of the building permit.

Description of Item:

Demmon Partners is seeking approval of a Vesting Tentative Tract Map from Alameda County to develop a mixed-use development on 3.97-acres at the southwest corner of Hesperian Boulevard and Paseo Grande in San Lorenzo. As proposed, the project includes four buildings ranging in height from three to four stories, that would include 163 residential condominium units and up to three commercial condominium units. For projects that have more than 50 units, the County Park Dedication Ordinance can require a developer to dedicate land for park purposes. Staff has met with the developer, County Staff and the Board's Parcel Acquisition Ad-Hoc Committee to discuss alternatives. Based on the location, size of the parcel and private recreational amenity proposed in the new development, Staff does not recommend requiring the developer to dedicate land for park purposes, and instead pay park dedication in-lieu fees. The following provides detail regarding the park dedication requirements and proposed development project.

OVERVIEW OF ALAMEDA COUNTY PARK DEDICATION ORDINANCE

The Alameda County Municipal Code provides park dedication requirements in Chapter 12.20, the Park Dedication Ordinance of Alameda County (Attachment 1). The purpose and intent of the park dedication requirement is to assure that each new residential unit in the unincorporated area bears the burden of its individual, incremental share of improvements needed to accommodate the cumulative demand for park and recreation facilities caused by all new residential development, and to ensure that the current level of park and recreation facilities is maintained. It is specifically not the purpose or intent of this requirement to increase the level of park and recreation facilities in the unincorporated area.

The Ordinance requires all developers of new dwelling units to dedicate and/or improve land, pay fees in lieu of dedicating or improving land, or any combination thereof, for park and recreation purposes, except as may be exempt under Section 12.20.090, or for which the requirement may be waived under Section 12.20.110. The County may not require dedication of land for developments of less than fifty (50) dwelling units; however, in such developments land may be dedicated in total or partial fulfillment of the requirement upon mutual agreement of the planning director, HARD, and the developer. Where a developer dedicates land to fulfill this requirement, the developer is also liable for improvement of the land either by payment of in-lieu fees or as otherwise provided in this chapter. A developer may dedicate additional land on a dollar for dollar basis to meet this requirement.

The land, fees, or combination thereof are to be used only for the purpose of developing new or rehabilitating existing neighborhood and community park or recreational facilities bearing a reasonable relationship to use by residents of the development which generates the requirement. Any fees collected under this chapter shall be committed within five years after the payment of such fees. The park dedication requirement has been based on a figure of five acres of land per one thousand (1,000) persons or two hundred eighteen (218) square feet per person except as may be indicated below. The requirement shall consist of dedication or improvement of land, payment of fees in lieu of dedication of land or improvement of facilities or a combination thereof. Where a developer improves land as part of the requirement, such improvements shall be done to the standards of the appropriate local park agency. The park dedication in-lieu fees were last updated in 2004, with the last increase taking effect on July 1, 2006. The following fees have been in effect since then:

Type of Unit	Sq. ft. of Park Land per Unit	\$ In-Lieu Fee	
		Total	Development Increment

Single-family	628	\$11,550.00	\$2,175.00
Multiple	555	10,200.00	1,900.00
Secondary unit	314	5,775.00	1,075.00
Agricultural caretaker's unit	314	5,775.00	1,075.00
Mobile home	434	7,975.00	1,500.00

Where a private park or recreation area is provided in a development, the planning director may allow the value of improvements to be a credit against the park dedication requirement if the planning director finds that it is in the public interest to do so. Private open space and facilities must be suitable for active park and recreation purposes taking into consideration such factors as shape, topography, access and improvements proposed.

RECOMMENDATION TO SATISFY LAND DEDICATION REQUIREMENT

Attachment 2 is the proposed vesting tentative map for the project. The development includes 163 residential units, which creates the need for 2.35-acres of park land. The entire development site is 3.97-acres and requiring the owner to dedicate 60% of the parcel for park purposes would not be feasible to develop the project.

Dedication of land outside of the development site to meet the requirements of the Ordinance may be authorized by the planning director in consultation with HARD prior to an action on a tentative map. Staff discussed this option with the District's General Counsel as well as County staff. The General Manager is not recommending an offsite dedication since the developer has no control or ownership of another parcel in the planning area that would meet the 2.35-acre requirement. Without that control it could inhibit the land owner's ability to exercise their rights at seeking entitlements for development. If HARD and the County did identify a parcel or parcels for offsite dedication, it could also become an issue of inverse condemnation bypassing eminent domain requirements and creating potential legal liabilities for the County and HARD.

The proposed project includes a small dog run at the edge of the development that is approximately 1,620 square-feet (0.037-acres) in size. The developer proposes allowing the general public to use the dog run. Staff does not recommend providing the developer with park land dedication credit for the dog run. In order to receive a credit, the dog run would need to be at least 25,590 square-feet (0.588-acres).

Absent of land for the developer to dedicate, or any private amenities that are eligible for credit, staff recommends having the developer pay park in-lieu fees. Based on the current fees last updated in 2006, that would equal \$1.7 million for in-lieu fees.

Since the District and County would be exempting the developer from dedicating land as could be required for approval of the vesting tentative map, Staff further recommends the County create a condition of approval for the project entitlements mandating the developer will pay the in-lieu fees that are in effect at the time of issuance of a building permit, and not provide for any reduction or relief from any fee increase that may occur between the time the vesting tentative map is approved and the issuance of the building permit. This will ensure the developer contributes to the true cost to offset the new demand for park and recreation facilities, which are significant, widespread, and reflective of the increased financial burden being placed on HARD to mitigate this demand. HARD will be conducting a Nexus and Fee Study to determine the current costs of land acquisition and construction of park improvements which have increased significantly since 2006. Staff will then make a proposal to the County in 2019 to update the park in-lieu fees.

ATTACHMENTS:

Description

Upload Date

Type

[Park Dedication Ordinance of Alameda County](#)

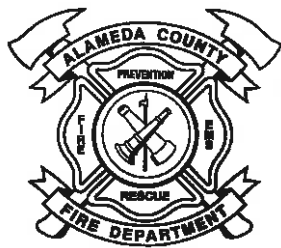
12/7/2018

Cover Memo

[Proposed Vesting Tentative Map for Village Green](#)

12/7/2018

Cover Memo



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

12/17/2018

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

To	Rodrigo Orduna	PLN #	2018-00086
Address	Hesperian and Paseo Grande/ Village Green		
Job Description	New Mixed Use Project with Retail and R2 Housing		
Reviewed By	Bonnie S. Terra, Division Chief	Revision #4	

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. Aerial fire apparatus access roads are being provided along Via Mercado, Paseo Grande and Hesperian. The associated buildings shall be positioned so that they fall within the 15-30 setback.
2. Fire sprinkler systems are required and shall be installed in all structures. Each system will need to comply with the applicable NFPA 13 standard.
3. Fire Department connections shall face a fire access road and be readily accessible by fire personnel.
4. Parking is not allowed in front of fire service connections, test outlets, and hydrants.
5. Fire sprinkler systems shall not be run underneath the foundation of a building unless it is designed and meets the requirements set forth in the NFPA 13 standard.
6. Hose connections shall be located at an intermediate landing between stories as outlined in CFC Section 905.4(1).
7. Standpipe systems shall extend to the roof level on which the rooftop garden is located per Section 905.3.8 of the 2016 CFC.

8. The applicant shall replace or modify the existing EBMUD water lines to the extent necessary to meet the required fire fighting and fire sprinkler water needs.
9. The applicant shall provide fire pump rooms that are directly accessible from the fire access roads.
10. Each building shall be provided with a separate fire pump if adequate flow and pressure are not available without a pump.
11. Fire pump rooms shall have one or two doors that are of a width that is adequate for the replacement and repairs to the pump.
12. The applicant will modify the pool area to provide adequate spacing for ground ladder access to the egress windows.
13. Street intersections and turning maneuvers shall comply with the Alameda County Public Works standards for Hesperian and the requirements set forth in Appendix D of the CFC as adopted by Alameda County Fire.
14. This project shall comply with all building and fire code requirements in effect at time of building permit submittal.



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

12/7/2018

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

To	Rodrigo Orduña	PLN #	PLN2018-00086
Address	Hesperian and Paseo Grande / Village Green		
Job Description	New Mixed Use Project with Retail and R2 Housing		
Reviewed By	Yvonne Fluehr, Fire Department Plan Checker	Revision #3	

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:

Note: comments for this review are dated 12/7/18.

1. Proposed EVA road does not provide adequate emergency vehicle access to buildings 3 & 4. Please consider providing aerial fire apparatus access on Via Arriba according to 2016 CFC Appendix D Section D105. Aerial fire apparatus access road shall be located within a minimum of 15 feet and a maximum of 30 feet from the building. Eliminating diagonal parking and designing parallel parking could help provide adequate access for Aerial Fire

Apparatus as well as providing access to other emergency vehicles. Fire Department connections and hydrants shall be located on Via Arriba.

9/6/18- Not adequately addressed in the resubmittal. Clearly identify aerial fire apparatus access for each building. Clearly show how minimum dimensions are met.

12/7/18- Not adequately addressed in the resubmittal. On the plans Identify fire department access through the site and show how all the required dimensions of the aerial apparatus access is met. On sheet A1.1 it appears that part of Building C is greater than 30 feet from the building which is not permitted. Also on sheet A1.1 it appears you are using turning radius for the Arrow XT Quint105 Fire which is not used in Unincorporated Alameda County.

2. On the plans show location of proposed buildings fire risers.

9/6/18- Response states refer to building plans on sheets A4.1. This is for Building C only. Show locations of all fire risers for each building.

12/7/18- Note sprinkler piping cannot be run under the building unless it meets the requirements of NFPA 24. On sheet C5.0 please clarify if building 1 has two fire sprinkler risers as there are two connections shown.

3. **12/7/18- On sheet C5.0 the fire hydrant shown between buildings 3 and 3 does not appear to be connected to the water supply. Please clarify.**

4. **12/7/18- On sheet C5.0 there is a fire hydrant shown stating Relocate existing fire hydrant. It is not clear where it is relocated to or from.**

5. On the plans show Class and location of Standpipes and FDC per floor. Standpipes/valves shall not reduce egress path (stairwell).

9/6/18- Not adequately addressed in the resubmittal. This information is to be provided at this time.

12/7/18- On the plans provide a note stating that hose connections shall be located at an intermediate landing between stories (Section 905.4(1)0 of the 2016 California Fire Code. Also on sheet A3.3 Roof top gardens and landscaped roofs require standpipe system extend to the roof level on which the rooftop garden or landscaped roof is located. (Section 905.3.8 of the 2016 California Fire Code)

6. Required fire flow assuming all proposed buildings are Type V fully sprinkled construction: Building 1 (96380 sf) required flow 6000gpm for a duration of 4 Hours, Building 2 (79032 sf including rooftop garden area) required fire flow 5625gpm for a duration of 4 hours, Buildings 3&4 (37866 sf) required fire flow 3938gpm for a duration of 4 hours.

12/7/18- Not adequately addressed at this time. Provide the fire flow at this time.

7. Please provide fire water supply/flow from water purveyor. A fire pump will be required if adequate fire flow does not meet proposed building requirements.

9/6/18- This information is required at this time. If a fire pump is required the location is to be determined at this time. Fire pump rooms are to open to the exterior of the building and meet requirements of section 913 of the California Fire Code and requirements of NFPA 20.

12/7/18- Not adequately addressed in the resubmittal at this time. This information is requires at this time.

8. On the plans provide proposed emergency escape and rescue opening locations.

9/6/18- Not adequately addressed. No emergency escape and rescue opening identified for P0.0, P1.1, P1.2. On the plans provide details of the sleeping room windows clearly demonstrating how requirements for emergency escape and rescue windows meet section 1030 of the California Building Code. From drawings it is not clear how windows open that our ladders would be propped against the building/window ledge. We will not prop the ladders on the windows.

12/7/18- Not adequately addressed in the resubmittal. From details it appears our ladders would be propped against the window which is not acceptable.

Alameda County
Attention: Rodrigo Orduna

Plan review #: PLN2018-00086

Project: Village Green
Location: Corner of Hesperian Blvd. and Paseo Grande

Planning comments (Rnd #3) shown in *gray italics*. Design team comments (Rnd #3) in black.

PLANNING DEPARTMENT:

1. *Provide updated site plans showing the widened street for turning lanes at Via Arriba to comply with the County Public Works Agency's response to the traffic consultants traffic mitigation proposal at the intersection of Via Arriba and Paseo Grande.*
 - ❖ BKF has updated the drawings to include the left turning lane at the intersection of Via Arriba and Paseo Grande. Refer to revised Civil Plans and Architectural site plan, sheet A1.0, for revised street widths.
2. *Provide updated site plans showing the low impact development stormwater treatment locations and sizing to meet the stormwater treatment permit requirements (preliminary plans are fine)*
 - ❖ BKF has updated the drawings to show 100% LID treatment for the project.
3. *Provide an updated retail study showing demand conditions, supply conditions, and vacancies in the San Lorenzo area, to demonstrate why the proposed amount of retail is the maximum possible under current commercial market conditions.*
 - ❖ Retail Study results and conclusion have not change much since last year. ACH will provide a memo to add to the Report that explains how this project might look in context of the Specific Plan and current market conditions. ACH will be providing an explanation of how the proposed project can stimulate the area and that there is a limit to the retail suggested if the community really does want to see thriving and viable retail.
4. *Provide a written documentation of preliminary agreement from the Hayward Recreation and Park District (HARD), to show whether they will accept park dedication in-lieu fees or require dedication of land for a park within San Lorenzo.*
 - ❖ H.A.R.D. committed to provide the written letter we requested Sept. 25th and to date we have not received the written description that includes the necessary details for the project team to evaluate the request. There have been emails and vague verbal discussions about H.A.R.D.'s desire for a plaza and/or gymnasium, however nothing substantive has been sent in writing. See email chain attached below.
5. *The Fire Department still wants all of the buildings properly individually labeled so as to be distinguishable one from the next. Please update the drawings to conform to this request (see attached Fire Department letter)*

- ❖ There are 4 different buildings on the site, building 1, 2, 3, and 4, and there are 3 different building types on the site, type A, B, and C. Building type C (the 3-story residential building) is repeated twice on the site. The building plans and site plan reflect this naming convention.
6. *Provide updated site plans showing the mechanical parking layout (since some surface parking spaces will be lost due to the street widening for the new turning lanes), and written description of how it will function.*
- ❖ Refer to revised site plan, sheet A1.0, and building plan, sheet A3.1, for proposed automated parking layout. The top and bottom stall of each automated stacker will be dedicated to one residential unit.
7. *Provide updated building elevations showing the "San Lorenzo" marquee sign on your new building (per my previous emails to you before the last Planning Commission hearing).*
- ❖ See design exhibit on sheet A6.3 for design of proposed "San Lorenzo" marquee sign to replace the existing. Refer to site plan, sheet A1.0, for proposed location.
8. *Provide a written testament and graphics showing a commitment to improving the Lorenzo Theater sign and marquee. (Response revised 11/26/18)*
- ❖ **Demmon Partners is committed to repairing the theater marquee. This would include the physical repairs, electrical, and painting as needed and per our rendering. Demmon Partners will commit to (not to exceed) \$300K in total expense, to paid to the County, or to contract the work directly, based on County preference.**
9. *Provide a subdivision map for the proposed Tract Map, TR-8488, showing existing and new property lines, and parcels to be created, drawn by a licensed civil engineer land surveyor.*
- ❖ BKF has provided a Vesting Tentative Tract Map per number above. Submitted 20 copies folded to 8.5x11.
10. *I was informed today by the environmental consultant at Lamphier Gregory that the new project description and Admin Draft EIR Addendum will be ready in mid-November. This will put us at a Planning Commission public hearing in December (likely on Monday, 12/3/18 or 12/17/18).*
- ❖ **Noted**
11. *Provide updated site plans showing and identifying open space for each unit, both private open space and community open space. Calculate the amounts of private open space and community open space.*
- ❖ Refer to open space calculations on sheet G0.3. Proposed development is offering 17,760 s.f. of common open space and 6,863 s.f. of private open space which is greater than the total amount required.

ALAMEDA COUNTY FIRE DEPARTMENT:

Items to be addressed with required re-submittal:

1. *9/6/18- To avoid confusion use the same identifier for buildings throughout the drawings. On some sheets buildings are identified as 1, 2 or 3 and on other sheets identified as A, B and C.*
 - ❖ **There are 4 different buildings on the site, building 1, 2, 3, and 4, and there are 3 different building types on the site, type A, B, and C. Building type C (the 3-story residential building) is repeated twice on the site. The building plans and site plan reflect this naming convention.**
2. *9/6/18- On sheet G0.0 provide a clear scope of the project. State number of buildings to be built.*
 - ❖ **Refer to revised project description on sheet G0.0. The updated project description states**
 - **The proposed mixed-use, multi-family project consists of 4 proposed buildings, type I and type V construction. Buildings 3 and 4 are 3 stories while buildings 1 and 2 are 4 stories tall. There are 163 units on the 5.12 acre site ranging from 600 sf to 1,228 sf and approximately 12,184 sf of retail area. The development will relocate the existing Via Mercado and re-align Via Arriba.**
3. *Please note on the drawings that a fire alarm system is required and will be installed throughout as required by the fire code. Show location of Fire Alarm panel/s.*

9/6/18- Not adequately addressed in the resubmittal. Note on sheet G0.0 is incomplete. Only one fire alarm panel is shown on sheet A1.1. Each building is required to have a fire alarm panel. Show locations of all fire alarm panels

 - ❖ **Refer to revised Fire Access Plan, sheet A1.1. Potential fire alarm panel locations have been designated for each building, final location to be determined by the fire alarm plan provided as a separate submittal. Fire alarm system is required and will be installed throughout as required by code. The fire alarm panel location and number of panels will be determined by a low voltage designer. Design will be a deferred submittal and not a part of this submittal.**
4. *9/6/18- On the plans provide the occupancy classification(s) of each building.*
 - ❖ **The occupancy classification per building has been added to the general information sheet as well as the exiting diagram sheet, refer to sheets G0.0 and G0.2.**
5. *9/6/18- Provide a deferred approval heading of the plans for the following items that will require a separate submittal, permit, plan review, inspections and fees:*
 - Fire sprinkler system*
 - Fire service underground*
 - Standpipe system*
 - Fire sprinkler monitoring system*
 - Fire alarm system*
 - Emergency Responder Radio Coverage*
 - Fire Pump and fire pump room (if required)*
 - Hood and duct fire suppression systems*
 - Additional items may be required due the retail occupancies*

❖ Refer to Deferred Submittal list added to sheet G0.0.

6. Please note that utilities along the fire access road will be placed underground.
9/6/18- Response only addresses Via Arriba. Please clarify.

❖ Existing overhead utility lines on Hesperian Blvd to remain, per County improvement plans. Via Arriba and Via Mercado will have no existing/proposed overhead utility lines, with the exception of existing overhead utility lines adjacent to the southern edge of proposed (relocated) Via Mercado. These existing overhead utility lines to remain are within an easement and serve the residential properties to the south.

7. Proposed EVA road does not provide adequate emergency vehicle access to buildings 3 & 4. Please consider providing aerial fire apparatus access on Via Arriba according to 2016 CFC Appendix D Section D105. Aerial fire apparatus access road shall be located within a minimum of 15 feet and a maximum of 30 feet from the building. Eliminating diagonal parking and designing parallel parking could help provide adequate access for Aerial Fire Apparatus as well as providing access to other emergency vehicles. Fire Department connections and hydrants shall be located on Via Arriba.

9/6/18- Not adequately addressed in the resubmittal. Clearly identify aerial fire apparatus access for each building. Clearly show how minimum dimensions are met.

❖ Refer to revised Fire Access Plan, sheet A1.0, for clearly defined fire access path. Development is proposing a fire access path along Via Arriba, Via Mercado, Paseo Grande, and Hesperian Blvd.

8. On the plans please demonstrate all proposed building Fire Department Connections will be located within 100 feet of a Fire Hydrant.
9/6/18- On sheet A1.1 locations of risers are shown but the locations of the fire hydrants are not shown. Show locations of fire hydrants on the plans. Fire department connections are to be located on the street side of the buildings, fully visible and recognizable from the street or nearest point of fire department vehicle access. (Section 912.2.1 of the California Fire Code)

❖ BKF has shown all new and relocated fire hydrants on the utility plans. Fire department connections are also shown on the utility plans.

9. All elevators shall be equipped with Phase I emergency recall operation and Phase II emergency in-car operation.

9/6/18- response states Noted. Where on the plans is this noted?

❖ Refer to "General Notes" on sheet G0.0.

10. 9/5/18- On sheet A1.0 and EVA exit only is shown at Paseo Grande and Building 4. It is not clear how egress is achieved at this location and who is to be egressing at this locations. Please clarify.

❖ Any notes mentioning "EVA exit only" at the location specified are from a previous design and no longer apply to the current site plan design. Notes have been removed from sheet A1.0.

11. On the plans show location of proposed buildings fire risers.

9/6/18- Response states refer to building plans on sheets A4.1. This is for Building C only. Show locations of all fire risers for each building.

- ❖ Refer to added fire riser locations on buildings 1 and 2 shown on sheets, A2.1, A2.2, and A3.1. Final design to be determined by Fire Sprinkler sub-consultant to be hired during the design development phase, pending entitlement approval.

12. On the plans show Class and location of Standpipes and FDC per floor. Standpipes/valves shall not reduce egress path (stairwell).

9/6/18- Not adequately addressed in the resubmittal. This information is to be provided at this time.

- ❖ Standpipe locations have been located for the 4-story buildings 1 and 2. Refer to building plan sheets A2.1-A2.4B and A3.1-A3.3. Standpipe Class to be determined by Fire Sprinkler subconsultant but are typically Class I. Final location and class to be determined by Fire Sprinkler sub-consultant to be hired during the design development phase, pending entitlement approval. Proposed Egress Path, extent shown in dashed line in Fig.A, does not interfere with proposed standpipe location. Final design, provided by Fire Sprinkler Sub-consultant, will comply with all required current codes and municipal requirements.

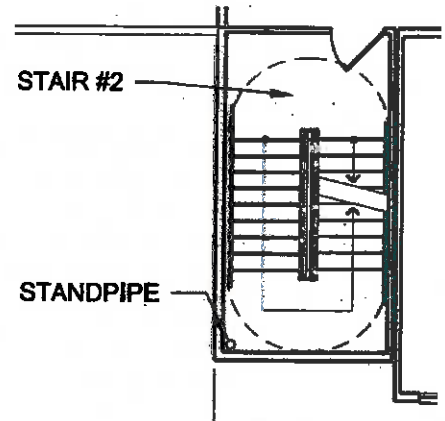


Fig. A

13. Required fire flow assuming all proposed buildings are Type V fully sprinkled construction: Building 1 (96380 sf) required flow 6000gpm for a duration of 4 Hours, Building 2 (79032 sf including rooftop garden area) required fire flow 5625gpm for a duration of 4 hours, Buildings 3&4 (37866 sf) required fire flow 3938gpm for a duration of 4 hours.

- ❖ The owner cannot contract for design of the fire system until entitlement approval, which is typical for this stage of a project. Full design of the fire sprinkler and monitoring system, standpipe system, fire alarm system, fire pump system, emergency responder radio coverage, and all other items required for this project per building codes and municipal requirements will be included as part of our Construction Drawings.
14. Please provide fire water supply/flow from water purveyor. A fire pump will be required if adequate fire flow does not meet proposed building requirements.
- 9/6/18- This information is required at this time. If a fire pump is required the location is to be determined at this time. Fire pump rooms are to open to the exterior of the building and meet requirements of section 913 of the California Fire Code and requirements of NFPA 20.**
- ❖ The owner cannot contract for design of the fire system until entitlement approval, which is typical for this stage of a project. Full design of the fire sprinkler and monitoring system, standpipe system, fire alarm system, fire pump system, emergency responder radio coverage, and all other items required for this project per building codes and municipal requirements will be included as part of our Construction Drawings. The Architect is aware of the potential requirement to locate a fire pump room and will work with the necessary consultants, once hired, to provide an adequate space.

15. Roof Deck, please provide detailed information on barbeques and fire places fuel source. Permanent sun coverings such as trellises or canopies will require fire sprinkler protection.
 9/6/18- Not adequately addressed. Provide a note on sheet A3.3 stating that permanent sun coverings such as trellises or canopies may require fire sprinkler protection.
 ❖ Note added, see sheet L.2
16. On the plans provide proposed emergency escape and rescue opening locations.
 9/6/18- Not adequately addressed. No emergency escape and rescue opening identified for P0.0, P1.1, P1.2. On the plans provide details of the sleeping room windows clearly demonstrating how requirements for emergency escape and rescue windows meet section 1030 of the California Building Code. From drawings it is not clear how windows open that our ladders would be propped against the building/window ledge. We will not prop the ladders on the windows.
- ❖ Egress windows to every unit bedroom are provided on the first through third building levels. Each egress window has been marked with an emergency egress window symbol, refer to building plans and symbol legend on sheets A2.1-A2.6B, A3.1-A3.4, and A4.1-A4.2. Typical egress windows will be a combination of casement and slider style windows, see fig. B below. The proposed openings meet the min. area requirements of 5.7 s.f. and the dimensional requirements of 20" wide and 24" tall. The proposed P0.0 is a studio unit with a door to the balcony, the door will be utilized as the emergency egress. The proposed development is providing emergency egress windows on units P1.1 and P1.2 within the unit bedrooms, please refer to sheet A2.4A.

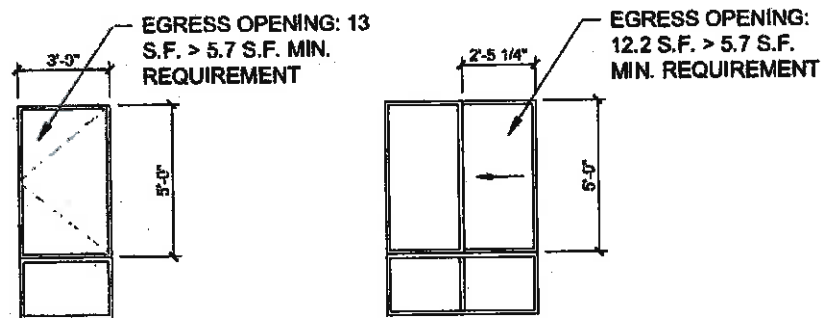


Fig. B

Exhibit H – Email Chain concerning H.A.R.D.'s involvement thus far

From: Orduna, Rodrigo, CDA [<mailto:rodrigo.orduna@acgov.org>]
Sent: Tuesday, October 23, 2018 5:25 PM
To: Robert W. Selna; Dalton, Eileen, CDA
Cc: Mitchell McKinzie (mitchell@demmonpartners.com); Paul McCreary; tiem@haywardrec.org; Lopez, Albert, CDA
Subject: RE: call to talk about H.A.R.D. request for parkland for Village Green project in San Lorenzo

Greetings, Robert.

I am including Paul and Meghan from H.A.R.D. so that they can see your request. I had earlier today also provided them with an email of your request.

Just a point of clarification that Eileen and I were ready to speak to you on the phone with more details on the plaza concept. However, on the phone, you mentioned that you were expecting instead a written communication from H.A.R.D., so that is the direction and request that I am by this email forwarding to H.A.R.D.

Regards,

Rodrigo

Rodrigo Orduña, AICP
Assistant Planning Director
Alameda County Planning Department
Community Development Agency

rodrigo.orduna@acgov.org
telephone 510-670-6503
facsimile 510-785-8793

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From: Robert W. Selna [<mailto:rselna@Wendel.com>]
Sent: Tuesday, October 23, 2018 05:21 PM
To: Orduna, Rodrigo, CDA <rodrigo.orduna@acgov.org>; Dalton, Eileen, CDA <eileen.dalton@acgov.org>
Cc: Mitchell McKinzie (mitchell@demmonpartners.com) <mitchell@demmonpartners.com>
Subject: RE: call to talk about H.A.R.D. request for parkland for Village Green project in San Lorenzo

Rodrigo and Eileen,

Following our call and to reiterate what we discussed, please ask H.A.R.D. to send their request to me in writing with sufficient detail for the project team to assess the viability of the park that is contemplated, the cost associated with the request and other relevant details.

As was discussed at our meeting with H.A.R.D. and Rodrigo on September 25 at the County building, H.A.R.D. committed to sending the project a list of open space/park alternatives that could be examined, compared and discussed. H.A.R.D. never sent such a list and instead you requested a call today to discuss a "plaza" concept without providing any details.

Thanks,

Rob

From: Orduna, Rodrigo, CDA [<mailto:rodrigo.orduna@acgov.org>]
Sent: Tuesday, October 23, 2018 1:20 PM
To: Robert W. Selna
Subject: RE: call to talk about H.A.R.D. request for parkland for Village Green project in San Lorenzo

Ok, thanks. Eileen Dalton, the director of the Alameda County Economic and Civic Development Department, and I will call you in a few minutes.

Regards,

Rodrigo

Rodrigo Orduña, AICP
Assistant Planning Director
Alameda County Planning Department
Community Development Agency

rodrigo.orduna@acgov.org
telephone 510-670-6503
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From: Robert W. Selna [<mailto:rselna@Wendel.com>]
Sent: Tuesday, October 23, 2018 01:15 PM
To: Orduna, Rodrigo, CDA <rodrigo.orduna@acgov.org>
Subject: RE: call to talk about H.A.R.D. request for parkland for Village Green project in San Lorenzo

Yes.



Robert W. Selna
Attorney at Law

Direct: 510-622-7608 | Main: (510) 834-6600 | Fax: 510-808-4745

1111 Broadway, 24th Floor | Oakland, CA 94607
rselna@wendel.com | www.wendel.com/rselna

From: Orduna, Rodrigo, CDA [<mailto:rodrigo.orduna@acgov.org>]

Sent: Tuesday, October 23, 2018 12:54 PM

To: Robert W. Selna

Subject: call to talk about H.A.R.D. request for parkland for Village Green project in San Lorenzo

Greetings, Robert.

Are you available for a phone call today at 1:30 pm to talk about the HARD request for parkland for the Village Green project?

Regards,

Rodrigo

Rodrigo Orduña, *AICP*
Assistant Planning Director
Alameda County Planning Department
Community Development Agency

rodrigo.orduna@acgov.org
telephone 510-670-6503
facsimile 510-785-8793

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Hayward, CA 94544
<http://www.acgov.org/cda>

Orduna, Rodrigo, CDA

From: Paul McCreary <McCP@haywardrec.org>
Sent: Monday, September 17, 2018 10:51 AM
To: Orduna, Rodrigo, CDA
Cc: Meghan Tiernan
Subject: Comments on San Lorenzo Development Proposal

From HARD.

Hi Rodrigo. As we discussed last week, HARD has not been consulted in an official capacity by the developer or County on the parkland needs for the development. I am out of the office ill today, so I am unable to prepare an official response on letterhead. Due to the large number of units proposed for the project on Hesperian in San Lorenzo, HARD is requesting a dedication of parkland as part of the project. With over 160 units, that will increase the number of residents by over 300 people. The County's General Plan, indicates that while we are not trying to increase the per capita acres in the Eden Area, it does indicate as new development occurs it should not decrease the per capita acreage. Therefore a one-acre park plaza should be included in the project to keep up with the three-acres per 1000 resident requirement.

The Quimby act in-lieu fees charged by the County have not been increased in over 12 years; so any in-lieu fees generated from this project would barely cover the acquisition of a 1/3 of an acre, with no remaining funds for improvements.

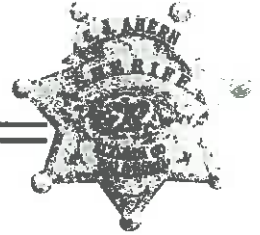
Please let me know if you have questions. I look forward to meeting with County Staff and the Developer to review the parkland needs for the project.

Sincerely,
Paul McCreary, General Manager
Hayward Area Recreation and Park District

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Alameda County Sheriff's Office

Eden Township Substation
15001 Foothill Boulevard, San Leandro, CA 94578-1008



Gregory J. Ahern, Sheriff

Director of Emergency Services
Coroner - Marshal

September 14, 2018

Alameda County Community Development Agency
224 West Winton Avenue #111
Hayward, CA 94544

Attention: Rodrigo Orduna


RE: PLN2018-00086

My staff reviewed the attached application and has expressed concern based on the cumulative effect of allowing additional growth with no provision for additional law enforcement resources. While it would seem each new project does not create a significant law enforcement problem, the total number of new projects ultimately impacts the Sheriff's Office ability to respond to calls for service. This also includes additional impact on support staff in records, warrants and dispatch.

If this project is ultimately approved, the scope and location of the project will also add to the potential for theft and vandalism, especially during the construction phase(s). The Sheriff's Office would like to see additional security features added during the construction phase(s) to restrict access and provide additional lighting and physical security. The final construction should include adequate exterior lighting, security cameras, complete perimeter fencing, and heavy security doors and locks.

If further assistance is needed, please contact Deputy Steve Sweeney at (510) 667-3620.

Gregory J. Ahern,
Sheriff-Coroner



David A. Blanchard, Captain
Eden Township Division

GJA:DAB:sgs

Orduna, Rodrigo, CDA

From: Gonzales, Fernando
Sent: Friday, September 14, 2018 09:05 AM
To: Orduna, Rodrigo, CDA
Cc: Carrera, Art; Lopez, Albert, CDA; Lepere, Bill; Valderrama, Arthur; Kaufman, Maurice
Subject: RE: Village Green - Study Session at the Planning Commission 9/17

Hi Rodrigo,

Hereunder provided are Public Works responses to the Project Applicant's traffic analysis/ preliminary recommendations from their Consultants, Fehr & Peers for mitigating potential traffic impacts for their Village Green project:

1. According to the Traffic study provided by the Consultant, the traffic signal will not be warranted at the intersection of Paseo Grande and Via Arriba provided a dedicated right turn lane, a left turn lane and a through lane will be provided along northbound Via Arriba. We recommend that this alternative be evaluated and considered in the design. This will also effect a number of parking spaces at this intersection.
2. The side-by-side left turn lanes along Paseo Grande to and from Hesperian should also be further evaluated for overall LOS efficiency.
3. We also recommend that the Fire Department review all turning movements into and out of the new streets and development for compliance to their standards. The bulb outs proposed at the relocated Via Mercado intersection with Hesperian Boulevard appear to restrict these turning movements.

Please let me know if you should have any questions.

Thanks,
Fernando

From: Orduna, Rodrigo, CDA
Sent: Thursday, September 13, 2018 3:08 PM
To: Valderrama, Arthur <arthur@acpwa.org>
Cc: Gonzales, Fernando <fernando@acpwa.org>; Carrera, Art <artc@acpwa.org>; Lopez, Albert, CDA <Albert.Lopez@acgov.org>; Lepere, Bill <bill@acpwa.org>
Subject: RE: Village Green - Study Session at the Planning Commission 9/17

Greetings, Arthur.

Any progress on the traffic analysis below would be greatly appreciated.

Regards,

Rodrigo

Rodrigo Orduña, AICP
Assistant Planning Director
Alameda County Planning Department
Community Development Agency

rodrigo.orduna@acgov.org
telephone 510-670-6503
facsimile 510-785-8793

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From: Valderrama, Arthur
Sent: Friday, September 7, 2018 01:07 PM
To: Orduna, Rodrigo, CDA <rodrigo.orduna@acgov.org>
Cc: Mitchell McKinzie (mitchell@demmonpartners.com) <mitchell@demmonpartners.com>; Gonzales, Fernando <fernando@acpwa.org>; Carrera, Art <artc@acpwa.org>; Lopez, Albert, CDA <Albert.Lopez@acgov.org>; Robert W. Selna <rselna@Wendel.com>; Lepere, Bill <bill@acpwa.org>
Subject: RE: Village Green - Study Session at the Planning Commission 9/17

Rodrigo,

PWA needs a little bit more time to analyze and evaluate.
Please give us until next week.
Thanks.

Arthur
5-5260

From: Orduna, Rodrigo, CDA
Sent: Friday, September 07, 2018 1:03 PM
To: Lopez, Albert, CDA <Albert.Lopez@acgov.org>; Robert W. Selna <rselna@Wendel.com>
Cc: Mitchell McKinzie (mitchell@demmonpartners.com) <mitchell@demmonpartners.com>; Gonzales, Fernando <fernando@acpwa.org>; Valderrama, Arthur <arthur@acpwa.org>; Carrera, Art <artc@acpwa.org>
Subject: RE: Village Green - Study Session at the Planning Commission 9/17

The Addendum is awaiting comments back from County PWA on whether our team likes the potential traffic signal solution to the increased traffic anticipated from the reconfigured streets and parking solution.

Rodrigo Orduña, AICP
Assistant Planning Director
Alameda County Planning Department
Community Development Agency

rodrigo.orduna@acgov.org

telephone 510-670-6503

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From: Lopez, Albert, CDA

Sent: Friday, September 7, 2018 12:58 PM

To: Orduna, Rodrigo, CDA <rodrigo.orduna@acgov.org>; Robert W. Selna <rselna@Wendel.com>

Cc: Mitchell McKinzie (mitchell@demmonpartners.com) <mitchell@demmonpartners.com>

Subject: Re: Village Green - Study Session at the Planning Commission 9/17

I agree with Rodrigo on the timing, October would be a bit optimistic. What's the status of the CEQA document? That also has a 20-day comment period.

Albert

Sent via the Samsung Galaxy S7, an AT&T 4G LTE smartphone

----- Original message -----

From: "Orduna, Rodrigo, CDA" <rodrigo.orduna@acgov.org>

Date: 9/7/18 12:54 PM (GMT-08:00)

To: "Robert W. Selna" <rselna@Wendel.com>

Cc: "Lopez, Albert, CDA" <Albert.Lopez@acgov.org>, "Mitchell McKinzie (mitchell@demmonpartners.com)" <mitchell@demmonpartners.com>

Subject: RE: Village Green - Study Session at the Planning Commission 9/17

Greetings, Rob.

There are still enough outstanding details that I do not think that we would make an October Planning Commission hearing. One issue to be resolved is the process for the trade of the street location at Via Mercado. Another issue is the response to comments from the Fire Department, that I forwarded to Mitchel earlier this week.

A likelier timeline is for a November Planning Commission hearing. I have relayed that to Mitchell last time we met.

Regards,

Rodrigo

Rodrigo Orduña, AICP

Assistant Planning Director

Alameda County Planning Department

Community Development Agency

rodrigo.orduna@acgov.org

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From: Robert W. Selna [<mailto:rselna@Wendel.com>]

Sent: Friday, September 7, 2018 12:18 PM

To: Orduna, Rodrigo, CDA <rodrigo.orduna@acgov.org>

Cc: Lopez, Albert, CDA <Albert.Lopez@acgov.org>; Mitchell McKinzie (mitchell@demmonpartners.com) <mitchell@demmonpartners.com>

Subject: RE: Village Green - Study Session at the Planning Commission 9/17

Hi Rodrigo,

Presuming the study session goes fine, we would like to get on the Commission agenda ASAP for the official project review. I recall that there was an October date. We would like to make that date.

Please let me know based on you have about the Commission calendar.

Thank you,

Rob

From: Orduna, Rodrigo, CDA [<mailto:rodrigo.orduna@acgov.org>]

Sent: Tuesday, August 28, 2018 2:02 PM

To: Robert W. Selna

Cc: Lopez, Albert, CDA; Mitchell McKinzie (mitchell@demmonpartners.com)

Subject: RE: Village Green - Study Session at the Planning Commission 9/17

Thanks for the information, Robert.

We do not need the number by the 9/17/18 hearing date. But it is good to mutually understand the process. So, we are moving ahead with a Tract Map subdivision and a Site Development Review.

Regards,

Rodrigo

Rodrigo Orduña, AICP

Assistant Planning Director

Alameda County Planning Department

Community Development Agency

rodrigo.orduna@acgov.org
telephone 510-670-6503
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From: Robert W. Selna [<mailto:rselna@Wendel.com>]
Sent: Tuesday, August 28, 2018 01:58 PM
To: Orduna, Rodrigo, CDA <rodrigo.orduna@acgov.org>
Cc: Lopez, Albert, CDA <Albert.Lopez@acgov.org>; Mitchell McKinzie (mitchell@demmonpartners.com) <mitchell@demmonpartners.com>
Subject: RE: Village Green - Study Session at the Planning Commission 9/17

Thanks Rodrigo,

We are working on the street abandonment issues separately with PWA and their attorney. The process has not been fully discussed.

The project expects to do a Tract Map process (five parcels or more) as opposed to a Parcel Map process. Either way, it will be a subdivision process rather than boundary line adjustments. We are certain of that and are happy to put that on the record in front of the commission.

We never were operating with the understanding that we would have to get the Tract Map Subdivision number before the study session. And, I don't believe that it is a prerequisite to the study session. I don't know how long it takes to obtain the number. Maybe Mitch can weigh in.

If it's likely that it will take longer than the amount of time we have available before Sept. 17, we should move forward with the study session and supply you with the number before the formal commission hearing and vote on the project. We are happy to commit to the subdivision process in front of the commission. It seems doubtful that it will bother the commission that the number is not on the plans if it cannot be obtained.

I'm tied up the remainder of the afternoon, but I'm happy to get on a call with you, Albert and Mitch tomorrow morning if you think it would be helpful.

Thanks,

Rob

From: Orduna, Rodrigo, CDA [<mailto:rodrigo.orduna@acgov.org>]
Sent: Tuesday, August 28, 2018 1:43 PM
To: Robert W. Selna
Cc: Mitchell McKinzie (mitchell@demmonpartners.com); Lopez, Albert, CDA
Subject: RE: Village Green - Study Session at the Planning Commission 9/17

We had discussed it before in the July 6, 2018 correspondence (item 6.B). The reason for the request in my email below is because we want to be pretty certain when we go to the Planning Commission for preliminary review as to the entitlement process that we will follow. I thought that we had all agreed that the number of parcels involved in the boundary line adjustments (6 parcels) warranted a Subdivision process instead of a Boundary Adjustment process.

6. The procedure that the County Public Works Agency would follow to relocate Via Mercado as part of the Village Green project is as follows:
 - A. PWA will need Board of Supervisors approval for a street vacation which includes a Noticed public hearing. PWA will also need Board approval of an Agreement that would define the requirements for the relocated right-of-way. The agreement would need to clarify the required timing for the completion of the new Via Mercado Street, the value of the bonding, the acceptable bond format, items to be completed prior to accepting the improvements, whether the County wants fee title of the new street, and indemnification for any hazardous materials that may be present in the new right-of-way or in the right-of-way to be vacated.
 - B. PWA will need that a Parcel Map application and exhibits be submitted for the street vacation to move forward with this process. Attached please find the Parcel Map application supplement form. Fill it out and submit, along with updated drawings showing a Parcel Map number (obtained from the County Recorder's Office), to me so that we can add it to your project description.

Let me know your thoughts.

Regards,

Rodrigo

Rodrigo Orduña, AICP
Assistant Planning Director
Alameda County Planning Department
Community Development Agency

rodrigo.orduna@acgov.org
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From: Robert W. Selna [<mailto:rselna@Wendel.com>]
Sent: Tuesday, August 28, 2018 12:59 PM
To: Orduna, Rodrigo, CDA <rodrigo.orduna@acgov.org>
Cc: Mitchell McKinzie (mitchell@demmonpartners.com) <mitchell@demmonpartners.com>; Lopez, Albert, CDA <Albert.Lopez@acgov.org>
Subject: RE: Village Green - Study Session at the Planning Commission 9/17

Hi Rodrigo,

I'm not familiar with the process to obtain that number or the requirement that it needs to be on the drawings. Please elaborate.

In addition, please educate me on whether/why obtaining that number would be necessary for the Commission study session?

Thank you,

Rob

From: Orduna, Rodrigo, CDA [<mailto:rodrigo.orduna@acgov.org>]
Sent: Tuesday, August 28, 2018 12:07 PM
To: Robert W. Selna
Cc: Mitchell McKinzie (mitchell@demmonpartners.com); Lopez, Albert, CDA
Subject: RE: Village Green - Study Session at the Planning Commission 9/17

Greetings, Robert.

We are currently working toward the 9/17/18 Planning Commission study session for preliminary comments on the project. One question: do you have a Tract Map Subdivision number yet from the County Recorder's Office? I did not see it in the submitted drawings. Please provide it to me at your earliest convenience.

Regards,

Rodrigo

Rodrigo Orduña, AICP
Assistant Planning Director
Alameda County Planning Department
Community Development Agency

rodrigo.orduna@acgov.org
telephone 510-670-6503
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From: Robert W. Selna [<mailto:rselna@Wendel.com>]
Sent: Tuesday, August 28, 2018 09:47 AM
To: Lopez, Albert, CDA <Albert.Lopez@acgov.org>; Orduna, Rodrigo, CDA <rodrigo.orduna@acgov.org>
Cc: Mitchell McKinzie (mitchell@demmonpartners.com) <mitchell@demmonpartners.com>
Subject: RE: Village Green - Study Session at the Planning Commission 9/17

Excellent. Thank you. Please let me know how to best coordinate with you and Rodrigo on the report you will be drafting and the related presentation to the Commission.

Rob

From: Lopez, Albert, CDA [<mailto:Albert.Lopez@acgov.org>]
Sent: Tuesday, August 28, 2018 9:45 AM
To: Robert W. Selna; Orduna, Rodrigo, CDA
Cc: Mitchell McKinzie (mitchell@demmonpartners.com)
Subject: Re: Village Green - Study Session at the Planning Commission 9/17

We are shooting for September 17th, that is a plan. Counsel for Public Works is a young lady named Kathy Lee, I'll get you her contact info later on this morning.

Albert

Sent via the Samsung Galaxy S7, an AT&T 4G LTE smartphone

----- Original message -----

From: "Robert W. Selna" <rselna@Wendel.com>
Date: 8/28/18 9:43 AM (GMT-08:00)
To: "Orduna, Rodrigo, CDA" <rodrigo.orduna@acgov.org>, "Lopez, Albert, CDA" <Albert.Lopez@acgov.org>
Cc: "Mitchell McKinzie (mitchell@demmonpartners.com)" <mitchell@demmonpartners.com>
Subject: FW: Village Green - Study Session at the Planning Commission 9/17

Rodrigo and Albert,

I'm following up on our meeting a couple of weeks back and Mitch's follow-up email on Aug. 20.

At the meeting we collectively decided that a Sept. 17 study session would be very helpful to the project's schedule. Below is an email from Rodrigo from Aug. 20 that says that the department believes we can get on the Planning Commission for 9/17.

Given the internal coordination that a study session presentation will require, we need confirmation from you on the date very soon. The project team will also need to coordinate with you given that you are writing the report and will present some info to the Commission. Time is getting short and we need to get moving.

Also, you noted that you would refer me to the public works counsel in the County Counsel's office in order for me to coordinate efforts on the street abandonment by way of Tract Map. Please provide me with that person's contact information.

Thank you,

Rob



Robert W. Selna
Attorney at Law

Direct: 510-622-7608 | Main: (510) 834-6600 | Fax: 510-808-4745
1111 Broadway, 24th Floor | Oakland, CA 94607
rselna@wendel.com | www.wendel.com/rselna

From: Orduna, Rodrigo, CDA <rodrigo.orduna@acgov.org>
Sent: Monday, August 20, 2018 9:28 AM
To: Mitchell McKinzie <mitchell@demmonpartners.com>
Cc: Lopez, Albert, CDA <Albert.Lopez@acgov.org>
Subject: RE: Village Green - 1st Response Letter & 2nd Submittal for SDR Review

Greetings, Mitchell.

I received the paper drawings. Thanks. I will review today and get back to you on Wednesday. I believe that we can get you to the Planning Commission preliminary study session on 9/17/18.

Regards,

Rodrigo

Rodrigo Orduña, AICP
Assistant Planning Director
Alameda County Planning Department
Community Development Agency

rodrigo.orduna@acgov.org
telephone 510-670-6503
facsimile 510-785-8793

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From: Mitchell McKinzie [<mailto:mitchell@demmonpartners.com>]
Sent: Monday, August 20, 2018 08:09 AM
To: Orduna, Rodrigo, CDA <rodrigo.orduna@acgov.org>
Cc: Lopez, Albert, CDA <Albert.Lopez@acgov.org>
Subject: Village Green - 1st Response Letter & 2nd Submittal for SDR Review

Rodrigo,

Please find the submittal drawings PDF file linked here:
<https://1drv.ms/f/s!AoIUPTdsv1uHgvZAc7oWNglvgB3Uwg>

I have included the letter as a PDF attachment as well.

You should have now received (10) full size color copies, (5) b&w and (5) Reductions.
Please be sure to reach out to me once you have had the time to review and distribute. We would very much like to know if we have confirmation of the Commission Study Session for the Sept. 17th date.

Hope to hear from you soon.

Regards,

Mitch McKinzie
Demmon Partners
Project Manager
mitchell@demmonpartners.com
(916) 385-8126

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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

9/6/2018

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

To	Rodrigo Orduña	PLN #	PLN2018-00086
Address	Hesperian and Paseo Grande / Village Green		
Job Description	New Mixed Use Project with Retail and R2 Housing		
Reviewed By	Yvonne Fluehr, Fire Department Plan Checker	Revision #2	

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:

Note: comments for this review are dated 9/6/18.

1. 9/6/18- To avoid confusion use the same identifier for buildings throughout the drawings. On some sheets buildings are identified as 1, 2 or 3 and on other sheets identified as A, B and C.

2. 9/6/18- On sheet G0.0 provide a clear scope of the project. State the number of buildings to be built.
3. Please note on the drawings that a fire alarm system is required and will be installed throughout as required by the fire code. Show location of Fire Alarm panel/s.
9/6/18- Not adequately addressed in the resubmittal. Note on sheet G0.0 is incomplete. Only one fire alarm panel is shown on sheet A1.1. Each building is required to have a fire alarm panel. Show locations of all fire alarm panels.
4. 9/6/18- On the plans provide the occupancy classification(s) of each building.
5. 9/6/18- Provide a deferred approval heading of the plans for the following items that will require a separate submittal, permit, plan review, inspections and fees:
 Fire sprinkler system
 Fire service underground
 Standpipe system
 Fire sprinkler monitoring system
 Fire alarm system
 Emergency Responder Radio Coverage
 Fire Pump and fire pump room (if required)
 Hood and duct fire suppression systems
 Additional items may be required due the retail occupancies
6. Please note that utilities along the fire access road will be placed underground.
9/6/18- Response only addresses Via Arriba. Please clarify.
7. Proposed EVA road does not provide adequate emergency vehicle access to buildings 3 & 4. Please consider providing aerial fire apparatus access on Via Arriba according to 2016 CFC Appendix D Section D105. Aerial fire apparatus access road shall be located within a minimum of 15 feet and a maximum of 30 feet from the building. Eliminating diagonal parking and designing parallel parking could help provide adequate access for Aerial Fire Apparatus as well as providing access to other emergency vehicles. Fire Department connections and hydrants shall be located on Via Arriba.
9/6/18- Not adequately addressed in the resubmittal. Clearly identify aerial fire apparatus access for each building. Clearly show how minimum dimensions are met.
8. On the plans please demonstrate all proposed building Fire Department Connections will be located within 100 feet of a Fire Hydrant.
9/6/18- On sheet A1.1 locations of risers are shown but the locations of the fire hydrants are not shown. Show locations of fire hydrants on the plans. Fire department connections are to be located on the street side of the buildings, fully visible and recognizable from the street or nearest point of fire department vehicle access. (Section 912.2.1 of the California Fire Code)
9. All elevators shall be equipped with Phase I emergency recall operation and Phase II emergency in-car operation.
9/6/18- response states Noted. Where on the plans is this noted?

10. 9/5/18- On sheet A1.1, the EVA exit only is shown at Paseo Grande and Building 4. It is not clear how egress is achieved at this location and who is to be egressing at this locations. Please clarify.
11. On the plans show location of proposed buildings fire risers.
9/6/18- Response states refer to building plans on sheets A4.1. This is for Building C only. Show locations of all fire risers for each building.
12. On the plans show Class and location of Standpipes and FDC per floor. Standpipes/valves shall not reduce egress path (stairwell).
9/6/18- Not adequately addressed in the resubmittal. This information is to be provided at this time.
13. Required fire flow assuming all proposed buildings are Type V fully sprinkled construction: Building 1 (96380 sf) required flow 6000gpm for a duration of 4 Hours, Building 2 (79032 sf including rooftop garden area) required fire flow 5625gpm for a duration of 4 hours, Buildings 3&4 (37866 sf) required fire flow 3938gpm for a duration of 4 hours.
14. Please provide fire water supply/flow from water purveyor. A fire pump will be required if adequate fire flow does not meet proposed building requirements.
9/6/18- This information is required at this time. If a fire pump is required the location is to be determined at this time. Fire pump rooms are to open to the exterior of the building and meet requirements of section 913 of the California Fire Code and requirements of NFPA 20.
15. Roof Deck, please provide detailed information on barbeques and fire places fuel source. Permanent sun coverings such as trellises or canopies will require fire sprinkler protection.
9/6/18- Not adequately addressed. Provide a note on sheet A3.3 stating that permanent sun coverings such as trellises or canopies may require fire sprinkler protection.
16. On the plans provide proposed emergency escape and rescue opening locations.
9/6/18- Not adequately addressed. No emergency escape and rescue opening identified for P0.0, P1.1, P1.2. On the plans provide details of the sleeping room windows clearly demonstrating how requirements for emergency escape and rescue windows meet section 1030 of the California Building Code. From drawings it is not clear how windows open that our ladders would be propped against the building/window ledge. We will not prop the ladders on the windows.

Orduna, Rodrigo, CDA

From: Orduna, Rodrigo, CDA
Sent: Friday, July 6, 2018 03:18 PM
To: 'Mitchell McKinzie'
Cc: Roy E. Demmon III; Kaufman, Maurice; Valderrama, Arthur; Rogers, John; Terra, Bonnie, ACFD; Tam, Alan; Lopez, Albert, CDA
Subject: County comments after the meeting of 6/21/18
Attachments: 18-PLN-00086-R1.1-wcus.doc; SUBDIVISION Application nf.pdf; SKM_C36818062213260.pdf; RE: meeting to discuss Village Green project changes to Via Arriba and Via Mercado requested by PWA; BID comments 7.6.18.pdf

Greetings, Mitch.

I received your voicemail asking about written County comments from the meeting of June 21, 2018.

1. Attached please find revised comments from the County Fire Department that were handed out at the meeting.
2. Attached please find comments from the Building Inspection Department that were received today.
3. Please make sure that the replacement San Lorenzo sign is prominently displayed and identified in the site plans, floor plans, and building elevations.
4. Please see the attached preliminary comments from the Public Works Agency (as edited by me after the internal staff meeting yesterday, June 6). In essence, those comments remain the same, as explained in the meeting of June 21:
 - A. The parking counts for provided parking should be differentiated in a table format between on-site and off-site parking spaces, as well as for residential and commercial parking spaces.
 - B. Compare in a table format the parking provided with parking required by the specific plan, and parking that is determined to be required for guests and for commercial patrons, per the parking study.
 - C. Provide sidewalks on both sides of Via Arriba and Via Mercado.
 - D. Provide parallel parking on the west side of Via Arriba and the north side of Via Mercado, and perpendicular parking on the east side of Via Arriba and the south side of Via Mercado.
 - E. Align the intersection of Via Arriba/ Via Mercado as much as possible.
 - F. Provide 26 feet clear of travel lanes on Via Arriba.
5. The current CEQA Addendum may need to be modified to an Initial Study / MND if the proposed project parking does not meet the parking required in the Specific Plan. If the proposed project parking does not meet the parking required in the Specific Plan, a modification to the Specific Plan may be necessary.
6. The procedure that the County Public Works Agency would follow to relocate Via Mercado as part of the Village Green project is as follows:
 - A. PWA will need Board of Supervisors approval for a street vacation which includes a Noticed public hearing. PWA will also need Board approval of an Agreement that would define the requirements for the relocated right-of-way. The agreement would need to clarify the required timing for the completion of the new Via Mercado Street, the value of the bonding, the acceptable bond format, items to be completed prior to accepting the improvements, whether the County wants fee title of the new street, and

indemnification for any hazardous materials that may be present in the new right-of-way or in the right-of-way to be vacated.

- B. PWA will need that a Parcel Map application and exhibits be submitted for the street vacation to move forward with this process. Attached please find the Parcel Map application supplement form. Fill it out and submit, along with updated drawings showing a Parcel Map number (obtained from the County Recorder's Office), to me so that we can add it to your project description.
7. Below are the guidelines for justifying the use of alternative compliance for C.3.c, as taken from the Clean Water Program Technical Guidance:
- A. The general requirement is in Section J.6 of Appendix J: "The applicant must provide a narrative discussion of the feasibility or infeasibility of using 100 percent LID treatment onsite, offsite, or at a Regional Project." There are no Regional Projects, but note that the justification should include an explanation for why LID treatment couldn't be provided offsite (Please note that, by rule, the in-lieu site has to be owned by the same person and located in the same watershed).
 - B. The details of the County-approved justification should cover all of the points listed in the attached template.
8. You should discuss with the PWA staff Arthur Valderrama and John Rogers (copied herein) if they would request that the project install in-lieu LID treatment on one or more of the adjacent unoccupied parcels.
9. One possible off-set is the proposed treatment of runoff from Via Arriba; the requirement for providing C.3.c LID treatment on a "roadway" project is based upon the area of new travel lanes – so any treatment in this roadway would seem to be open for credit. Also, PWA will be looking for C.3.c compliance on Via Mercado, since that roadway will constitute new travel lanes > 10,000 sf.

I am awaiting the updated design information from you before we give more comments. However, as I mentioned to you earlier, the Planning Department will defer to the community consensus on aesthetics and design style.

Regards,

Rodrigo

Rodrigo Orduña, AICP
Assistant Planning Director
Alameda County Planning Department
Community Development Agency

rodrigo.orduna@acgov.org
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Orduna, Rodrigo, CDA

From: Orduna, Rodrigo, CDA
Sent: Thursday, June 7, 2018 05:05 PM
To: 'Mitchell McKinzie'; Roy E. Demmori III
Cc: Lopez, Albert, CDA; Kaufman, Maurice; Avila, Cesar, ACFD; Valderrama, Arthur; Carrera, Art; Nguyen, Tam; Gonzales, Fernando; Rogers, John
Subject: RE: meeting to discuss Village Green project changes to Via Arriba and Via Mercado requested by PWA
Attachments: SKM_C36818052908270.pdf

Greetings, Mitchell.

Below are preliminary comments from the Public Works Agency (as edited by me after the internal staff meeting yesterday, June 6). Please note that these are preliminary and may change after our meeting of the week of June 18 – 22.

Please note that this email is not intended to be a complete set of comments from the PWA.

Parking Issues:

- Please clarify the total parking requirement for the project. The parking summary table should not show the residential and commercial parking as being shared; it should count them separately (without evidence from a parking demand study). The project should not make use of the on-street parking for residential units without evidence from a parking demand study to show that the residential parking provided can be at lower than otherwise required.
- Per the San Lorenzo Village Center Specific Plan, the parking requirements are as follows (please notice that parking demand studies will be needed to determine commercial parking requirements and guest-residential parking requirements, and to determine residential parking requirements if the parking provided is less than 2 parking spaces per unit):

Commercial Use Standards (pg 27)

- Retail and Office Permitted on all floors of designated commercial and/or mixed-use buildings.
- Off street parking As determined by parking demand study with SDR
- Compact parking Up to 25% of total permitted.

Residential Use Standards (pg 30)

- Parking Standard housing: 2 spaces per unit; or as determined by parking demand study, whichever is greater Senior housing: as determined by parking demand study
- Guest parking As determined by parking demand study
- The project area will be short on parking with the proposed development scheme. The developer should show the parking requirement and the proposed total parking count for their project site and in addition, they can separately summarize the amount of public parking that would be available.

General Site Circulation Issues:

- Not clear how/where waste management will stage trash pickup for each building.
- Not clear where on-site the large moving trucks will be staged.
- There is no place for large moving trucks to stage delivery on the public street without double parking in the driving lane and blocking the 20 wide minimum emergency access and all the adjacent public parking.

Via Arriba Design Issues:

- The proposed design of this public street appears more like a private parking lot than a public street.
- The proposed diagonal parking impacts the fire departments ability to access BLDG C, D, and B from the street with their ladder trucks. Therefore emergency vehicle access and fire hydrants would be needed in the private parking lot.
- The public street design does not incorporate green infrastructure for treating stormwater from the public right-of-way.

Via Mercado Design Issues:

- The proposed design of this public street is more like a private parking lot than a public street.
- The public right-of-way must have ADA accessible sidewalks on both sides of the street.
- The public street design does not incorporate green infrastructure for treating stormwater from the public right-of-way.

Suggestions for modifying Street Design:

Via Arriba

- Consider a design with parallel parking on the west side of the street and perpendicular parking on the east side of the street. The parallel parking on the east side of the street will resolve fire access issues to buildings C and D (or 3 and 4 in the conceptual landscaping plan – please be sure to label all buildings consistently (some drawings show two building “C”s)). The Perpendicular parking will enable access to the spaces from either direction of travel on Via Arriba.

Via Mercado

- Consider a design with perpendicular parking on the south side of the street and parallel parking on the north side of the street.
- Include a sidewalk with street trees on the south side of the right-of-way.

Stormwater Treatment (comment from John Rogers of the Public Works Agency, Permitting Division):

- Regarding the C.3 Special Project “Location Reduction” qualification for this project:

Provision C.3.e.ii.(5) of the MRP allows a project that is considered to be a “transit-oriented development” to utilize alternative underground treatment methods (tree-box type high flow rate biofilters or vault-based high flow rate media filters) for a certain amount of the stormwater treatment that otherwise would have to be provided by one of the standard Low Impact Development (LID) measures (bioretention, pervious pavement). “Transit-oriented development” is defined in C.3.e as “the clustering of homes, jobs, shops, and services in close proximity to rail stations, ferry terminals or bus stops offering access to frequent, high-quality transit services.”

The applicant has proposed to utilize the underground media filter treatment option for the treatment of 60% of the on-site stormwater runoff by claiming a 10% “density reduction” combined with a 50% “location reduction.” However, both of these reductions are contingent on the determination that this project is actually “transit-oriented.” The basic criteria is distance from a “transit hub,” where that term is defined as “a rail, light rail, or commuter rail station, ferry terminal, or bus transfer station served by three or more bus routes (i.e., a bus stop with no supporting services does not qualify).

In other words, Village Green must be “located within a ¼ mile radius of an existing or planned transit hub” in order to qualify for the 60% offset from LID. The location is over a mile from the BART Bayfair Station, and over two miles from the Hayward BART Station; however, checking the AC Transit route maps (see attached) there appear to be two routes (97, 93) that would provide service from Hesperian/Paseo Grande to Bayfair BART and one route (85) that would connect from the site to Hayward BART.

It appears that the project could qualify for the 60% reduction, provided that it would include some sort of "supporting services" so that it could be considered as a "transit hub." Possibly a fully compliant ADA enclosed bus stop with a fare ticket machine, as approved by AC Transit.

We can discuss these items further at the meeting on the week of June 18 through 22.

Regards,

Rodrigo

Rodrigo Orduña, AICP
Assistant Planning Director
Alameda County Planning Department
Community Development Agency

rodrigo.orduna@acgov.org
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From: Mitchell McKinzie [mailto:mitchell@demmonpartners.com]

Sent: Thursday, June 7, 2018 03:48 PM

To: Orduna, Rodrigo, CDA <rodrigo.orduna@acgov.org>; Roy E. Demmon III <terry@demmonpartners.com>

Cc: Lopez, Albert, CDA <Albert.Lopez@acgov.org>; Kaufman, Maurice <Maurice@acpwa.org>; Avila, Cesar, ACFD <Cesar.Avila@acgov.org>; Valderrama, Arthur <arthur@acpwa.org>; Carrera, Art <artc@acpwa.org>; Nguyen, Tam <tam@acpwa.org>

Subject: RE: meeting to discuss Village Green project changes to Via Arriba and Via Mercado requested by PWA

Rodrigo,

I have sent out a request to the main team members that helped us through the initial design parameters and legal uses of those roadways.

As soon as I can get confirmation of schedules I will reply back to a meeting date and time.

Are there other comments that the team can review and maybe prepare for since many of us are from out of town and I suspect that maybe Fire and Building may have some type of comment?

Thank you,

Mitch McKinzie
DEMMON PARTNERS
916-385-8126

From: Orduna, Rodrigo, CDA <rodrigo.orduna@acgov.org>
Sent: Thursday, June 07, 2018 3:11 PM
To: Mitchell McKinzie <mitchell@demmonpartners.com>
Cc: Lopez, Albert, CDA <Albert.Lopez@acgov.org>; Kaufman, Maurice <Maurice@acpwa.org>; Avila, Cesar, ACFD <Cesar.Avila@acgov.org>; Valderrama, Arthur <arthur@acpwa.org>; Carrera, Art <artc@acpwa.org>; Nguyen, Tam <tam@acpwa.org>
Subject: meeting to discuss Village Green project changes to Via Arriba and Via Mercado requested by PWA

Greetings, Mitchell.

County staff would like to meet with you, your civil engineer, and your architect to discuss the changes that the Public Works Agency would like to see to the Via Arriba and Via Mercado streets. Could you please give me some times when you are available the week of June 18 – 22?

Regards,

Rodrigo

Rodrigo Orduña, AICP
Assistant Planning Director
Alameda County Planning Department
Community Development Agency

rodrigo.orduna@acgov.org
telephone 510-670-6503
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Planning Application Review Comments

Date: 7/6/18

Application: PLN2018-00086, Mixed Use Multi-Family with 3 and 4 Story Buildings

Location: Hesperian and Paseo Grande, Unincorporated Area of San Lorenzo

Planning Date/Staff: May 3, 2018, Rodrigo Orduna

BID Staff: Alan Tam

Project Review Notes

1. Architectural Plans, Conceptual Landscaping Plans and Proposed Building Sites.
2. Internal driveways.
3. Civil and Drainage Plans

Referral Conclusion

The Building Department has no objection for the proposed Site Development. 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. Separate demolishing permit will be required for the demolishing of existing buildings, if any.
4. A site permit will be required and issued by Public Works construction for onsite stormwater system, underground utilities, parking lot lighting, and accessible path of travel per the Approved Improvement Plans.
5. 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.
6. Mandatory Photovoltaic system installation will be required after July 2018 for new dwelling units.

General Conditions for Building Permit Application:

1. Comply with building codes in effective and submittal requirements at time of submitting for building permits – 2016 California Building Codes effective on January 1, 2017.
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.

Orduna, Rodrigo, CDA

From: Rogers, John
Sent: Friday, June 22, 2018 02:01 PM
To: Orduna, Rodrigo, CDA
Cc: Gosselin, Sharon
Subject: Justifying C.3.e
Attachments: SKM_C36818062213260.pdf

Rodrigo-

Here are the guidelines for justifying the use of alternative compliance for C.3.c, as taken from the Clean Water Program Technical Guidance:

- The general requirement is in Section J.6 of Appendix J: "The applicant must provide a narrative discussion of the feasibility or infeasibility of using 100 percent LID treatment onsite, offsite, or at a Regional Project." There are no Regional Projects, but note that the justification should include an explanation for why LID treatment couldn't be provided offsite. (Why doesn't the County require Village Green to provide LID treatment for the runoff at 224 W. Winton? Actually, scratch that – by rule, the in-lieu site has to be owned by the same person and located in the same watershed.)
- The details of the County-approved justification should cover all of the points listed in the attached template.

One question that would seem to be pertinent at the Village Green site would be:

- Why isn't the applicant required to install in-lieu LID treatment on one or more of the adjacent unoccupied parcels?

One possible off-set is the proposed treatment of runoff from Via Arriba; the requirement for providing C.3.c LID treatment on a "roadway" project is based upon the area of new travel lanes – so any treatment in this roadway would seem to be open for credit. However, that was the essence of Maurice's earlier comment on the possible lack of "Green Infrastructure" in Via Arriba; GI is another part of Provision C.3 (C.3.j) that is not yet formally required, but will have to be so required in the near future. Not sure what Maurice is thinking, but there could be a question of why we wouldn't be using Via Arriba treatment as credit toward C.3.j compliance. As I indicated in yesterday's meeting, I would be looking for C.3.c compliance on Via Mercado, since that roadway will constitute new travel lanes > 10,000 sf.

JohnR

Template for Narrative Discussion of LID Feasibility or Infeasibility

For each potential Special Project, provide a narrative discussion of the feasibility or infeasibility of 100% LID treatment, onsite and offsite, using the template provided below. Insert information specific to the project where indicated with brackets and yellow shading [== insert information here ==]. Delete this text box before completing your narrative discussion.

[== Insert Project Name ==]

Narrative Discussion of Low Impact Development Feasibility/Infeasibility

This report provides a narrative discussion of the feasibility or infeasibility of providing 100 percent low impact development (LID) treatment for [== Insert Project Name ==], which has been identified as a potential Special Project, based on Special Project criteria provided in Provision C.3.e.ii of the Municipal Regional Stormwater Permit (MRP). This report is prepared in accordance with the requirement in MRP Provision C.3.e.vi.(2), to include in Special Projects reporting a narrative discussion of the feasibility or infeasibility of 100 percent LID treatment onsite or offsite.

1. Feasibility/Infeasibility of Onsite LID Treatment

The project site was reviewed with regard to the feasibility and infeasibility of onsite LID treatment. The results of this review showed that it was [== feasible/infeasible ==] to treat [== ____ percent [fill in percentage] ==] of the C.3.d amount of runoff with LID treatment. The findings of this review are presented below.

- a. **On-site Drainage Conditions.** [== Describe the site drainage, including the site slope, direction of flow, and how the site was divided into drainage management areas that will each drain to a separate stormwater treatment measure.==]
- b. **Self-treating and Self-Retaining Areas and LID Treatment Measures.** [== Describe any drainage management areas for which self-treating or self-retaining areas (such as pervious pavement, green roofs or landscaped areas) or LID treatment measures are provided. If there are none, delete this paragraph. ==]
- c. **Maximizing Flow to LID Features and Facilities.** [== Explain how the routing of drainage has been optimized to route as much drainage as possible to LID features and facilities (if any). If there are no LID features or facilities, delete this paragraph. ==]
- d. **Constraints to Providing On-site LID.** The drainage management areas that are proposed to drain to tree-box type high flow rate biofilters and/or vault-based high flow rate media filters include some areas that are not covered by buildings. [== Briefly describe all areas within these portions of the site that are not covered by buildings.==] In these areas, conditions and technical constraints are present that preclude the use of LID features and facilities, as described below.
 - i. **Impervious paved areas:** [== Describe the uses of all impervious paved areas in these areas, and why the uses preclude the use of LID treatment.==]
 - ii. **Landscaped areas:** [== For any of the following bullet points that are applicable, briefly describe how the conditions apply to the applicable landscaped areas. Delete any of the bullet points that are not applicable.==]
 - Inadequate size to accommodate biotreatment facilities that meet sizing requirements for the tributary area.
 - Slopes too steep to terrace;
 - Proximity to an unstable bank or slope;
 - Environmental constraints (for example, landscaped area is within riparian corridor);
 - High groundwater or shallow bedrock;
 - Conflict with subsurface utilities;
 - Cap over polluted soil or groundwater;

- Lack of head or routing path to move collected runoff to the landscaped area or from the landscaped area to a disposal point;
- Other conflicts, including required uses that preclude use for stormwater treatment (describe in more detail).

2. Feasibility/Infeasibility of Off-Site LID Treatment. The possibility of providing off-site LID treatment was found to be ☐ feasible/infeasible ☐ for the following reasons.

- i. ☐ Describe whether the project proponent owns or otherwise controls land within the same watershed of the project that can accommodate in perpetuity off-site bioretention facilities adequately sized to treat the runoff volume of the primary project. ☐
- ii. ☐ Indicate whether there is a regional LID stormwater mitigation program available to the project for in-lieu C.3 compliance. ☐



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

06/19/2018

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

To	Rodrigo Orduña	PLN #	PLN2018-00086
Address	Hesperian and Paseo Grande / Village Green		
Job Description	New Mixed Use Project with Retail and R2 Housing		
Reviewed By	Cesar Avila, Deputy Fire Marshal	Revision #	1.1

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. This project shall comply with all building and fire code requirements in effect at the time of building permit submittal. This includes locally adopted ordinances.**
- 2. Please note on the drawings that a fire alarm system is required and will be installed throughout as required by the fire code. Show location of Fire Alarm panel/s.**

- 3. On the plans please note all buildings will have Emergency Responder Radio Coverage equipment.**
- 4. Please note that utilities along the fire access road will be placed underground.**
- 5. Proposed EVA road does not provide adequate emergency vehicle access to buildings 3 & 4. Please consider providing aerial fire apparatus access on Via Arriba according to 2016 CFC Appendix D Section D105. Aerial fire apparatus access road shall be located within a minimum of 15 feet and a maximum of 30 feet from the building. Eliminating diagonal parking and designing parallel parking could help provide adequate access for Aerial Fire Apparatus as well as providing access to other emergency vehicles. Fire Department connections and hydrants shall be located on Via Arriba.**
- 6. On the plans please demonstrate all proposed building Fire Department Connections will be located within 100 feet of a Fire Hydrant.**
- 7. All elevators shall be equipped with Phase I emergency recall operation and Phase II emergency in-car operation.**
- 8. On the plans show location of proposed buildings fire risers.**
- 9. On the plans show Class and location of Standpipes and FDC per floor. Standpipes/valves shall not reduce egress path (stairwell).**
- 10. Building A, on the plans please demonstrate bridge construction type and fire protection.**
- 11. Rooftop garden area is considered an occupied floor.**
- 12. Required fire flow assuming all proposed buildings are Type V fully sprinklered construction: Building 1 (96380 sf) required flow 6000gpm for a duration of 4 Hours, Building 2 (79032 sf including rooftop garden area) required fire flow 5625gpm for a duration of 4 hours, Buildings 3&4 (37866 sf) required fire flow 3938gpm for a duration of 4 hours.**
- 13. Please provide fire water supply/flow from water purveyor. A fire pump will be required if adequate fire flow does not meet proposed building requirements.**
- 14. Retail area, kitchen hoods will be required to be monitored by building Fire Alarm System.**
- 15. Roof Deck, please provide detailed information on barbeques and fire places fuel source. Permanent sun coverings such as trellises or canopies will require fire sprinkler protection.**
- 16. On the plans provide proposed emergency escape and rescue opening locations.**

- 17. Please show the emergency egress plan/path of egress travel from all occupied floors. Please include number of occupants per floor. Roof top garden area shall consider an increased/aggregate number of occupants.**

Information for building permit submittal

- 18. Please show Knox Key Boxes next to each of the front doors of each retail space and at the pedestrian access gates to the residential.**
- 19. Please note fire alarms, fire sprinkler, fire underground, and any hood and duct suppression systems will require separate submittals and permits.**
- 20. Please show location, size and type of address numbers.**
- 21. Please show location, size and type of fire extinguishers**

Orduna, Rodrigo, CDA

From: Rogers, John
Sent: Tuesday, May 29, 2018 09:34 AM
To: Orduna, Rodrigo, CDA; Valderrama, Arthur
Cc: Gonzales, Fernando; Gosselin, Sharon; Kaufman, Maurice; Lepere, Bill; Nguyen, Tam
Subject: RE: PLN2018-0008 Village Green application referral
Attachments: SKM_C36818052908270.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Important

Rodrigo and Arthur-

I want to clarify the C.3 Special Project "Location Reduction" qualification for this project. Provision C.3.e.ii.(5) of the MRP allows a project that is considered to be a "transit-oriented development" to utilize alternative underground treatment methods (tree-box type high flow rate biofilters or vault-based high flow rate media filters) for a certain amount of the stormwater treatment that otherwise would have to be provided by one of the standard Low Impact Development (LID) measures (bioretention, pervious pavement). "Transit-oriented development" is defined in C.3.e as "the clustering of homes, jobs, shops, and services in close proximity to rail stations, ferry terminals or bus stops offering access to frequent, high-quality transit services."

As indicated in my earlier e-mail, the applicant has proposed to utilize the underground media filter treatment option for the treatment of 60% of the on-site stormwater runoff by claiming a 10% "density reduction" combined with a 50% "location reduction." However, as I indicated, both of these reductions are contingent on the determination that this project is actually "transit-oriented." The basic criteria is distance from a "transit hub," where that term is defined as "a rail, light rail, or commuter rail station, ferry terminal, or bus transfer station served by three or more bus routes (i.e., a bus stop with no supporting services does not qualify).

In other words, Village Green must be "located within a ¼ mile radius of an existing or planned transit hub" in order to qualify for the 60% offset from LID. The location is over a mile from the BART Bayfair Station, and over two miles from the Hayward BART Station; however, checking the AC Transit route maps (see attached) I can see two routes (97, 93) that would provide service from Hesperian/Paseo Grande to Bayfair BART and one route (85) that would connect from the site to Hayward BART.

It appears that the project would qualify for the 60% reduction, provided that it would include some sort of "supporting services" so that it could be considered as a "transit hub." Possibly a fully compliant ADA enclosed bus stop with a fare ticket machine, as approved by AC Transit.

JohnR

From: Rogers, John
Sent: Wednesday, May 16, 2018 11:38 AM
To: Orduna, Rodrigo, CDA <rodrigo.orduna@acgov.org>
Cc: Valderrama, Arthur <arthur@acpwa.org>; Gonzales, Fernando <fernando@acpwa.org>; Gosselin, Sharon <sharon@acpwa.org>; Kaufman, Maurice <Maurice@acpwa.org>; Nguyen, Tam <tam@acpwa.org>; Carrera, Art <artc@acpwa.org>; Avila, Cesar, ACFD <Cesar.Avila@acgov.org>; Tam, Alan <alant@acpwa.org>
Subject: RE: PLN2018-0008 Village Green application referral

Rodrigo-

After checking the Stormwater Checklist submitted with the Application, it does appear that the project would qualify for the C.3.e "Density Reduction" for a Category C Special Project – provided that we agree that the project qualifies for the "Location Reduction" as being located within ¼ mile of a transit hub. (By rule, you don't get the density reduction if you don't first qualify for the location reduction.)

I would like to see a tentative sizing of the eight media filter units shown on Sh. C5.0 and C5.1 ASAP; these things require regular maintenance throughout the rainy season – and they should not be located in an area where this maintenance access would block traffic (or an accessible path).

JohnR

From: Orduna, Rodrigo, CDA

Sent: Wednesday, May 16, 2018 11:13 AM

To: Rogers, John <johnr@acpwa.org>

Cc: Valderrama, Arthur <arthur@acpwa.org>; Gonzales, Fernando <fernando@acpwa.org>; Gosselin, Sharon <sharon@acpwa.org>; Kaufman, Maurice <Maurice@acpwa.org>; Nguyen, Tam <tam@acpwa.org>; Carrera, Art <artc@acpwa.org>; Avila, Cesar, ACFD <Cesar.Avila@acgov.org>; Tam, Alan <alant@acpwa.org>

Subject: PLN2018-0008 Village Green application referral

Greetings, folks.

Following up on our meeting yesterday, attached is the application material submitted for the "Village Green" multi-family housing and commercial development in downtown San Lorenzo.

The project is as follows:

5.12-acre site

APNs:

412-0039-001-03,

412-0039-002-00,

412-0039-003-00,

412-0039-004-02,

412-0042-112-00, and

412-0042-113-00.

The property is bordered by Hesperian Blvd, Paseo Grande, Via Mercado, and Paseo Largavista. Via Arriba runs through the middle of the project.

163 residential units

11,524 sq. ft of commercial

4 stories maximum

The proposal is for a Site Development Review. No subdivision is proposed. However, I see that because they start off with six parcels and want to do boundary adjustment, they may have to do a subdivision procedure instead *if* more than four of the existing parcels get lot line adjustments per the Subdivision Map Act:

https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV§ionNum=66412.

GOVERNMENT CODE - GOV

TITLE 7. PLANNING AND LAND USE [65000 - 66499.58]

(Heading of Title 7 amended by Stats. 1974, Ch. 1536.)

DIVISION 2. SUBDIVISIONS [66410 - 66499.38]

(Division 2 added by Stats. 1974, Ch. 1536.)

CHAPTER 1. General Provisions and Definitions [66410 - 66424.6]

(Chapter 1 added by Stats. 1974, Ch. 1536.)

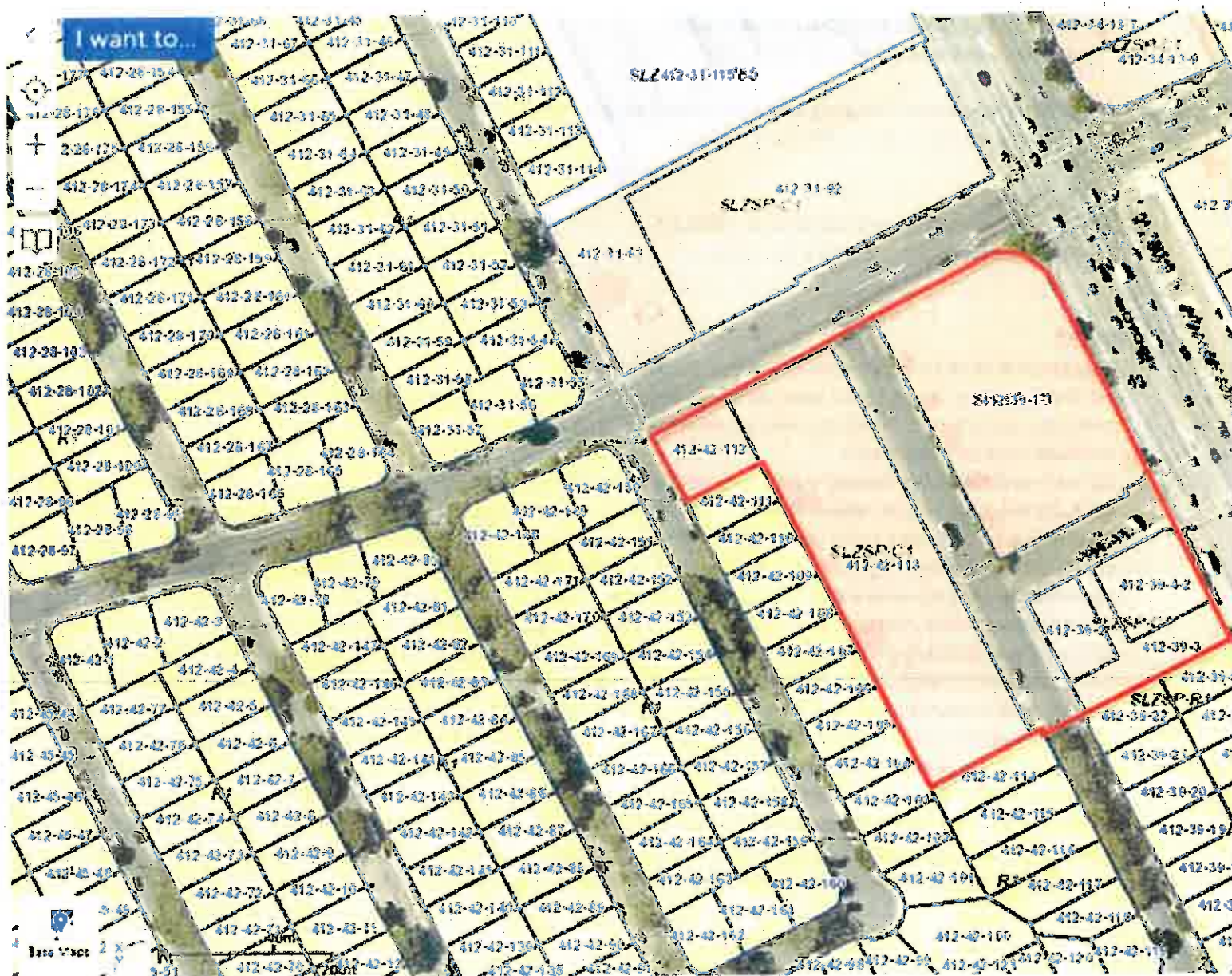
ARTICLE 1. General Provisions [66410 - 66413.5]

(Article 1 added by Stats. 1974, Ch. 1536.)

66412.

This division shall be inapplicable to any of the following:

- (a) The financing or leasing of apartments, offices, stores, or similar space within apartment buildings, industrial buildings, commercial buildings, mobilehome parks, or trailer parks.
- (b) Mineral, oil, or gas leases.
- (c) Land dedicated for cemetery purposes under the Health and Safety Code.
- (d) A lot line adjustment between four or fewer existing adjoining parcels, where the land taken from one parcel is added to an adjoining parcel, and where a greater number of parcels than originally existed is not thereby created, if the lot line adjustment is approved by the local agency, or advisory agency. A local agency or advisory agency shall limit its review and approval to a determination of whether or not the parcels resulting from the lot line adjustment will conform to the local general plan, any applicable specific plan, any applicable coastal plan, and zoning and building ordinances. An advisory agency or local agency shall not impose conditions or exactions on its approval of a lot line adjustment except to conform to the local general plan, any applicable specific plan, any applicable coastal plan, and zoning and building ordinances, to require the prepayment of real property taxes prior to the approval of the lot line adjustment, or to facilitate the relocation of existing utilities, infrastructure, or easements. No tentative map, parcel map, or final map shall be required as a condition to the approval of a lot line adjustment. The lot line adjustment shall be reflected in a deed, which shall be recorded. No record of survey shall be required for a lot line adjustment unless required by Section 8762 of the Business and Professions Code. A local agency shall approve or disapprove a lot line adjustment pursuant to the Permit Streamlining Act (Chapter 4.5 (commencing with Section 65920) of Division 1).



I would appreciate it if you could send me written comments from the staff "FireWorks" meeting yesterday. For those of you who were unable to attend, would you please send me written comments on the above referral, within the next couple of weeks?

Regards,

Rodrigo

Rodrigo Orduña, AICP
 Assistant Planning Director
 Alameda County Planning Department
 Community Development Agency

rodrigo.orduna@acgov.org
 telephone 510-670-6503
 facsimile 510-785-8793

224 West Winton Avenue, Suite 111

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From: Rogers, John
Sent: Tuesday, May 15, 2018 03:03 PM
To: Orduna, Rodrigo, CDA <rodrigo.orduna@acgov.org>
Cc: Valderrama, Arthur <arthur@acpwa.org>; Gonzales, Fernando <fernando@acpwa.org>; Gosselin, Sharon <sharon@acpwa.org>; Kaufman, Maurice <Maurice@acpwa.org>
Subject: Village Green C.3

Rodrigo-

- The note in the C.3 sizing tables shown on Sh. C5.0 & C5.1 indicates that this project will be providing less than 100% LID treatment; specifically, the Drainage Management Areas shown as "0" in the table in the "Bioretention Area Required" and "Bioretention Area Provided" columns are to be treated with non-LID measures (underground media filters). Under the MRP, these filters can only be used for a designated "Special Project" conforming to Provision C.3.e, Alternative or In-lieu Compliance with Provision C.3.b.
- Per C.3.e, there are three categories of Special Projects (Categories A, B, & C). Categories A & B are both "pedestrian-oriented" urban design, leaving Category C (Transit-Oriented Development). I believe that Justin Laurence had review this project in the past and tentatively concluded that it would qualify for "in-lieu compliance" as a Category C Special Project, but we need to confirm this with a formal finding. I've copied the requirements from the MRP below; note the highlighted restrictions (yellow), and the required determinations (blue):

(5) Category C Special Project Criteria (Transit-Oriented Development)

(a) Transit-Oriented Development refers to the clustering of homes, jobs, shops and services in close proximity to rail stations, ferry terminals or bus stops offering access to frequent, high-quality transit services. This pattern typically involves compact development and a mixing of different land uses, along with amenities like pedestrian-friendly streets. To be considered a Category C Special Project, a Regulated Project must meet all of the following criteria:

(i) Be characterized as a non-auto-related land use project. That is, Category C specifically excludes any Regulated Project that is a stand-alone surface parking lot; car dealership; auto and truck rental facility with onsite surface storage; fast-food restaurant, bank or pharmacy with drive-through lanes; gas station, car wash, auto repair and service facility; or other auto-related project unrelated to the concept of Transit-Oriented Development.

(ii) If a commercial development project, achieve at least an FAR of 2:1.

(iii) If a residential development project, achieve at least a gross density of 25 DU/Ac.

(iv) If a mixed use development project, achieve at least an FAR of 2:1 or a gross density of 25 DU/Ac.

(b) For any Category C Special Project, the total maximum LID Treatment Reduction Credit allowed is the sum of three different types of credits that the Category C Special Project may qualify for, namely: Location, Density and Minimized Surface Parking Credits.

(c) Location Credits

(i) A Category C Special Project may qualify for the following Location Credits:

- a. 10% Location Credit: Located within a ¼ mile radius of an existing or planned transit hub.
- b. 25% Location Credit: Located within a ½ mile radius of an existing or planned transit hub.

c. 25% Location Credit: Located within a planned Priority Development Area (PDA), which is an infill development area formally designated by the Association of Bay Area Government's / Metropolitan Transportation Commission's FOCUS regional planning program. FOCUS is a regional incentive-based development and conservation strategy for the San Francisco Bay Area.

(ii) Only one Location Credit may be used by an individual Category C Special Project, even if the project qualifies for multiple Location Credits.

(iii) At least 50% or more of a Category C Special Project's site must be located within the ¼ or ½ mile radius of an existing or planned transit hub to qualify for the corresponding Location Credits listed above. One hundred percent of a Category C Special Project's site must be located within a PDA to qualify for the corresponding Location Credit listed above.

(iv) Transit hub is defined as a rail, light rail, or commuter rail station, ferry terminal, or bus transfer station served by three or more bus routes (i.e., a bus stop with no supporting services does not qualify). A planned transit hub is a station on the MTC's Regional Transit Expansion Program list, per MTC's Resolution 3434 (revised April 2006), which is a regional priority funding plan for future transit stations in the San Francisco Bay Area.

(d) Density Credits: To qualify for any Density Credits, a Category C Special Project must first qualify for one of the Location Credits listed in Provision C.3.e.ii.(5)(c) above.

(i) A Category C Special Project that is a commercial or mixed-use development project may qualify for the following Density Credits:

a. 10% Density Credit: Achieve an FAR of at least 2:1.

b. 20% Density Credit: Achieve an FAR of at least 4:1.

c. 30% Density Credit: Achieve an FAR of at least 6:1.

(ii) A Category C Special Project that is a residential or mixed-use development project may qualify for the following Density Credits:

(d) Density Credits: To qualify for any Density Credits, a Category C Special Project must first qualify for one of the Location Credits listed in Provision C.3.e.ii.(5)(c) above.

(i) A Category C Special Project that is a commercial or mixed-use development project may qualify for the following Density Credits:

a. 10% Density Credit: Achieve an FAR of at least 2:1.

b. 20% Density Credit: Achieve an FAR of at least 4:1.

c. 30% Density Credit: Achieve an FAR of at least 6:1.

(ii) A Category C Special Project that is a residential or mixed-use development project may qualify for the following Density Credits:

(e) Minimized Surface Parking Credits: To qualify for any Minimized Surface Parking Credits, a Category C Special Project must first qualify for one of the Location Credits listed in Provision C.3.e.ii.(5)(c) above.

(i) A Category C Special Project may qualify for the following Minimized Surface Parking Credits:

a. 10% Minimized Surface Parking Credit: Have 10% or less of the total post-project impervious surface area dedicated to at grade surface parking. The at-grade surface parking must be treated with LID treatment measures.

b. 20% Minimized Surface Parking Credit: Have no surface parking except for incidental surface parking. Incidental surface parking is allowed only for emergency vehicle access, ADA accessibility, and passenger and freight loading zones.

(ii) Only one Minimized Surface Parking Credit may be used by an individual Category C Special Project, even if the project qualifies for multiple Minimized Surface Parking Credits.

(6) Any Regulated Project that meets all the criteria for multiple Special Projects Categories (i.e., a Regulated Project that may be characterized as a Category B or C Special Project) may only use the LID Treatment Reduction Credit allowed under one of the Special Projects Categories (i.e., a Regulated Project that may be characterized as a Category B or C Special Project may use the LID Treatment Reduction Credit allowed under Category B or Category C, but not the sum of both.).

- The note in the sizing table indicates that the available credit under C.3.e is 60% -- and that this credit is claimed in the Standard Application. Without seeing the Application, I am assuming that the 60% claim consists of the 50% Location Credit plus the 10% Density Credit; obviously, it would . It appears to me that the project does qualify as a "non-auto-related land use" with a 31.8 DU/Ac vs. the required 25 DU/Ac. However, it's not clear if the project meets the minimum 2:1 FAR -- or if is located within ¼ mi. of a "transit hub." FAR is described in the MRP as "The ratio of the total floor area on all floors of all buildings at a project site (except structures, floors, or floor areas dedicated to parking) to the total project site area. Per the table on Sh. G0.0, the total building area is 243,958 sq. ft. -- but it's unclear how much of this is parking. I can see 82 "garage stalls" listed in the parking table on G0.0, so assuming 200 sq. ft./stall that would be a reduction of ~16,400 sq. ft.; however, $[243,958 - 16,400] \text{ over } 43560 \times 5.18 = 1.02$, which is less than the required 2:1 minimum. Without the 16,400 reduction, the FAR appears to be 1.09.
- Per the note on Sh. C4.1, the non-LID media filter units have not been sized. These facilities consist of underground vaults or manholes with interior racks that mount a series of treatment filters; the plans show most of the filter units under sidewalk areas, but most of the standard vault types are 6' -- 8' wide so it could be a tight fit. The manholes are obviously smaller, but with much less capacity.
- It appears that the 60% reduction in LID treatment was not applied to the required treatment of the runoff from the portions of Via Arriba and Via Mercado that are within; i.e., this roadway runoff is being treated in surface bioretention planter boxes, but in some locations these planters are outside of the ROW and the roadway runoff is being combined with site runoff.
- I see several new trees on the landscaping plans, but no assumed credit for these trees in the C.3 sizing calcs. If the trees are planted in accordance with the rules in the Technical Guidance, we could allow treatment area offsets.

JohnR

Orduna, Rodrigo, CDA

From: Rogers, John
Sent: Thursday, May 24, 2018 09:33 AM
To: Orduna, Rodrigo, CDA
Cc: Valderrama, Arthur; Gonzales, Fernando; Gosselin, Sharon; Lepere, Bill
Subject: RE: Village Green

Rodrigo-

I will defer to Arthur or Bill. I'm unclear as to our position with regard to the redesign of Via Mercado and Via Arriba – and how that might affect the rest of the project.

Obviously, we will have significant C.3-related issues, starting with our concurrence that this is a "Special Project." Have you made a determination that this location is a "transit hub"? Should we be asking the Water Board? If this area is not a transit hub, you just lost a few more parking stalls.

JohnR

From: Orduna, Rodrigo, CDA
Sent: Thursday, May 24, 2018 8:58 AM
To: Rogers, John <johnr@acpwa.org>
Cc: Valderrama, Arthur <arthur@acpwa.org>; Gonzales, Fernando <fernando@acpwa.org>; Gosselin, Sharon <sharon@acpwa.org>
Subject: RE: Village Green

Thanks, John.

Could I get one comprehensive comment letter from all of PWA so I can forward to the applicant?

Rodrigo Orduña, AICP
Assistant Planning Director
Alameda County Planning Department
Community Development Agency

rodrigo.orduna@acgov.org
telephone 510-670-6503
facsimile 510-785-8793

224 West Winton Avenue, Suite 111
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<http://www.acgov.org/cda>

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From: Rogers, John
Sent: Friday, May 18, 2018 01:31 PM

To: Orduna, Rodrigo, CDA <rodrigo.orduna@acgov.org>

Cc: Valderrama, Arthur <arthur@acpwa.org>; Gonzales, Fernando <fernando@acpwa.org>; Gosselin, Sharon <sharon@acpwa.org>

Subject: Village Green

Rodrigo-

Couple of additional items that we should resolve as part of the layout for the subject project:

- On-site Car Wash Area(s). We talked about this with the applicant in the meeting at 224 W. Winton with Albert – and I indicated that we would consider a possible “operational” control in lieu of having to provide on-site car wash facilities per our guidelines.
- Off-site Accessible Parking. Not sure where we are going with this. I am unaware of a County policy for on-street accessible parking. Caltrans has a guideline requiring 1 accessible slot for every 25 regular parking spaces for an off-street parking facility, but I don’t believe that they have published a guideline for the number of on-street accessible slots. Moreover, the CT design standards for on-street are only for parallel parking; they do have a diagonal accessible parking standard, but only for off-street. The CT parallel accessible on-street stall would have to be at least 20’ long x 8’ wide – and would have to be located adjacent to a no-parking 5’ min. wide unloading zone. All-in-all, seems to me that the required accessible parking should all be on-site – as close to the building entrances as possible.

JohnR

Orduna, Rodrigo, CDA

From: Rogers, John
Sent: Friday, May 18, 2018 01:31 PM
To: Orduna, Rodrigo, CDA
Cc: Valderrama, Arthur; Gonzales, Fernando; Gosselin, Sharon
Subject: Village Green

Rodrigo-

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- On-site Car Wash Area(s). We talked about this with the applicant in the meeting at 224 W. Winton with Albert – and I indicated that we would consider a possible “operational” control in lieu of having to provide on-site car wash facilities per our guidelines.
- Off-site Accessible Parking. Not sure where we are going with this. I am unaware of a County policy for on-street accessible parking. Caltrans has a guideline requiring 1 accessible slot for every 25 regular parking spaces for an off-street parking facility, but I don’t believe that they have published a guideline for the number of on-street accessible slots. Moreover, the CT design standards for on-street are only for parallel parking; they do have a diagonal accessible parking standard, but only for off-street. The CT parallel accessible on-street stall would have to be at least 20’ long x 8’ wide – and would have to be located adjacent to a no-parking 5’ min. wide unloading zone. All-in-all, seems to me that the required accessible parking should all be on-site.– as close to the building entrances as possible.

JohnR

Orduna, Rodrigo, CDA

From: Rogers, John
Sent: Tuesday, May 15, 2018 03:03 PM
To: Orduna, Rodrigo, CDA
Cc: Valderrama, Arthur; Gonzales, Fernando; Gosselin, Sharon; Kaufman, Maurice
Subject: Village Green C.3

Rodrigo-

- The note in the C.3 sizing tables shown on Sh. C5.0 & C5.1 indicates that this project will be providing less than 100% LID treatment; specifically, the Drainage Management Areas shown as "0" in the table in the "Bioretention Area Required" and "Bioretention Area Provided" columns are to be treated with non-LID measures (underground media filters). Under the MRP, these filters can only be used for a designated "Special Project" conforming to Provision C.3.e, Alternative or In-lieu Compliance with Provision C.3.b.
- Per C.3.e, there are three categories of Special Projects (Categories A, B, & C). Categories A & B are both "pedestrian-oriented" urban design, leaving Category C (Transit-Oriented Development). I believe that Justin Laurence had review this project in the past and tentatively concluded that it would qualify for "in-lieu compliance" as a Category C Special Project, but we need to confirm this with a formal finding. I've copied the requirements from the MRP below; note the highlighted restrictions (yellow), and the required determinations (blue):

(5) Category C Special Project Criteria (Transit-Oriented Development)

(a) Transit-Oriented Development refers to the clustering of homes, jobs, shops and services in close proximity to rail stations, ferry terminals or bus stops offering access to frequent, high-quality transit services. This pattern typically involves compact development and a mixing of different land uses, along with amenities like pedestrian-friendly streets. To be considered a Category C Special Project, a Regulated Project must meet all of the following criteria:

(i) Be characterized as a non-auto-related land use project. That is, Category C specifically excludes any Regulated Project that is a stand-alone surface parking lot; car dealership; auto and truck rental facility with onsite surface storage; fast-food restaurant, bank or pharmacy with drive-through lanes; gas station, car wash, auto repair and service facility; or other auto-related project unrelated to the concept of Transit-Oriented Development.

(ii) If a commercial development project, achieve at least an FAR of 2:1.

(iii) If a residential development project, achieve at least a gross density of 25 DU/Ac.

(iv) If a mixed use development project, achieve at least an FAR of 2:1 or a gross density of 25 DU/Ac.

(b) For any Category C Special Project, the total maximum LID Treatment Reduction Credit allowed is the sum of three different types of credits that the Category C Special Project may qualify for, namely: Location, Density and Minimized Surface Parking Credits.

(c) Location Credits

(i) A Category C Special Project may qualify for the following Location Credits:

a. 25% Location Credit: Located within a 1/4 mile radius of an existing or planned transit hub.

b. 25% Location Credit: Located within a 1/2 mile radius of an existing or planned transit hub.

c. 25% Location Credit: Located within a planned Priority Development Area (PDA), which is an infill development area formally designated by the Association of Bay Area Government's / Metropolitan Transportation Commission's FOCUS regional planning program. FOCUS is a regional incentive-based development and conservation strategy for the San Francisco Bay Area.

(ii) Only one Location Credit may be used by an individual Category C Special Project, even if the project qualifies for multiple Location Credits.

(iii) At least 50% or more of a Category C Special Project's site must be located within the ¼ or ½ mile radius of an existing or planned transit hub to qualify for the corresponding Location Credits listed above. One hundred percent of a Category C Special Project's site must be located within a PDA to qualify for the corresponding Location Credit listed above.

(iv) Transit hub is defined as a rail, light rail, or commuter rail station, ferry terminal, or bus transfer station served by three or more bus routes (i.e., a bus stop with no supporting services does not qualify). A planned transit hub is a station on the MTC's Regional Transit Expansion Program list, per MTC's Resolution 3434 (revised April 2006), which is a regional priority funding plan for future transit stations in the San Francisco Bay Area.

(d) Density Credits: To qualify for any Density Credits, a Category C Special Project must first qualify for one of the Location Credits listed in Provision C.3.e.ii.(5)(c) above.

(i) A Category C Special Project that is a commercial or mixed-use development project may qualify for the following Density Credits:

a. 10% Density Credit: Achieve an FAR of at least 2:1.

b. 20% Density Credit: Achieve an FAR of at least 4:1.

c. 30% Density Credit: Achieve an FAR of at least 6:1.

(ii) A Category C Special Project that is a residential or mixed-use development project may qualify for the following Density Credits:

(d) Density Credits: To qualify for any Density Credits, a Category C Special Project must first qualify for one of the Location Credits listed in Provision C.3.e.ii.(5)(c) above.

(i) A Category C Special Project that is a commercial or mixed-use development project may qualify for the following Density Credits:

a. 10% Density Credit: Achieve an FAR of at least 2:1.

b. 20% Density Credit: Achieve an FAR of at least 4:1.

c. 30% Density Credit: Achieve an FAR of at least 6:1.

(ii) A Category C Special Project that is a residential or mixed-use development project may qualify for the following Density Credits:

(e) Minimized Surface Parking Credits: To qualify for any Minimized Surface Parking Credits, a Category C Special Project must first qualify for one of the Location Credits listed in Provision C.3.e.ii.(5)(c) above.

(i) A Category C Special Project may qualify for the following Minimized Surface Parking Credits:

a. 10% Minimized Surface Parking Credit: Have 10% or less of the total post-project impervious surface area dedicated to at grade surface parking. The at-grade surface parking must be treated with LID treatment measures.

b. 20% Minimized Surface Parking Credit: Have no surface parking except for incidental surface parking. Incidental surface parking is allowed only for emergency vehicle access, ADA accessibility, and passenger and freight loading zones.

(ii) Only one Minimized Surface Parking Credit may be used by an individual Category C Special Project, even if the project qualifies for multiple Minimized Surface Parking Credits.

(6) Any Regulated Project that meets all the criteria for multiple Special Projects Categories (i.e., a Regulated Project that may be characterized as a Category B or C Special Project) may only use the LID Treatment Reduction Credit allowed under one of the Special Projects Categories (i.e., a Regulated Project that may be characterized as a Category B or C Special Project may use the LID Treatment Reduction Credit allowed under Category B or Category C, but not the sum of both.).

- The note in the sizing table indicates that the available credit under C.3.e is 60% -- and that this credit is claimed in the Standard Application. Without seeing the Application, I am assuming that the 60% claim consists of the 50% Location Credit plus the 10% Density Credit; obviously, it would. It appears to me that the project does qualify as a "non-auto-related land use" with a 31.8 DU/Ac vs. the required 25 DU/Ac. However, it's not clear if the project meets the minimum 2:1 FAR -- or if is located within ¼ mi. of a "transit hub." FAR is described in the MRP as "The ratio of the total floor area on all floors of all buildings at a project site (except structures, floors, or

floor areas dedicated to parking) to the total project site area. Per the table on Sh. G0.0, the total building area is 243,958 sq. ft. – but it's unclear how much of this is parking. I can see 82 "garage stalls" listed in the parking table on G0.0, so assuming 200 sq. ft./stall that would be a reduction of ~16,400 sq. ft.; however, $[243,958 - 16,400] \text{ over } 43560 \times 5.18 = 1.02$, which is less than the required 2:1 minimum. Without the 16,400 reduction, the FAR appears to be 1.09.

- Per the note on Sh. C4.1, the non-LID media filter units have not been sized. These facilities consist of underground vaults or manholes with interior racks that mount a series of treatment filters; the plans show most of the filter units under sidewalk areas, but most of the standard vault types are 6' – 8' wide so it could be a tight fit. The manholes are obviously smaller, but with much less capacity.
- It appears that the 60% reduction in LID treatment was not applied to the required treatment of the runoff from the portions of Via Arriba and Via Mercado that are within; i.e., this roadway runoff is being treated in surface bioretention planter boxes, but in some locations these planters are outside of the ROW and the roadway runoff is being combined with site runoff.
- I see several new trees on the landscaping plans, but no assumed credit for these trees in the C.3 sizing calcs. If the trees are planted in accordance with the rules in the Technical Guidance, we could allow treatment area offsets.

JohnR



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

05/08/2018

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

To	Rodrigo Orduña	PLN #	PLN2018-00086
Address	Hesperian and Paseo Grande / Village Green		
Job Description	New Mixed Use Project with Retail and R2 Housing		
Reviewed By	Cesar Avila, Deputy Fire Marshal	Revision #1	

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. This project shall comply with all building and fire code requirements in effect at the time of building permit submittal. This includes locally adopted ordinances.**
- 2. Please note on the drawings that a fire alarm system is required and will be installed throughout as required by the fire code. Show location of Fire Alarm panel/s.**

3. On the plans please show all buildings will have Emergency Under Radio Coverage equipment.
4. Please note that utilities along the fire access road will be placed underground.
5. On the plans please demonstrate all proposed building Fire Department Connections will be located within 100 feet of a Fire Hydrant.
6. All elevators shall be equipped with Phase I emergency recall operation and Phase II emergency in-car operation.
7. On the plans show location of proposed buildings fire risers.
8. On the plans show Class and location of Standpipes and FDC per floor. Standpipes/valves shall not reduce egress path (stairwell).
9. Building A, on the plans please demonstrate bridge construction type and fire protection.
10. Rooftop garden area is considered an occupied floor.
11. Required fire flow assuming all proposed buildings are Type V fully sprinklered construction: Building 1 (96380 sf) required flow 6000gpm for a duration of 4 Hours, Building 2 (79032 sf including rooftop garden area) required fire flow 5625gpm for a duration of 4 hours, Buildings 3&4 (37866 sf) required fire flow 3938gpm for a duration of 4 hours.
12. Please provide fire water supply/flow from water purveyor. A fire pump will be required if adequate fire flow does not meet proposed building requirements.
13. Retail area, kitchen hoods will be required to be monitored by building Fire Alarm System.
14. Roof Deck, please provide detailed information on barbeques and fire places fuel source. Permanent sun coverings such as trellises or canopies will require fire sprinkler protection.
15. On the plans provide proposed emergency escape and rescue opening locations.
16. Please show the emergency egress plan/path of egress travel from all occupied floors. Please include number of occupants per floor. Roof top garden area shall consider an increased/aggregate number of occupants.

Information for building permit submittal

17. Please show Knox Key Boxes next to each of the front doors of each retail space and at the pedestrian access gates to the residential.
18. Please note fire alarms, fire sprinkler, fire underground, and any hood and duct suppression systems will require separate submittals and permits.

19. Please show location, size and type of address numbers.

20. Please show location, size and type of fire extinguishers



ALAMEDA COUNTY COMMUNITY DEVELOPMENT AGENCY
PLANNING DEPARTMENT

Chris Bazar
Agency Director

PROJECT REFERRAL

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

Date: November 20, 2018

RE: Case No. PLN2018-00086

Site Development Review
Tract Map

Due Date: December 11, 2018

ACPWA BUILDING DEPARTMENT
ALAMEDA CO. FIRE DEPT.
ACPWA CLEAN WATER DIVISION
CITY OF SAN LEANDRO PLANNING
CASTRO VALLEY/ EDEN AREA CHAMBER
OF COMMERCE
LAND SURVEY ALBERT JORDAN
SHERIFF PERMITS 2. SGT. MICHAEL S.
TOMS
CA STATE NATIVE AMERICAN HERITAGE
COMMISSION
PWA, CLEAN WATER SHARON GOSSELIN
DEPUTY S. SWEENEY, SHERIFF'S OFFICE,
ETS
ALAMEDA COUNTY TRANSPORTATION
COMMISSION
CDA HOUSING AND COMMUNITY DEV.
ALUC

ACPWA LAND DEVELOPMENT
ACPWA JOHN ROGERS
SAN LORENZO VILLAGE HOMES ASSOC.
CITY OF HAYWARD PLANNING DEPT
H A R D

ACPWA TRAFFIC
SAN LORENZO UNIFIED SCHOOL
DISTRICT
HOWARD BECKMAN

SAN LORENZO LIBRARY
ALAMEDA CO. ECONOMIC & CIVIC
DEVELOPMENT
ARTHUR VALDERRAMA, PUBLIC WORKS,
LAND DIV.
A.C. TRANSIT

third referral

The following application is referred to you for your information and recommendation:

To allow a proposed mixed-used multi family project with 3 & 4 story buildings., located at Hesperian Blvd (San Lorenzo), Side: SW; Distance; Direction: Intersection; Of Cross Street: Hesperian & Paseo Grande, unincorporated area of San Lorenzo.

APN: 412-0039-001-03 412-0039-002-00 412-0039-003-00
412-0039-004-02 412-0042-112-00 412-0042-113-00

PROJECT REFERRAL

Date: November 20, 2018

RE: Case No. PLN2018-00086

An Addendum to a previously prepared environmental document is proposed to be adopted pursuant to the California Environmental Quality Act (CEQA), on the basis that while changes or additions to the document are necessary, the current project would not result in new or increased significant environmental effects, no substantial changes have occurred to the circumstances in which the project is now proposed, no new information exists that shows different significant effects, and no substantial changes to the mitigation measures or alternatives to the project or their feasibility have been provided. The Addendum report is available for public review at the offices of the Alameda County Planning Department, 224 W. Winton Avenue, Room 111, Hayward, California 94544 (please call 510-670-5400 in advance to review the report).

CEQA status: Addendum to EIR for San Lorenzo Village Center Specific Plan

Receipt of your comments by the indicated due date will enable the inclusion of relevant information in the preparation of a written staff report; otherwise, please initial and date below that your organization, department or agency has no comment and return this notice by the indicated due date.

Please send a copy of your recommendation(s) to the applicant.

If you have any questions, please contact me at the above number.

Sincerely,



Rodrigo Orduna
Development Planning Division
rodrigo.orduna@acgov.org

cc: Applicant: MITCH MCKINZIE 702 Marshall St., Redwood City, Ca 94063

Owner: BOHANNON DAVID D ORGANIZATION 60 Hillsdale Mall, San Mateo, Ca 94403

_____ No Comment - Date _____

Attachments

Orduna, Rodrigo, CDA

From: Mitchell McKinzie <mitchell@demmonpartners.com>
Sent: Thursday, January 24, 2019 12:17 PM
To: Orduna, Rodrigo, CDA
Cc: Chris Weimholt; Marie Delwiche; Roy E. Demmon III; Robert W. Selna
Subject: Village Green - SDR_4 & Tentative Tract Map_2 Submittal
Attachments: Village Green_4nd Submittal Response Ltr 012419.pdf; ALH Economics November 2018 Letter Regarding Village Green Apartments Retail StudyV3.pdf; San Lorenzo VG Theater Sign Slide 012119.pdf

Rodrigo,

Per request, here are the E-files for the SDR 4th round and 2nd round Tentative Tract Map:

Link to SDR 4th Round Submittal folder, including truck turning exhibits:

<https://1drv.ms/f/s!AolUPTdsv1uHg4w3ARvgvgCfaZ3cFA>

The Fire Access Plan will be formally updated in CDs and we will be able to get a better turn overlay, but the included Fire template provided by Bonnie Terra is included as an exhibit.

Link to Vesting Tentative Tract Map and Application documents:

<https://1drv.ms/f/s!AolUPTdsv1uHg4xpjnHLRj52PDXH6g>

Also attached here, is the Response Letter. I apologize for how long it took, but per our discussion 22nd, I wanted to capture all substantive comments.

Amy Herman is still going to talk for the project at the Commission, and a copy of the latest memo is attached.

Lastly, the image for San Lorenzo theater rendering. It will be displayed during the slide show PowerPoint as well. Color boards will be brought to the hearing, and electronic to follow shortly. Getting the final touches on colors.

Thank you Rodrigo. Looking forward to a good hearing the 4th.

Mitch McKinzie
Demmon Partners
Project Manager
mitchell@demmonpartners.com
(916) 385-8126

PLN2 3-00086
received 01/24/19
12:18 PM

To Members of the Planning Commission:

My husband and I own a home at 718 Paseo Grande in San Lorenzo, and have concerns about the proposed apartment development on Paseo Grande by Demmon Partners which are outlined below.

- The lack of a "big picture" plan. There is no plan for the rotting lot with the piping sticking out of the ground that sits across from the proposed apartment development. There is no county traffic study, and traffic is already a disaster at this location. There are unprotected lefts, multiple driveways, and heavy traffic. In addition, the proposal to spruce up the decaying old theater is a bit baffling, since if it were to ever resume operation, there would be no parking.
- Parking. Via Arriba is already a parking disaster due to the current apartments. Regardless of the fact that some of the proposed new dwellings will be one bedroom apartments, people have multiple cars, and often split units to afford the rent. The spillover on side streets will be a nuisance. Entering and exiting the area will also be an even greater challenge than now.
- Management. At the meeting I attended, it sounded as though Demmon Partners takes solid care of their properties. However, apartment complexes are frequently sold. Even if DP has no plans to sell now, what will become of the massive structure in the future? A quick check on Loop Net (for commercial properties) pulls up a massive number of apartment complexes for sale. Over time, the appearance of apartment complexes also tends to degrade.
- Aesthetics. This building is massive. It's out of place, does not fit in with the single family homes and much shorter commercial properties, and sits on a major viewable corner, unlike the senior housing structure. A four story apartment building will eliminate the chance for a town center (as an original plan called for) and change the landscape of the town forever. The "art deco" design is inexplicable, aside from the fact that it matches the ancient, hideous theater.
- Retail. San Lorenzo simply doesn't attract it, so there seems to be no point in bothering with 9k square feet simply to get a pat on the back for being "mixed use."

I grew up in San Lorenzo. I've remained in the area from pre-school through law school, and while my husband and I no longer fit the standard San Lorenzo "demographic" —we paid over 75,000 in taxes last year—we choose to stay because it's where I'm from and feel the community and what it could be are still worth fighting for. I'm well aware that San Lorenzo is typically not a top county priority, but this latest proposal seems particularly out of place. Townhomes would at least ensure there are homeowners paying property taxes and investing in a community they are likely to remain in.

While many residents are simply tired of seeing hideous empty lots and will accept anything better than what is currently on site, we're willing to wait for a better proposal for this piece of land. The new townhomes finally being built on Bockman are indicative of the fact that home developers are interested in the town.

Sincerely,

Kristin and Scott Londo

Rever21@gmail.com

ADAMS BROADWELL JOSEPH & CARDOZO

A PROFESSIONAL CORPORATION

ATTORNEYS AT LAW

801 GATEWAY BOULEVARD, SUITE 1000
SOUTH SAN FRANCISCO, CA 94080-7037

TEL: (650) 589-1660

FAX: (650) 589-5062

jlaurain@adamsbroadwell.com

SACRAMENTO OFFICE

520 CAPITOL MALL, SUITE 350
SACRAMENTO, CA 95814-4721

TEL: (916) 444-6201

FAX: (916) 444-6209

DANIEL L. CARDOZO
CHRISTINA M. CARO
THOMAS A. ENSLOW
TANYA A. GULESSERIAN
KYLE C. JONES
RACHAEL E. KOSS
NIRIT LOTAN
MILES F. MAURINO

MARC D. JOSEPH
Of Counsel

January 16, 2019

Via Email and U.S. Mail:

Albert Lopez
Planning Director
Alameda County Planning Department
224 West Winton Avenue, Rm. 111
Hayward, CA 94544
Albert.Lopez@acgov.org

Anika Campbell-Belton
Clerk of the Board of Supervisors
Alameda County
1221 Oak Street, Suite 536
Oakland, CA 94612
Anika.campbell-belton@acgov.org

Via Email Only:

Rodrigo Orduna, rodrigo.orduna@acgov.org

**Re: Request for Immediate Access to Public Records – Village
Green Mixed-Use Project (PLN2018-00086)**

Dear Mr. Lopez, Ms. Campbell-Belton and Mr. Orduna:

We are writing on behalf of Alameda County Residents for Responsible Development ("Alameda County Residents") to request ***immediate access*** to any and all public records referring or related to the Village Green Mixed-Use Project, PLN2018-00086, ("Project") by Demmon Partners ("Applicant"), pursuant to the California Public Records Act ("PRA")¹. The Project site is located on the west side of Hesperian Blvd, between Paseo Grande and Via Mercado, San Lorenzo area of unincorporated Alameda County, (APN: 412-0039-001-03, 412-0039-002-00, 412-0039-003-00, 412-0039-004-02, 412-0042-112-00, and 412-0042-113-00). This request includes, but is not limited to, any and all correspondence, including electronic mail messages, staff reports, resolutions, memoranda, notes and analyses and public and agency comments. We do not need oversized maps or diagrams.

Alameda County Residents is an unincorporated association of individuals and labor organizations that may be adversely affected by the potential public and worker health and safety hazards and environmental impacts of the Project. The association includes: Alameda County residents; the International Brotherhood of Electrical Workers Local 595, Plumbers & Steamfitters Local 342, Sheet Metal

¹ Gov. Code § 6253(a) and §§ 6250 et seq.
4475-002acp

January 16, 2019
Page 2

Workers Local 104, Sprinkler Fitters Local 483 and their members and their families; and other individuals that live and/or work in the Alameda County.

We request *immediate access* to review the above documents pursuant to section 6253(a) of the Public Records Act, which requires public records to be "open to inspection at all times during the office hours of the state or local agency" and provides that "every person has a right to inspect any public record." Gov. Code § 6253(a). This request seeks access to the above documents for inspection under Section 6253(a) only and does not request that the County provide copies of these documents. Therefore, the ten-day response period applicable to a "request for a copy of records" under Section 6253(c) does not apply to this request.

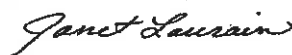
Pursuant to Government Code section 6253.9, if the requested documents are in electronic format, please send them to jlaurain@adamsbroadwell.com and CCaro@adamsbroadwell.com via a file transfer program such as Dropbox. Alternatively, if the documents are 10 MB or less (or can be easily broken into chunks of 10 MB or less), please email them the above email addresses as attachments. If any of the requested items are available on the Internet, we request that the County direct us to the appropriate electronic link(s) for accessing the documents.

Please use the following contact information for all correspondence regarding these requests:

Janet Laurain
Adams Broadwell Joseph & Cardozo
601 Gateway Boulevard, Ste. 1000
South San Francisco, CA 94080
jlaurain@adamsbroadwell.com
Phone: (650) 589-1660

Thank you for your assistance with this matter.

Sincerely,



Janet Laurain
Paralegal

JML:acp

4475-002acp

Orduna, Rodrigo, CDA

From: Orduna, Rodrigo, CDA
Sent: Friday, December 7, 2018 03:58 PM
To: 'mitchell@demmonpartners.com'
Cc: 'terry@demmonpartners.com'; 'Kevin Wong'; Aaron Philips; Lopez, Albert, CDA
Subject: FW: PLN2018-00086 Village Green
Attachments: 18-PLN-00086-R3-wcus.doc

Greetings, Mitchell.

Attached please find the comments from the County Fire Department. Please note that Fire Staff does not recommend that discretionary approval be given until the following issues are addressed and Fire Conditions are issued. I would recommend that you comply with the Fire Department's requirements by this coming Monday.

Regards,

Rodrigo

Rodrigo Orduña, AICP
Assistant Planning Director
Alameda County Planning Department
Community Development Agency

rodrigo.orduna@acgov.org
telephone 510-670-6503
facsimile 510-785-8793

224 West Winton Avenue, Suite 111
Hayward, CA 94544
<http://www.acgov.org/cda>

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From: Fluehr, Yvonne, ACFD
Sent: Friday, December 7, 2018 03:33 PM
To: Orduna, Rodrigo, CDA <rodrigo.orduna@acgov.org>
Cc: Wies, Megan, ACFD <megan.wies@acgov.org>; Willis, Trenton, ACFD <Trenton.Willis@acgov.org>; Terra, Bonnie, ACFD <Bonnie.Terra@acgov.org>
Subject: PLN2018-00086 Village Green

Rodrigo,

I have attached our comments for the above planning case.
Sincerely,

Yvonne Fluehr, Fire Department Plan Checker

Alameda County Fire Department
6363 Clark Avenue, Dublin CA 94568
(510) 632-3473 ex 1160 or (925) 833-3473 ex 1160 Office



Alameda County Fire Department
"Dedicated to superior service."

ADAMS BROADWELL JOSEPH & CARDOZO

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MARC D. JOSEPH
RACHAEL E. KOSS
NIRIT LOTAN
MILES F. MAURINO
COLLIN S. McCARTHY

LAURA DEL CASTILLO
Of Counsel

November 20, 2018

Via Email and U.S. Mail

Anika Campbell-Belton
Clerk of the Board of Supervisors
Alameda County
1221 Oak Street, Suite 536
Oakland, CA 94612
Anika.campbell-belton@acgov.org

Albert Lopez, Planning Director
Planning Department
Alameda County
224 West Winton Avenue, Rm. 111
Hayward, CA 94544
Albert.Lopez@acgov.org

Via Email Only

Rodrigo Orduna, rodrigo.orduna@acgov.org

Re: Public Records Act Request – San Lorenzo Mixed-Use Project
PLN2018-00086/TR-8488

Dear Ms. Campbell-Belton, Mr. Lopez and Mr. Orunda:

We are writing on behalf of Alameda County Residents for Responsible Development ("Alameda County Residents") to request a copy of any and all public records referring or related to the San Lorenzo Mixed Use Project, PLN2018-00086/TR-8488, ("Project") by Demmon Partners/Mitch McKinzie ("Applicant"). This request includes, but is not limited to, any and all file materials, applications, correspondence, resolutions, memos, notes, analysis, email messages, files, maps, charts, and any other documents related to the Project.

Alameda County Residents is an unincorporated association of individuals and labor organizations that may be adversely affected by the potential public and worker health and safety hazards and environmental impacts of the Project. The association includes: Alameda County residents; the International Brotherhood of Electrical Workers Local 595, Plumbers & Steamfitters Local 342, Sheet Metal Workers Local 104, Sprinkler Fitters Local 483 and their members and their families; and other individuals that live and/or work in Alameda County. Alameda County Residents have a strong interest in enforcing the State's environmental

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laws that encourage sustainable development and ensure a safe working environment for its members.

We are making this request pursuant to the California Public Records Act ("Act"),¹ and request the above documents pursuant to section 6253(a) of the Act. In addition, we request these materials pursuant to Article I, section 3(b) of the California Constitution, which provides a constitutional right of access to information concerning the conduct of the government. Article I, section 3(b) provides that any statutory right to information shall be broadly construed to provide the greatest access to government information and further requires that any statute that limits the right of access to information be narrowly construed.

If any of the requested items are available on the Internet, we request that the County direct us to the appropriate electronic links for accessing the documents. Pursuant to Government Code section 6253.9, if the requested documents are in electronic format and are 10 MB or less (or can be easily broken into chunks of 10 MB or less), please email them as attachments.

We will pay for any direct costs of duplication associated with filling this request up to \$200. However, please contact me at (650) 589-1660 with a cost estimate before copying/scanning the materials.

Please use the following contact information for all correspondence regarding these requests:

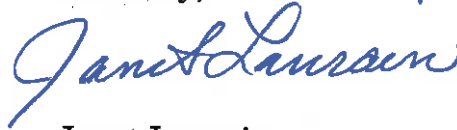
Janet Laurain
Adams Broadwell Joseph & Cardozo
601 Gateway Boulevard, Ste. 1000
South San Francisco, CA 94080
jlaurain@adamsbroadwell.com
Phone: (650) 589-1660

¹ Gov. Code, §§ 6250, et seq.
3567-003acp

November 20, 2018
Page 3

Thank you for your assistance with this matter.

Sincerely,



Janet Laurain
Paralegal

JML:acp

3567-003acp

Orduna, Rodrigo, CDA

From: Keith Barros <barros.keith@gmail.com>
Sent: Monday, October 8, 2018 06:00 PM
To: Singh, Nilma, CDA
Cc: Savas, Jared, BOS3; Cindy Towles; Diane Wydler; David Soto6; Tyler Dragon; Chas; estilista_tere@yahoo.com; Nestor Castillo; Susan Kleebauer; McCue, Susan, CDA; Dalton, Eileen, CDA; Oddie, Sarah, BOS Dist 3; kathy.gil@bhghome.com; Kathie Ready; Howard Beckman; mitchell@demmonpartners.com; terry@demmonpartners.com; Lopez, Albert, CDA; snvoves@aol.com; info@ddbo.com; retrorandy@sbcglobal.net; scott.bohannon@ddbo.com; wisewolf50@gmail.com; Starratt, Michelle, CDA; esrobinson@slvha.com; dwydler@slvha.com; mclowser@slvha.com; jchung@slvha.com; kready@slvha.com; Pearce, Jennifer, CDA; Orduna, Rodrigo, CDA
Subject: Re: Notice for Sept 17 Planning Commission hearing re PLN2018-00086

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Important

To county staff and all concerned parties,

I would like to caution you and Demmon Partners about comments made by two of the county planning commissioners at the informational meeting last month regarding your proposed project in San Lorenzo. The two planning commissioners stated that perhaps you were providing too many parking spaces considering the predicted lack of automobile use sometime in the future. I certainly hope that I am correct in my observation that this opinion seemed to be in the minority of commissioners. I strongly recommend not moving in that direction. There is already great concern about adequate parking so as to: 1) not exacerbate the already difficult parking situation on Via Arriba (which runs through and adjacent to the proposed project), 2) overcrowd an already full Paseo Largavista (on the west border of the project), 3) not leave enough parking for the retail businesses in the project or for the future development on the other side of Paseo Grande that this project is being touted as the catalyst for. The Civic Partners project parking debacle turned out a crowd of hundreds of residents to a county meeting which ultimately killed the project. As I've previously stated, I feel that with adequate signage to preserve business parking spaces in the project, I believe that the parking issue has been adequately addressed. I would also like to repeat to you a former county planning commissioner's suggestion to go up one more floor of apartments and make the entire street-facing first floor be designated as retail.

Please include this email in the packet that goes to the planning commission before the meeting at which action will be scheduled to be taken on this item.

Thank you,
Keith Barros

On Fri, Sep 7, 2018 at 12:06 PM Singh, Nilma, CDA <nilma.singh@acgov.org> wrote:

Attached is the notice.

Sorry!

Nilma

From: Singh, Nilma, CDA

Sent: Friday, September 7, 2018 11:58 AM

To: Savas, Jared, BOS3 <Jared.Savas@acgov.org>; 'barros.keith@gmail.com' <barros.keith@gmail.com>; 'iheartcherryland@gmail.com' <iheartcherryland@gmail.com>; 'wydi@comcast.net' <wydi@comcast.net>; 'd.soto.j@gmail.com' <d.soto.j@gmail.com>; 'tylerjdragoni@gmail.com' <tylerjdragoni@gmail.com>; 'churlspisano@gmail.com' <churlspisano@gmail.com>; 'estilista_tere@yahoo.com' <estilista_tere@yahoo.com>; 'castillo.nes88@gmail.com' <castillo.nes88@gmail.com>; 'administrator@slvha.com' <administrator@slvha.com>; McCue, Susan, CDA <Susan.McCue@acgov.org>; Dalton, Eileen, CDA <eileen.dalton@acgov.org>; Oddie, Sarah, BOS Dist 3 <Sarah.Oddie@acgov.org>; 'kathy.gil@bhghome.com' <kathy.gil@bhghome.com>; 'katsready@aol.com' <katsready@aol.com>; 'hpb@frys.com' <hpb@frys.com>; 'mitchell@demmonpartners.com' <mitchell@demmonpartners.com>; 'terry@demmonpartners.com' <terry@demmonpartners.com>; Lopez, Albert, CDA <Albert.Lopez@acgov.org>; 'snvoves@aol.com' <snvoves@aol.com>; 'info@ddbo.com' <info@ddbo.com>; 'retrorandy@sbcglobal.net' <retrorandy@sbcglobal.net>; 'scott.bohannon@ddbo.com' <scott.bohannon@ddbo.com>; 'wisewolf50@gmail.com' <wisewolf50@gmail.com>; Starratt, Michelle, CDA <michelle.starratt@acgov.org>; 'esrobinson@slvha.com' <esrobinson@slvha.com>; 'dwydler@slvha.com' <dwydler@slvha.com>; 'mclowser@slvha.com' <mclowser@slvha.com>; 'jchung@slvha.com' <jchung@slvha.com>; 'kready@slvha.com' <kready@slvha.com>; Pearce, Jennifer, CDA <Jennifer.Pearce@acgov.org>
Cc: Orduna, Rodrigo, CDA <rodrigo.orduna@acgov.org>
Subject: Notice for Sept 17 Planning Commission hearing re PLN2018-00086

Preliminary Review hearing only.

Nilma Singh
Commission Secretary
Alameda County Planning Dept

224 W. Winton Ave, Room 111

Hayward, CA 94544
510.670.6505
nilma.singh@acgov.org

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ADAMS BROADWELL JOSEPH & CARDOZO

A PROFESSIONAL CORPORATION

ATTORNEYS AT LAW

601 GATEWAY BOULEVARD, SUITE 1000
SOUTH SAN FRANCISCO, CA 94080-7037

TEL: (650) 589-1660

FAX: (650) 589-5062

jlaurain@adamsbroadwell.com

SACRAMENTO OFFICE

520 CAPITOL MALL, SUITE 350
SACRAMENTO, CA 95814-4721

TEL: (916) 444-8201

FAX: (916) 444-8209

DANIEL L. CARDOZO
CHRISTINA M. CARO
THOMAS A. ENSLOW
TANYA A. GULESSERIAN
KYLE C. JONES
MARC D. JOSEPH
RACHAEL E. KOSS
NIRIT LOTAN
MILES F. MAURINO
COLLIN S. MCCARTHY

LAURA DEL CASTILLO
Of Counsel

September 28, 2018

Via Email and U.S. Mail

Anika Campbell-Belton
Clerk of the Board of Supervisors
Alameda County
1221 Oak Street, Suite 536
Oakland, CA 94612
Anika.campbell-belton@acgov.org

Albert Lopez, Planning Director
Planning Department
Alameda County
224 West Winton Avenue, Rm. 111
Hayward, CA 94544
Albert.Lopez@acgov.org

Via Email Only

Rodrigo Orduna, rodrigo.orduna@acgov.org

**Re: Request for Mailed Notice of CEQA Actions and Hearings – San
Lorenzo Mixed-Use Project PLN2018-00086/TR-8488**

Dear Ms. Cambell-Belton, Mr. Lopez and Mr. Orduna:

We are writing on behalf of Alameda County Residents for Responsible Development ("Alameda County Residents") to request mailed notice of the availability of any environmental review document, prepared pursuant to the California Environmental Quality Act, related to the San Lorenzo Mixed Use Project, PLN2018-00086/TR-8488, ("Project") by Demmon Partners/Mitch McKinzie, as well as a copy of the environmental review document when it is made available for public review. The proposed project calls for 163 rental housing units along with 11,524 square feet of indoor retail and 660 square feet of outdoor retail space. The project site is located on the west side of Hesperian Boulevard between Paseo Grande and Via Mercado in the San Lorenzo area of unincorporated Alameda County.

Alameda County Residents is an unincorporated association of individuals and labor organizations that may be adversely affected by the potential public impacts associated with Project development. Alameda County Residents includes: the International Brotherhood of Electrical Workers Local 595, Plumbers &

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Steamfitters Local 342, Sheet Metal Workers Local 104, Sprinkler Fitters Local 483 and their members and their families; and other individuals that live and/or work in Alameda County. Alameda County Residents has a strong interest in enforcing the State's environmental laws that encourage sustainable development and ensure a safe working environment for its members.

We also request mailed notice of any and all hearings and/or actions related to the Project. These requests are made pursuant to Public Resources Code Sections 21092.2, 21080.4, 21083.9, 21092, 21108 and 21152 and Government Code Section 65092, which require local agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency's governing body.

Please send the above requested items by email and U.S. Mail to our South San Francisco Office as follows:

U.S. Mail


Janet Laurain
Adams Broadwell Joseph & Cardozo
601 Gateway Boulevard, Suite 1000
South San Francisco, CA 94080-7037

Email

jlaurain@adamsbroadwell.com

Please call me at (650) 589-1660 if you have any questions. Thank you for your assistance with this matter.

Sincerely,


Janet Laurain
Paralegal

JML:acp
3567-001acp

September 20, 2018

Supervisor Wilma Chan
County of Alameda
1221 Oak Street
Oakland 94612

Re. Demmon Partners Construction Proposal in San Lorenzo

Dear Supervisor Chan,

Demmon Partners conducted a meeting at the San Lorenzo Library in May to describe their proposed apartments-plus-retail proposal on land presently owned by the Bohannon Organization and subject to the San Lorenzo Village Specific Plan. At the end of the Demmon presentation, and before anyone in the crowded room of local residents was invited to speak, Dave Brown made remarks to the effect that "we can't afford to delay approval of this project or we may just lose it."

I was so astonished by this "cautionary" remark by a member of your staff, that I commented to the audience that we should all be offended that your representative would appear at a meeting convened by Demmon Partners and not only make a pitch for their proposed project, but to imply, not so subtly, that critical opinions or questions about the project from the public could jeopardize the project.

This past Monday information about the Demmon project was presented to the planning commission by county planning staff. Again, a member of your staff, Jared Savas, spoke to the commission and said, in no uncertain terms, that you were completely supportive of the project. I left at the end of public comment, but was told that two, maybe three, planning commissioners criticized the appearance of Jared on your behalf and the fact that you had decided in favor of the project before public debate had concluded.

Your active promotion of the project is particularly disturbing in light of the disclosure by a Demmon representative at the first public meeting about this project, convened by Demmon Partners, that as a result of several meetings between Demmon Partners and you, the project was "almost 95 percent locked up".

Regards,

COPY

Howard Beckman
San Lorenzo

cc: County planning file

September 21, 2018

Rodrigo Orduna
Alameda County Planning Dept.

Re: PLN2018-0086 Demmon Partners Subdivision and Tract Map

Rodrigo,

Please include the enclosed copy of a letter to Supervisor Wilma Chan in the planning file for the subject matter.

A handwritten signature in black ink, appearing to read "H. Beckman". The signature is fluid and cursive, with a large initial "H" and a long, sweeping underline.

Howard Beckman

1261 via Dolorosa
San Lorenzo 94580

Orduna, Rodrigo, CDA

From: Yvonne Stein <ydstein@gmail.com>
Sent: Sunday, September 16, 2018 09:20 AM
To: Orduna, Rodrigo, CDA
Subject: San Lorenzo Redevelopment

Dear Mr. Orduna,

I am writing in regards to the proposed redevelopment for the property at Hesperian Boulevard and Paseo Grande in San Lorenzo.

I have lived in San Lorenzo for 57 years and my parents have lived here since 1952. In fact they live on Paseo Largavista which is a street that will be greatly affected by this proposed building.

That being said, I am very much IN FAVOR of the redevelopment of this area. Too long has this area sat with empty lots which are full of weeds, beer bottles and large chunks of leftover cement.

It looks like a ghost town.

Frankly, it is embarrassing to live here. Our "front door" so to speak is unwelcoming and downright ugly when entering.

I have always loved San Lorenzo and I think the redevelopment of this property will make it a much more desirable place to live. I want this to be a place my grandchildren will want to live someday.

Thank you for your time,

Yvonne Stein
17081 Via Media
San Lorenzo, CA 94580

Orduna, Rodrigo, CDA

From: John Glisar <johnglisar@gmail.com>
Sent: Friday, September 14, 2018 09:33 AM
To: Orduna, Rodrigo, CDA
Subject: Demmon Partners Village Green Mixed Use Project

We would like to go on record in favor of the Demmon Partners Village Green Mixed Use Project. How many more years do the people of San Lorenzo have to put up with the empty blighted lots? This action should have been dealt with swiftly years ago and instead has drug on to now, stunting San Lorenzo's Economy and Real Estate values. Other Cities that took action of this type have enjoyed the economic growth and prosperity that we are lacking here. Please, no more excuses and get it done. Move forward on the future as it will always change for the better of our community.

Thank You,
John & Janet Glisar
16100 Via Primero
San Lorenzo, Ca.
94580-2423

Orduna, Rodrigo, CDA

From: JAN CASSTEVENs <jancass3@comcast.net>
Sent: Thursday, September 13, 2018 06:08 PM
To: Orduna, Rodrigo, CDA
Subject: New apartments in san lorenzo by Damon

I think you should approve the apartments that Damon wants to build on Hesperian blvd because it will bring in new business and more tax money for San Lorenzo and less blight as I am tired of look at empty lots and fences and I would like to see the new lights on the theatre We have lived here for yrs and we need to see new things be built in the village.

Thank you Olen and Janice Casstevens

Orduna, Rodrigo, CDA

From: Desiree Springer <desiree.springer@gmail.com>
Sent: Thursday, September 13, 2018 01:14 PM
To: Orduna, Rodrigo, CDA
Subject: comments for the public hearing Sept 17th - Demmon Partners Commercial Project

Hello,

I'm writing to express my concern over the apartment development that is being planned at the corner of Hesperian and Paseo Grande.

I am very concerned about the parking crisis this will create on the surrounding streets. As someone who lives on a street that borders this development, I believe that it will have a severe impact on the quality of life for myself and all of my neighbors.

From what I understand, it has been proposed that the amount of parking spaces to be created for the development is 1.5 spaces per unit. I don't believe this to be even remotely enough. What household do you know of that has less than 2 cars? Even at 2 spaces per unit, are these families expected to never have friends over? No birthday parties or other family events? The people who live on the surrounding streets won't even be able to park in front of their own homes.

Will there be more parking for guests? And enough for the retail space? If ample parking can't be provided for the proposed number of units, maybe the number of units needs to be decreased so that the rest of the community doesn't have to be negatively impacted.

The evidence is on Via Arriba, which already doesn't have enough parking for the number of apartments that currently exist there. The street is so full of cars that it makes it dangerously narrow and pulling out of driveways and away from the curb is a hazard. My brother in law was recently hit on that street for this very reason.

Traffic is another concern. Paseo Grande is already very heavy in the morning, and many drivers choose to turn on Via Arriba and then onto Via Mercado to avoid the back up from the light at the Hesperian intersection. When those options are no longer available, and then with the addition of drivers from the 163 new homes on that corner, what is the traffic going to look like? Has there been a traffic study done? If not, will there be one? What is the plan to improve that situation?

I'm asking that you please take into consideration the impact on the community when planning this project, and prioritize those needs over the amount of money that can be made off of a maximum number of units.

Thank you for your time,

Desiree Springer
16164 Paseo Largavista, San Lorenzo

Orduna, Rodrigo, CDA

From: Paul Stelzmann <wisewolf50@gmail.com>
Sent: Wednesday, September 12, 2018 09:29 AM
To: Orduna, Rodrigo, CDA
Subject: Fwd: Village Green Apartment development proposal in San Lorenzo: Proposal # 2018-86

Dear Mr. Orduña,

I would like to submit the email that I sent to you in August to be presented at the preliminary hearing on September 17.

I also plan on attending this meeting and would like to make a statement during the public comments segment of the meeting.

Regards,
Paul Stelzmann

----- Forwarded message -----

From: Paul Stelzmann <wisewolf50@gmail.com>
Date: Wed, May 23, 2018 at 11:24 AM
Subject: Village Green Apartment development proposal in San Lorenzo: Proposal #2018-86
To: <rodrigo.orduna@acgov.org>, <administrator@slvha.com>

Dear Mr. Orduno,

Per your request from our telephone conversation on May 23, 2018, I am delineating my concerns regarding the proposed Village Green Apartment project in San Lorenzo (proposal number 2018-86). While I can only speak for myself as a homeowner in San Lorenzo, I do believe that the vast majority of my neighbors share the same concerns.

The Demmon Partners' proposal is to construct three buildings, including a four story structure in San Lorenzo. These buildings would contain 163 rental apartment units. I believe that multi-unit structures of this scale would create a great deal of unwanted congestion in the community. San Lorenzo has traditionally consisted of a majority of owner-occupied single-family residences. The addition of rental units would alter the culture of the community by introducing a significant transient population. While there are existing apartment communities in San Lorenzo, they are far smaller in scale; yet the areas immediately around these existing complexes are less than desirable in comparison to areas that are strictly single-family homes. While I am not opposed to the development of the area in question, I believe that the construction of attached townhomes would be more appropriate for the community; these townhomes should be intended for *owner occupation* and should number far less than half of the proposed 163 units.

The proposal also includes 9000 square feet of retail space. I am opposed to this idea as well. Historically, retail spaces have failed in this area, resulting in boarded-up and abandoned commercial buildings that were prone to vandalism. These buildings have since been razed and the remaining vacant lots are the site for this current proposal. People's shopping behavior has changed over the last twenty years and I am afraid that this condition

of vacant, neglected retail space would be highly likely to repeat. Do you know of any merchants or business that have expressed any interest in locating in this development?

Finally, the developer has proposed only 326 parking spaces for this project. That means that there would be only two designated spaces per housing unit. This amount of parking would be insufficient and result in a great deal of parking overflow onto the streets around this area. Traffic congestion during the commute hours would also be impacted greatly. Has the developer proposed how this traffic congestion would be mitigated? What about parking for the proposed retail space?

In conclusion, I feel that this proposed rental housing/retail project is an inappropriate and non-beneficial plan for the San Lorenzo community. It would create many nuisances and would be a reflection of poor community planning.

Regards,
Paul R. Stelzmann

Sept. 12, 2018

ATTN: ALBERT LOPEZ
ALAMEDA COUNTY PLANNING DEPT
224 W. WINTON AVE, ROOM III
HAYWARD. CA 94544

Dear ALBERT :

I hope all is fine with you.

PENMON PARTNERS

I am making a suggestion regarding the proposed apartments on former Mervns lot.

Almost all communities in Bay Area have downtown and sadly to say, we have none. We have to think hard... very, very hard before constructing apartments there. This large piece of land is our last chance and opportunity to have a town center and once it's gone, it's gone forever. San Lorenzo will be known as only community in Bay Area without downtown. Wouldn't it be nice if it will have the distinction of having a nice and unique downtown, the envy of surrounding communities?

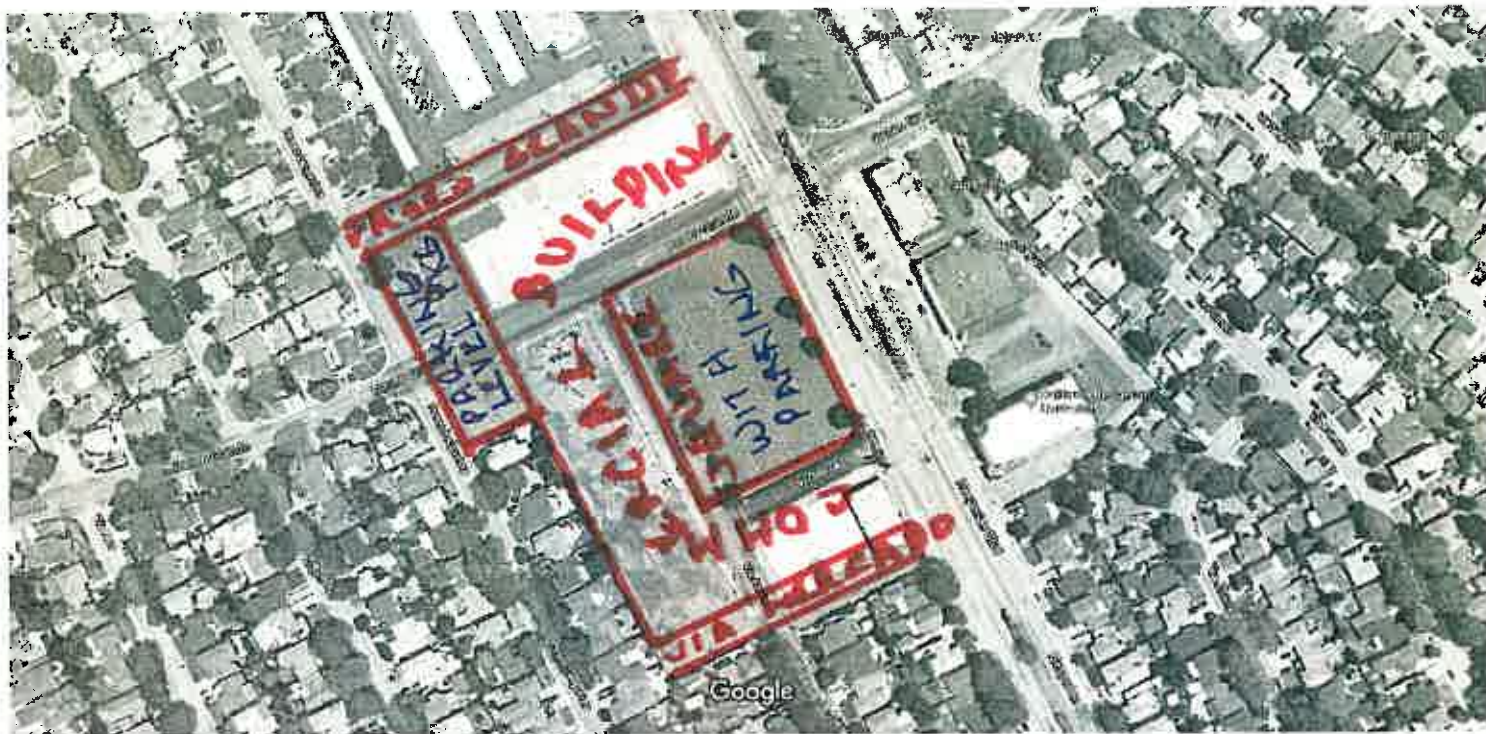
Not all people can afford to go to Europe so let's make something different from the rest. A European old town square with clock tower (like the one in San Leandro Habit Burger), cobblestone, geraniums in windows, flower pots on lamp posts, shops and restaurants with outdoor seatings, fountain at the center of the square (which can be replaced during Christmas tree lighting), Christmas market like the one in Germany and Austria. Maybe construct (1 or 2 story bldg. each establishment has a view of square). Or maybe Oktoberfest. Please see map.

On the other side where theatre is located, build several stories dwelling (EACH HAVING A BALCONY WITH A VIEW OF TOWN Square) and commercial establishments (Wells Fargo, Foot Express) on ground

Thank you very much.

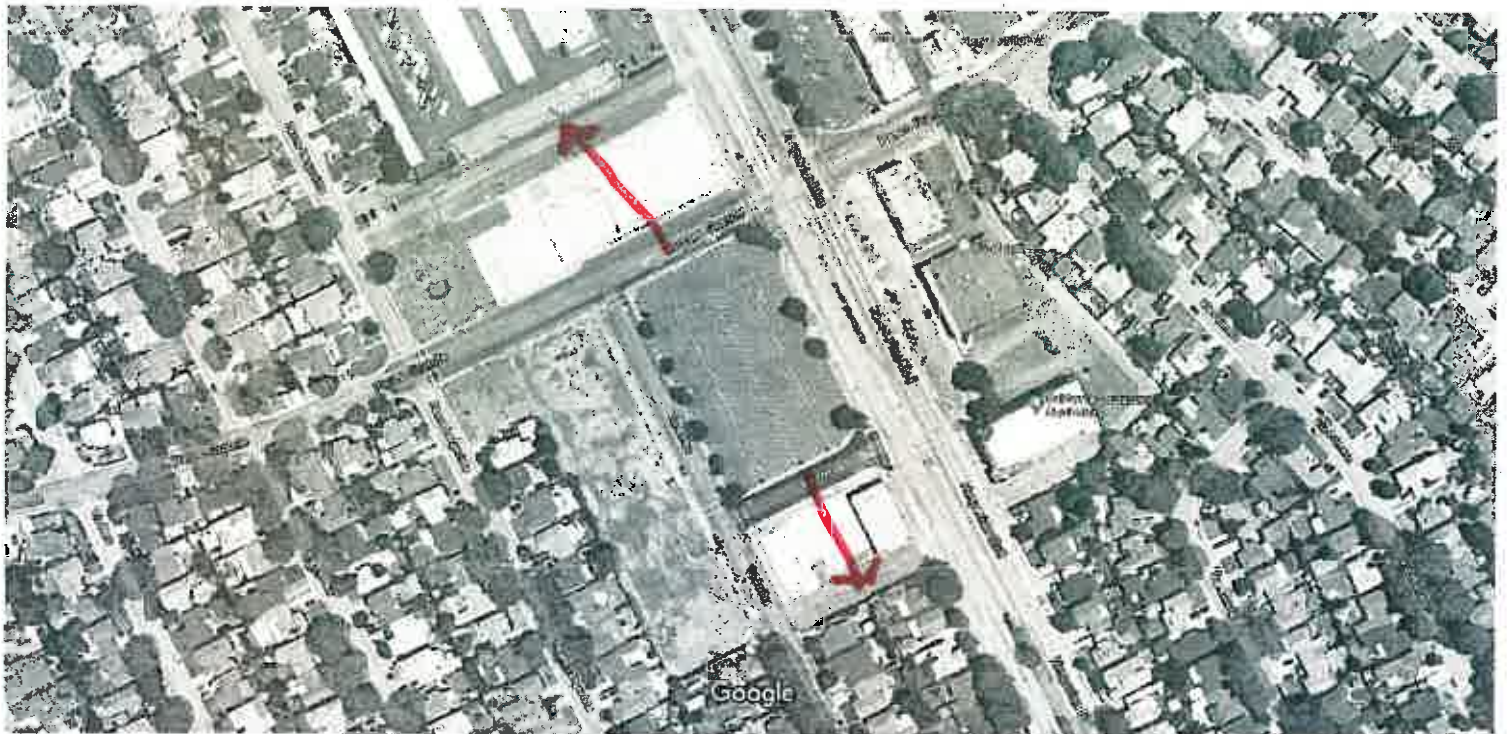
Fellow San Lorenzo resident

Google Maps San Lorenzo



Imagery ©2018 Google, Map data ©2018 Google 100 ft

Google Maps San Lorenzo



Imagery ©2018 Google, Map data ©2018 Google 100 ft.

Orduna, Rodrigo, CDA

From: Kristin Londo <rever21@gmail.com>
Sent: Monday, September 10, 2018 09:23 AM
To: Orduna, Rodrigo, CDA
Subject: Apartment Development on Paseo Grande
Attachments: To Members of the Planning Commission.docx

Hi Mr. Orduna,

I mailed in a letter, but in case it doesn't make it for some reason, I've pasted and attached the text below. My husband and I live on Paseo Grande and are opposed to this development.

Thanks so much for your time,

Kristin Londo

To Members of the Planning Commission:

My husband and I own a home at 718 Paseo Grande in San Lorenzo, and have concerns about the proposed apartment development on Paseo Grande by Demmon Partners which are outlined below.

- The lack of a "big picture" plan. There is no plan for the rotting lot with the piping sticking out of the ground that sits across from the proposed apartment development. There is no county traffic study, and traffic is already a disaster at this location. There are unprotected lefts, multiple driveways, and heavy traffic. In addition, the proposal to spruce up the decaying old theater is a bit baffling, since if it were to ever resume operation, there would be no parking.
- Parking. Via Arriba is already a parking disaster due to the current apartments. Regardless of the fact that some of the proposed new dwellings will be one bedroom apartments, people have multiple cars, and often split units to afford the rent. The spillover on side streets will be a nuisance. Entering and exiting the area will also be an even greater challenge than now.
- Management. At the meeting I attended, it sounded as though Demmon Partners takes solid care of their properties. However, apartment complexes are frequently sold. Even if DP has no plans to sell now, what will become of the massive structure in the future? A quick check on Loop Net (for commercial properties) pulls up a massive number of apartment complexes for sale. Over time, the appearance of apartment complexes also tends to degrade.
- Aesthetics. This building is massive. It's out of place, does not fit in with the single family homes and much shorter commercial properties, and sits on a major viewable corner, unlike the senior housing structure. A four story apartment building will eliminate the chance for a town center (as an original plan called for) and change the landscape of the town forever. The "art deco" design is inexplicable, aside from the fact that it matches the ancient, hideous theater.
- Retail. San Lorenzo simply doesn't attract it, so there seems to be no point in bothering with 9k square feet simply to get a pat on the back for being "mixed use."

I grew up in San Lorenzo. I've remained in the area from pre-school through law school, and while my husband and I no longer fit the standard San Lorenzo "demographic" —we paid over 75,000 in taxes last year—we choose to stay because it's where I'm from and feel the community and what it could be are still worth fighting for. I'm well aware that San

Lorenzo is typically not a top county priority, but this latest proposal seems particularly out of place. Townhomes would at least ensure there are homeowners paying property taxes and investing in a community they are likely to remain in.

While many residents are simply tired of seeing hideous empty lots and will accept anything better than what is currently on site, we're willing to wait for a better proposal for this piece of land. The new townhomes finally being built on Bockman are indicative of the fact that home developers are interested in the town.

Sincerely,

Kristin and Scott Londo

Rever21@gmail.com

Kristin Londo, JD
Owner, RYP Tutoring
7567 Amador Valley Blvd., #120, Dublin, CA, 94568
510-329-5072
www.ryp-tutoring.com

Orduna, Rodrigo, CDA

From: Gina Rose <ginaroseww@gmail.com>
Sent: Saturday, September 8, 2018 10:28 PM
To: Orduna, Rodrigo, CDA
Cc: Jerry Rucks; Gina Rose
Subject: Mixed-Use Rental Housing and Commercial Project PLN-2018-00086 Demmon Partners, Mitch McKinzie

Dear Rodrigo Orduna,

As the owner of a home on Via Mirabel, near the corner of Via Arriba, I am very concerned about this project. I am unable to attend the meeting but here is my input:

I support growth, but IT MUST include MORE THAN ADEQUATE plans for PARKING!!!!!! We already have people from the many multiple housing units (that are close by) parking regularly all along our neighborhood. It makes it hard for us to park (and for our neighbors to park) close to our dwellings.

ANY new development MUST have MULTIPLE parking spaces for each unit. And I mean MULTIPLE. With the economy the way that it is, multiple people live together, and most have cars. Multiple housing units typically provide one or fewer parking spaces per unit, but this is simply not enough. Without adequate parking (adequate meaning more than one off-road space per unit), I cannot support this needed development.

I am concerned because the new senior residence near the library has less than one parking space per unit, and often there are couples who live there with two cars. I am afraid that this has set a precedent, and it is not acceptable to me nor to my neighbors.

Please let me know what you will do about this issue.

Thank you,

Gina Rose
550 Via Mirabel
San Lorenzo CA 94580
510-278-1021

Sept. 9, 2018

To The County Planning Commission,

I Am writing in regards to the proposed development on Hesperian Blvd. & Paseo Grande in San Lorenzo by the Demon Partners. I live on Grant Ave. which is one street up from that site. I have been a San Lorenzo resident since 1983 & used to shop at the old Mervyn's before it was torn down. Since then the village has only been on a decline. Some say this is because of the Bohannon Family. I don't know if this is true.

My opinion is that this development will be the final nail in the coffin for San Lorenzo. I understand why many approve of this project because we have all been looking at the empty lot for God knows how long. That feeling of "just put anything there" is from frustration and fear that it may sit that way forever.

My preference would be a small community park. However, I would not be opposed to townhomes, such as those recently built on Bockman.

This apartment complex is a whole different ballgame. We know it, and those of you who have the final say know it too. Please don't sell us short! Many of us still have hope (even after decades) that San Lorenzo will continue to be a nice place to live.

Sincerely,

Nancy Ruback
574 Grant Ave.

I support the Village Green Apartments because they will be much better for the community than the current empty lot which is an eyesore. The proposed development will add critically needed housing which the Bay Area is very much in need of especially to help solve the housing crisis. The proposed developments location on the two main streets of Hesperian Ave and Paseo Grande is well suited to meet the traffic demands as well as provide ample parking which will be of minimal impact to the surrounding community. In closing the proposed development will be an excellent value add to our community and will benefit us all.

Sincerely,

Matthew Wiemels

1801 Via Barrett
San Lorenzo 94580

Orduna, Rodrigo, CDA

From: Paul Stelzmann <wisewolf50@gmail.com>
Sent: Wednesday, May 23, 2018 11:25 AM
To: Orduna, Rodrigo, CDA; administrator@slvha.com
Subject: Village Green Apartment development proposal in San Lorenzo: Proposal #2018-86

Dear Mr. Orduno,

Per your request from our telephone conversation on May 23, 2018, I am delineating my concerns regarding the proposed Village Green Apartment project in San Lorenzo (proposal number 2018-86). While I can only speak for myself as a homeowner in San Lorenzo, I do believe that the vast majority of my neighbors share the same concerns.

The Demmon Partners' proposal is to construct three buildings, including a four story structure in San Lorenzo. These buildings would contain 163 rental apartment units. I believe that multi-unit structures of this scale would create a great deal of unwanted congestion in the community. San Lorenzo has traditionally consisted of a majority of owner-occupied single-family residences. The addition of rental units would alter the culture of the community by introducing a significant transient population. While there are existing apartment communities in San Lorenzo, they are far smaller in scale; yet the areas immediately around these existing complexes are less than desirable in comparison to areas that are strictly single-family homes. While I am not opposed to the development of the area in question, I believe that the construction of attached townhomes would be more appropriate for the community; these townhomes should be intended for *owner occupation* and should number far less than half of the proposed 163 units.

The proposal also includes 9000 square feet of retail space. I am opposed to this idea as well. Historically, retail spaces have failed in this area, resulting in boarded-up and abandoned commercial buildings that were prone to vandalism. These buildings have since been razed and the remaining vacant lots are the site for this current proposal. People's shopping behavior has changed over the last twenty years and I am afraid that this condition of vacant, neglected retail space would be highly likely to repeat. Do you know of any merchants or business that have expressed any interest in locating in this development?

Finally, the developer has proposed only 326 parking spaces for this project. That means that there would be only two designated spaces per housing unit. This amount of parking would be insufficient and result in a great deal of parking overflow onto the streets around this area. Traffic congestion during the commute hours would also be impacted greatly. Has the developer proposed how this traffic congestion would be mitigated? What about parking for the proposed retail space?

In conclusion, I feel that this proposed rental housing/retail project is an inappropriate and non-beneficial plan for the San Lorenzo community. It would create many nuisances and would be a reflection of poor community planning.

Regards,
Paul R. Stelzmann