



Ashland And Cherryland Business District Specific Plan

Adopted December 2015



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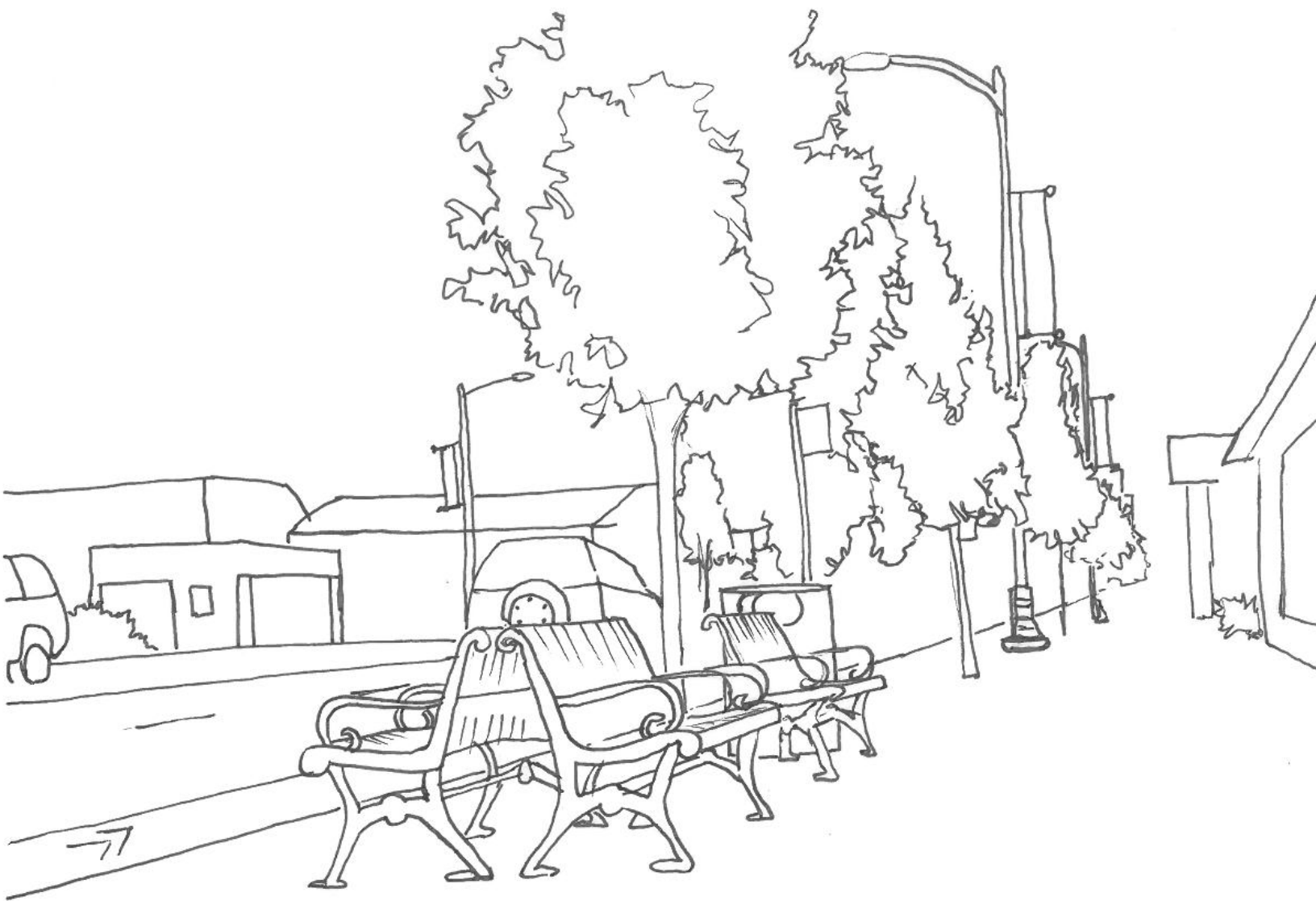
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Executive Summary



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Executive Summary

Introduction

To make the document more user-friendly, this Executive Summary explains the document layout and content and provides instructions on how to use the Plan. After reading this Executive Summary, the reader will be able to easily locate information in the Specific Plan that is pertinent to the reader's needs and perspective, whether a property owner, business owner, developer, County of Alameda staff, or other.

Document Organization

The document is divided into six chapters and two appendices that are arranged in a funnel format characterized as moving from general to specific topics, or from long-term to short-term actions. The beginning chapters provide the broad conceptual framework, establish the long-term community vision, and consider availability of services. The later chapters of the document culminate with detailed policies and programs and a development code, which implement the vision through narrow and specific tasks and regulations that are dealt with in the short-term.



Overview

Chapter 1 (Introduction)

Chapter 1 briefly profiles the Plan Area existing conditions, community outreach process, role and authority of specific plans, and a summary of ACBD SP goals. Consider Chapter 1 as a good overview that provides the background and context for more detailed ACBD SP inquiries.

Vision and Planning Concepts

Chapter 2 (Vision and Community Character)

Chapter 3 (Mobility and Parking)

Chapters 2 and 3 translate the community vision for the Plan Area into land use and mobility planning concepts. These chapters outline the long-term desirable look, feel, and characteristics of the Plan Area; and provide a base off of which to judge and review future development proposals. Future land use patterns are based on the vision of creating higher intensity, walkable Districts, promoting flexible use Corridors, and maintaining and strengthening existing Neighborhoods.

The vision for Plan Area mobility is based on concepts of creating complete streets and encouraging multi-modal transportation patterns. These concepts aim to balance transportation alternatives, such as autos, bicycles, walking, and public transportation, in order to enhance livability of and spur economic development in the Plan Area.

Chapters 2 and 3 outline what is desirable for the Plan Area, and acts as the guiding framework that sets the tone and concept of your Plan Area project, program, or other initiative. Furthermore, the vision and concepts will ultimately be used to assess project consistency with the ACBD SP.

Services

Chapter 4 (Infrastructure)

Chapter 4 looks at the anticipated ACBD SP residential and non-residential development based on the long-term vision, and determines whether or not the implementation of the Plan will require improvements to water, wastewater, storm water, solid waste, or other public facilities systems in the Plan Area. Chapter 4 clearly illustrates that no systemic infrastructure improvements will be triggered by projects consistent with the ACBD SP development assumptions. Consider Chapter 4 as a tool for project sponsors, County staff, and outside agencies to consider when assessing infrastructure capacity as Plan Area development proposals come forward.

Implementation Measures

Chapter 5 (Implementation and Financing) Chapter 6 (Development Code)

Chapters 5 and 6 translate planning concepts put forth in Chapters 2 and 3 into detailed policies and programs. (Chapter 5) and regulatory language (Chapter 6) that will turn the Plan Area community vision into reality. Consider Chapters 5 and 6 the detail sections of the Specific Plan that will most directly inform and move forward the project, program, or other initiative. Chapter 6, unlike Chapters 1 through 5, is adopted by Ordinance and will act as the zoning and development standards for the Plan Area. All applications must conform to the standards and procedures outlined in Chapter 6.

How to Use the Specific Plan

This section of the Executive Summary instructs different users on how to use the ACBD SP for a variety of purposes.

Property or Business Owner

Property and business owners are expected to use the ACBD SP to undertake property improvements or development, among other purposes. The below describes how to use the ACBD SP in these cases.

Before you begin an ACBD SP inquiry that is specific to your project location, first turn to Chapter 1. Here you will gain a brief understanding of the physical and regulatory context that guides development in the Plan Area. You will notice mention of other planning documents that may apply to your project, and you will see an overview of ACBD SP goals that your project will be expected to implement in part, and with which the project must be consistent.

Next, to understand the broad land use concepts that will apply to your project, turn to Chapter 2, Figure 2.1 “Ashland and Cherryland Business District Character Areas” and identify the district, corridor, or neighborhood in which your property is located. Then, turn to the corresponding section (Sections 2.2.2, 2.3.2, 2.4.2, 2.5.2, 2.6.2, 2.7.2, 2.8.2, and 2.9.2) that explains the ACBD SP vision for that area. For instance, if your property is located in the Cherryland District, you would turn to Section 2.3.2 to learn about the vision for the area. You will see language that relates to beautifying the public streetscape realm, allowing temporary uses, and focusing on branding and event opportunities. The vision description may give you ideas as to which type of projects, improvements, and uses might fit within your property or business parameters. Then turn to Chapter 3 to identify broad mobility concepts that you should consider for your project such as bicycle and pedestrian features, streetscape and roadway improvements, and parking strategies.

Lastly, turn to Chapter 6 to identify detailed regulations that will guide your project process and physical form to ensure it implements the ACBD SP vision. Chapter 6 will tell you which type of permits will be required for your project and what approval process you will need to go through to attain the permits. You will also find detailed height, bulk, form, signage, density, use, and parking requirements, among other topics, that will help you design a project that is consistent with the ACBD SP vision.



County Staff and Elected Officials

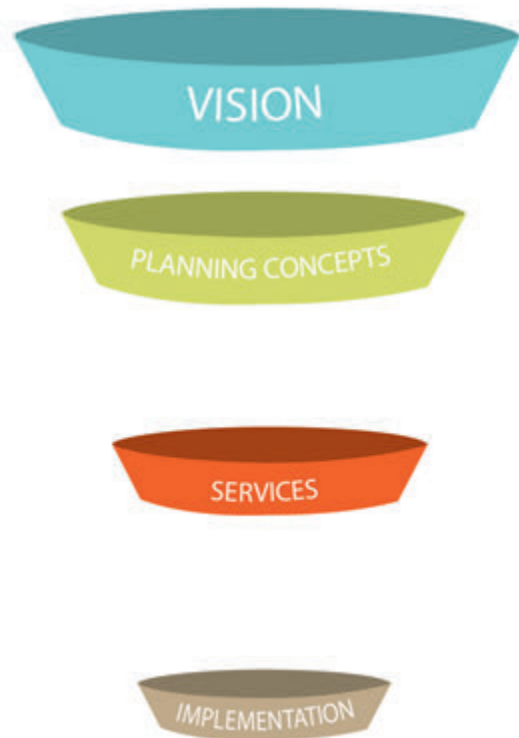
County of Alameda staff, Planning Commission, and Board of Supervisors are expected to use the ACBD SP for many purposes that may include evaluating projects and identifying funding opportunities. The below describes how to use the ACBD SP for these purposes.

Evaluating Projects

To evaluate a Plan Area project proposal, first turn to Chapters 2 and 3 to identify the applicable vision, planning, and mobility framework. The project would need to fall in line with the vision for the respective character area (see Figure 2.1 “Ashland and Cherryland Business District Character Areas”) within which the project is located and with the complete streets and multi-modal mobility concepts outlined in Chapter 3.

Next, turn to Chapter 4 to ensure the project does not change ACBD SP assumptions so as to trigger the need for systemic infrastructure improvement projects.

To analyze the project in detail to ensure it will implement the ACBD SP vision, turn to Chapter 5 and assess the project in light of the stated goals, policies, and programs. Lastly, turn to Chapter 6 to identify the entitlement process and Zoning code requirements for the project to confirm compliance with all applicable development and use standards. At times, findings for permits require consistency with the ACBD SP, which means conformance to the vision identified in Chapters 2 and 3.



Considering Program Initiation and Funding Opportunities

Funding opportunities that Alameda County staff may consider for the Plan Area relate to economic development, opportunity sites, public realm improvements, and traffic and parking management, among other topics. Navigating the ACBD SP for each topic is outlined below.

ECONOMIC DEVELOPMENT INITIATIVES

To identify the broad vision that would be the end-result of a successful economic development initiative, turn to Chapter 2 and read through the vision section for each ACBD SP character area (Sections 2.2.2, 2.3.2, 2.4.2, 2.5.2, 2.6.2, 2.7.2, 2.8.2, and 2.9.2).



Next, turn to Chapter 5 to identify implementing measures for the vision. You will see that Goal 1 is identified as “The economic revitalization of the Ashland and Cherryland Business District Specific Plan Area.” Turn to the narrative on Goal 1 (pg. 5-4), and you will see all policies and programs laid out in detail that you could undertake to carry out the Plan Area vision. For example, Policy 1.3 recommends to “Encourage new and enhanced anchor points for commercial centers in the Districts,” and corresponding Program 1.3.1 speaks to recruiting ethnic and discount-variety retailers as anchor establishments to the Plan Area. As a complimentary way to grasp Chapter 5 information, you can read through an abbreviated listing of all ACBD SP goals, policies, and programs in Appendix A. Lastly, turn to Section 5.4, Funding Sources, to identify possible funding sources for the program or initiative you are considering.

OPPORTUNITY SITES

To identify opportunity site approaches, first turn to Chapter 2 vision sections for each character area (Sections 2.2.2, 2.3.2, 2.4.2, 2.5.2, 2.6.2, 2.7.2, 2.8.2, and 2.9.2) where opportunity sites are discussed in text and illustrations at the conceptual level. See for example, the illustration titled “Cherryland District Vision for Infill and Redevelopment of Creekside Center is Shown Above in Maroon,” on page 2-9 that identifies an opportunity site improvement scheme.

Next, turn to Chapter 5 to identify implementing measures that relate to opportunity sites. You will first see Goal 1, “The economic revitalization of the Ashland and Cherryland Business District Specific Plan Area” and under it, Policy 1.10, “Encourage development of opportunity sites,” that includes a bullet point list of Plan Area opportunity sites. Programs 1.10.1 “Incentives for Development of Opportunity Sites” and 1.10.2 “Modify Zoning Code to Facilitate Lot Mergers” further detail measures you can undertake to bring about development on the opportunity sites. Lastly, turn to Section 5.4, Funding Sources, to identify possible funding sources for opportunity site initiatives.

PUBLIC REALM

To identify public realm improvements, first, turn to the Chapter 2 vision section for each character area (Sections 2.2.2, 2.3.2, 2.4.2, 2.5.2, 2.6.2, 2.7.2, 2.8.2, and 2.9.2) where public realm improvement concepts are discussed in text and illustrations at the conceptual level. See for example, the illustration titled “ACBD Ashland District Vision Example of Intersection at 162nd Ave. and E. 14th St.” on page 2-7 that identifies intersection and streetscape improvements.



Next, turn to the Chapter 3 Multimodal Access Plan (Section 3.2) to identify auto, bicycle, pedestrian, and transit improvements that will enhance livability of the Plan Area. For example, Figures 3.4 and 3.6 put forth proposed cross section improvements for Lewelling Boulevard and E. 14th Street / Mission Boulevard and Figures 3.8 – 3.10 put forth proposed intersection improvements for E. 14th Street / Ashland Avenue, Mission Boulevard / Lewelling Boulevard, and Mission Boulevard / Mattox Road. Figures 3.4 and 3.6 also identify specifics for funding, such as planted medians and revised right-of-way configurations that include dedicated space for bicyclists. Also to be considered for funding are improvements illustrated in Figures 3.8 – 3.10 that include right-of-way realignments and curb radii revisions to reduce vehicle turning speeds and improve pedestrian and bicycle safety.

Finally, to identify policies and programs that can implement public realm improvements turn to Chapter 5 where you will find the topic discussed in Goals 3, 4, and 8. As a complimentary way to grasp Chapter 5 information, you can read through an abbreviated listing of all ACBD SP goals, policies, and programs in Appendix A. To identify funding mechanisms for public realm improvements, turn to Section 5.4, Funding Sources.

TRAFFIC AND PARKING MANAGEMENT

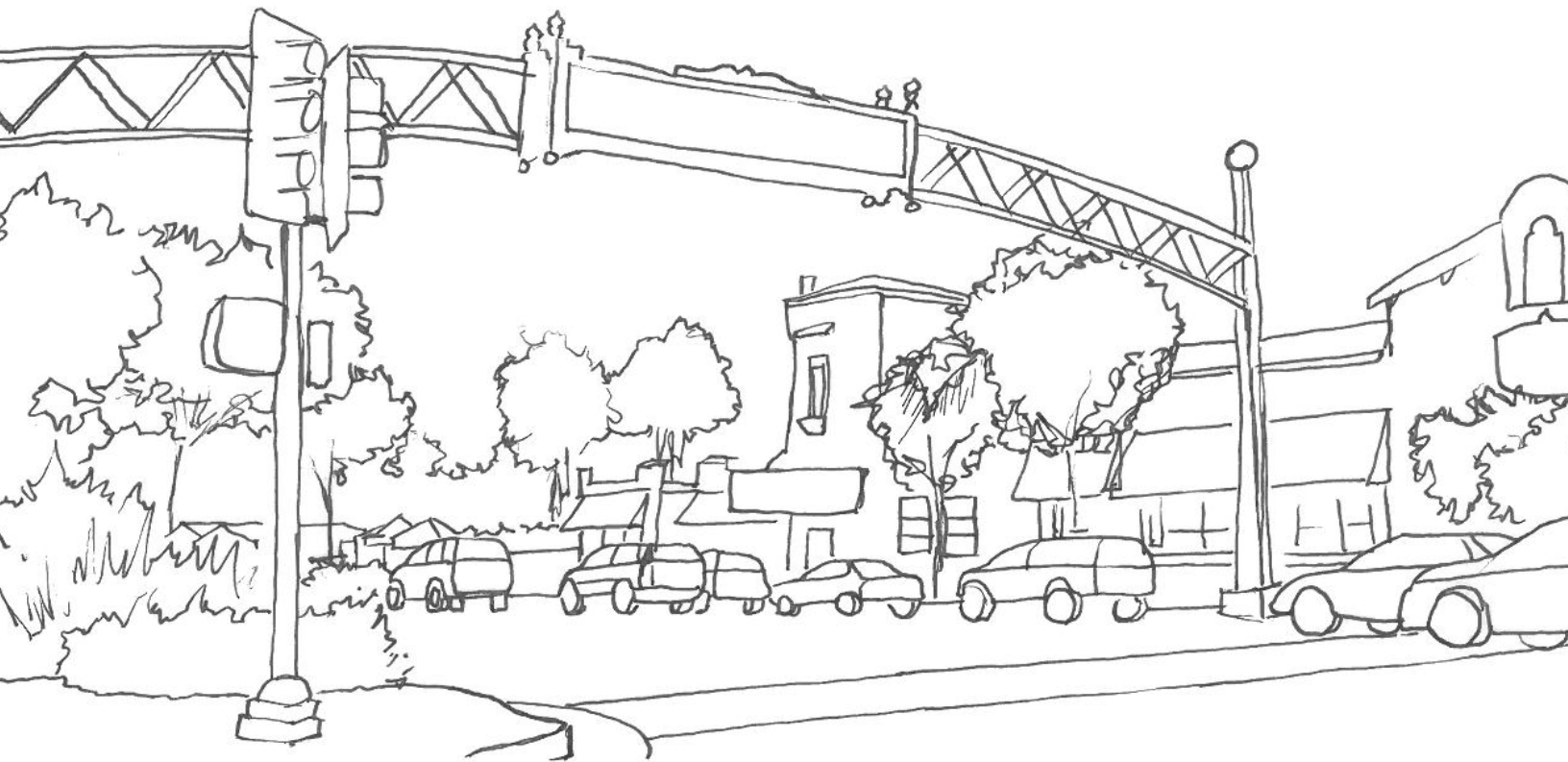
To identify funding opportunities that can better manage traffic congestion and parking demand within the Plan Area, first turn to the “Transportation Demand Management Strategies” component of Chapter 3 (Section 3.2.7). You will find a variety of concepts discussed that include way-finding signage programs and bicycle and car-sharing facilities.

Next, turn to Chapter 5 where you will find Goal 8 that addresses a balanced and complete circulation network. Policies and programs under Goal 8 will outline implementation measures that can turn the concepts from Chapter 3 into reality. For example, programs under Policy 8.7 discuss ways in which you can embed flexibility in parking requirements so as to not make development infeasible through onerous requirements. Such programs include forming a parking benefit district to build centrally located parking structures that would reduce the need for individual projects to construct on-site parking. Section 5.4, Funding Sources, will provide you with ideas on how to fund traffic and parking management initiatives.



Chapter 1

Introduction



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1 Introduction

1.1 Purpose

Under California law, a specific plan is a planning tool that allows a community to create a long-term vision for a defined area and develop guidelines and regulations to implement that vision. A specific plan may establish clear goals, policies, and implementation strategies to guide public and private investment in a coordinated manner.

The Ashland and Cherryland Business District Specific Plan (ACBD SP) provides direction for the East 14th Street/ Mission Boulevard and Lewelling/East Lewelling Boulevard corridors in Ashland and Cherryland—two unincorporated communities within the County of Alameda. The ACBD SP is designed to guide initiatives supporting community and economic development by capitalizing on the area's unique assets and character.

The ACBD SP is consistent with and aims to implement the policies of the 2010 Alameda County Eden Area General Plan and the Alameda County General Plan.

1.2 Plan Area Conditions

The Ashland and Cherryland Business District Specific Plan area (Plan Area) is situated in the unincorporated communities of Ashland and Cherryland within the County of Alameda (County). The geographic setting, Plan Area, governance landscape, and existing conditions are described below.



1.2.1 Geographic Setting

The County of Alameda is located in the East Bay area of the San Francisco Bay region of California. The unincorporated communities of Ashland and Cherryland are located in the western portion of the County between the City of San Leandro to the north and the City of Hayward to the south, approximately 0.5 miles west of the unincorporated community of Castro Valley, and east of the unincorporated community of San Lorenzo. (See Figure 1.1).

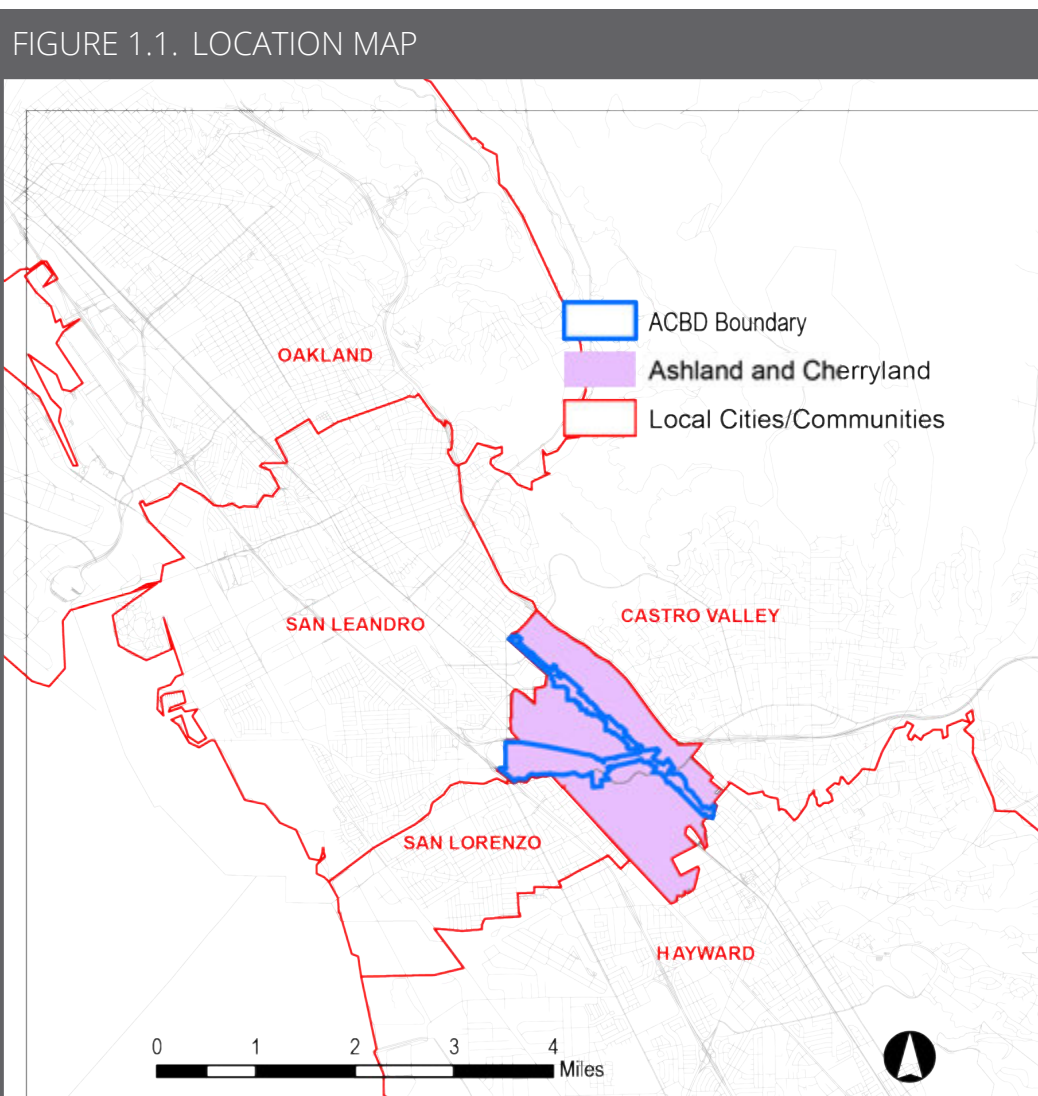
1.2.2 Specific Plan Area

The Plan Area covers approximately 246 acres along a 3-mile stretch of E. 14th Street/Mission Boulevard and a 1.5-mile section of Lewelling/E. Lewelling Boulevard

between 150th Avenue to the north, Rose Street to the south, and Hesperian Boulevard to the west. The Plan Area is bisected by Interstate 238 and adjacent to Interstates 880 and 580. (See Figure 1.2)

1.2.3 Governance Landscape

As unincorporated communities, Ashland and Cherryland are under the jurisdiction of Alameda County and are directly represented by the County Board of Supervisors. As of 2014, one in five Californians live in the state's unincorporated areas (Fernández & Langhout, 2014). These areas face challenges in planning and economic development beyond those experienced by California's incorporated cities, such as greater obstacles in infrastructure financing and possible annexation of revenue generating locations.



1.2.4 Overview of Existing Conditions

The following provides an overview of the population, household, and economic trends and conditions in the communities of Ashland and Cherryland. Additional information regarding demographics, households, housing, employment, and economic conditions can be found in the Existing Conditions and Background Report.

Population Trends

In 2010, the combined population of Ashland and Cherryland was estimated at 36,653 (US Census, 2010). Since 1990, the population has been increasing by an annual growth rate of approximately 1.5 percent, with a total population increase of 9,194 residents over the 20 year period. Population in Ashland and Cherryland is projected to increase by an additional 9,440 persons by the year 2040, for a total population of 46,093 (ABAG, 2012).

Household Trends

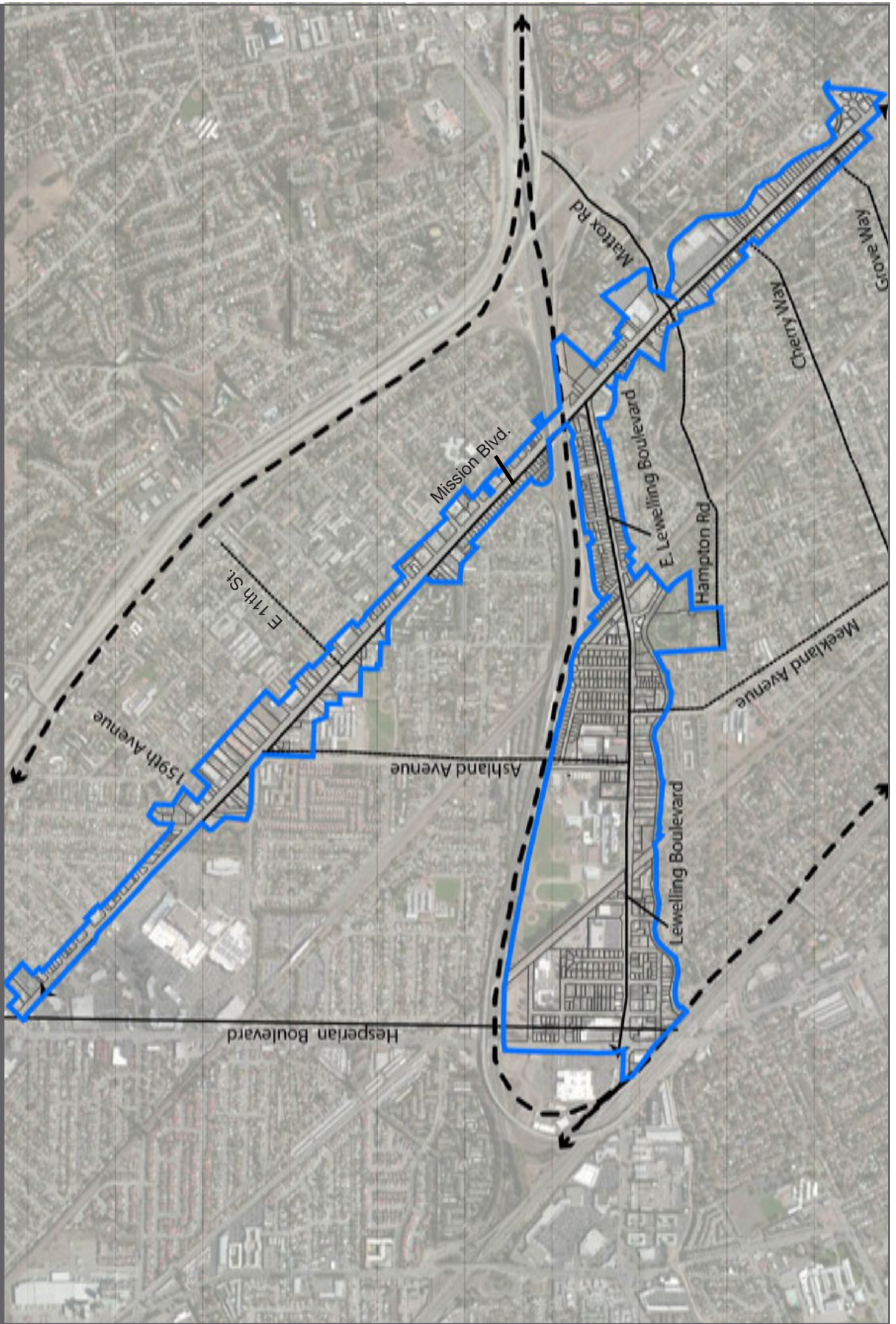
The U.S. Census estimated there were 11,344 households in Ashland and Cherryland in 2010, a net increase of 237 since 1990. This is projected to increase to 13,892 households by 2040, at an annual growth rate of 0.7 percent (ABAG, 2012). In Ashland and Cherryland, 65 percent of all households are renter occupied. The

average household size has increased by 2.5 to 3.2 people between 1990 and 2010 (US Census, 2010). Ashland and Cherryland median incomes are approximately \$50,000 annually, with a per capita income of \$20,000 (US Census, 2010). Both of these income levels are significantly lower than the County's income levels. The median annual income for a 3 person household in Alameda County is \$80,300 (HCD, 2013).

Economic and Employment Trends

According to the U.S. Census, employment rates in Ashland and Cherryland are comparable to Alameda County in 2010, with 90 percent of the workforce population, ages 25 to 64, employed. There are approximately 4,000 jobs and 15,729 employed residents in Ashland and Cherryland; however, only 330 residents live and work in the area. The majority of Ashland and Cherryland residents commute outside of the communities for work, and 90 percent of Ashland and Cherryland jobs are filled by non-residents. ABAG projects the addition of 2,135 jobs in Ashland and Cherryland by 2040. It is anticipated that most jobs will be in the finance, professional, health, education, arts, entertainment and accommodation and food service industries.

FIGURE 1.2. ASHLAND AND CHERRYLAND BUSINESS DISTRICT SPECIFIC PLAN BOUNDARY MAP



1.3 Public Participation and Plan Preparation

The ACBD SP was developed through an extensive public engagement process, as well as research of existing important documents.

1.3.1 Public Engagement

The Consultant Team and County Staff led a multi-faceted public engagement process that included personal interviews with community members, public workshops, formation of advisory committees, and additional outreach presentations.

Stakeholder Interviews

On July 17, 2013, the Consultant Team conducted personal interviews with 15 community members. Stakeholders interviewed represented a wide variety of perspectives, with persons representing local residents, the development community, government officials, non-profit organizations, and community advocacy and leadership groups. The interviews were composed of general, open-ended questions designed to invite conversation and gather data concerning the community's long-term vision for the Plan Area, obstacles to achieving the vision, and the Plan Area's positive assets. The results from these interviews were summarized, discussed at subsequent public meetings, and incorporated into the ACBD SP, as appropriate.

Public Workshops

Five major public workshops were conducted—a kick-off meeting, a four-day community design workshop, an alternatives workshop, and workshops to present the Public Draft ACBD SP. These public workshops provided the Consultant Team and County Staff opportunities to work with community members and stakeholders to gain further insight regarding the concerns, opportunities, and long-term vision for the area. Summaries of all public workshops were posted on the project website (ashlandcherryland.org).

Kick-off Meeting

The project kicked-off on July 18, 2013, when 35 community members attended the first public workshop. The workshop offered the attendees the opportunity to share their thoughts on a long-term vision for the Plan Area and identify what they perceive as the most valuable characteristics of their community. This included visioning exercises in which participants were asked to write down their long-term vision for the Plan Area and concluded with participants identifying what they value most about their community.

Design Workshops

A four-day design workshop was held September 17 and 19-21, 2013 at various locations throughout the Plan Area. The multi-day event included a walking



Community Members Attended the First Public Workshop in July 2013 for the ACBD Specific Plan. Community Members Listened to a Presentation of the Project by Lisa Wise Consulting, Inc. President, Lisa Wise (left) then Participated in a Visioning Exercise (right).

tour of the Plan Area and map exercise on Tuesday (9/17) evening, an evening presentation of initial design concepts on Thursday (9/19), a lunch time session on local economics on Friday (9/20), and a closing presentation on Saturday (9/21) which summarized the weeks' events and showcased corridor improvement concepts and community input. The Consultant Team held an open studio and was available throughout the week for anyone to drop by, ask questions, and see the Team at work. The overarching purpose of the workshop was to work with the community to develop initial design alternatives for the E. 14th/Mission Boulevard and Lewelling/E. Lewelling Boulevard corridors.

Alternatives Workshop

On December 4, 2013, the Consultant Team hosted an alternatives workshop, and presented the community members with various land use, mobility, and streetscape alternatives for the Plan Area. The participants were encouraged to provide input on the alternatives by voting for the preferred alternative. This feedback helped shape the development of the preferred alternative and the overall vision for the Plan Area.

Public Draft Workshops

Following the release of the Public Draft SP, the Consultant Team hosted two public workshops to solicit feedback on the draft SP. First, on Saturday July 11, 2015 the Consultant Team presented the Public Draft SP to the community at a workshop held at the REACH Ashland

Youth Center on E. 14th Street. During the workshop the Consultant Team provided background on the ACBD SP Update process and an overview of the key components of the ACBD SP. Following the presentation there was community discussion on the SP policies and programs, implementation, and the Code. On July 24, 2015, after the community had additional time to review the Public Draft SP, a second workshop was held at the Alameda County Planning Department offices. The meeting was conducted in an open house format, allowing community members to visit any or all of the 3 workstations; Zoning, Land Use, and Multimodal Access, to discuss concerns in a one-on-one setting with the Consultant Team. The meeting concluded with a group discussion on the Public Draft SP including comments, suggested edits, and likes and dislikes.

Community Advisory Committee

A Community Advisory Committee (CAC) was established to provide guidance during the development of ACBD SP. The group consisted of community members and stakeholder which represent a cross-section of the Plan Area. Members of the CAC participated in ten CAC meetings throughout the planning process, each addressing different topics related to the development of the ACBD SP and Code: project overview (August 29, 2013), existing conditions and design (October 15, 2013), economic considerations (January 23, 2014), land use (March 27, 2014), circulation (April 24, 2014), development code (October 30, 2014, June 4, 2015, and June 15, 2015), multi-modal access plan (December 11, 2014), and Specific Plan policies and implementation (January 29, 2014).



On the First Day of the Four-Day Long Design Workshop, Community Members Participated in a 'Walk Audit' of the Plan Area Led by Opticos Design Inc. (left). Then Community Members Worked on a Map Exercise, Identifying Specific Areas Within the Plan Area Which They Liked, Though Needed Improvement, or Disliked.

Technical Advisory Committee

The Technical Advisory Committee (TAC) was comprised of planning, economic development, and transportation professionals from local agencies including AC Transit, the City of Hayward, Hayward Area Recreation District, City of San Leandro, County of Alameda, Alameda County Sheriff's Office, and the California Department of Transportation (Caltrans). The purpose of the TAC was to offer stronger insight into the realities of planning and development in the Plan area. A meeting of the TAC was July 18, 2013 and covered several topics: infrastructure needs, current and planned roadway improvements, and case studies of recent projects in neighboring communities.

Other Outreach Meetings

The Consultant Team engaged in additional outreach meetings to inform and invite input from influential community groups, including the Eden Area Livability Initiative (June 5, 2013), Castro Valley/Eden Area Chamber of Commerce (February 13, 2014), and Cherryland Community Association (March 11, 2014).

1.3.2 Previous Plan Documents

The following documents were reviewed and referenced throughout the preparation of the ACBD SP. For a detailed discussion of previous plan documents, please see the Ashland and Cherryland Business District Specific Plan Existing Conditions and Background Report.

- 1995 Ashland and Cherryland Business District Specific Plan
- 1999 East 14th Street/Mission Boulevard Master Plan
- 2000 Ashland/Cherryland Specific Plan Development Potential
- 2004 Lewelling Boulevard/East Lewelling Boulevard Improvement, Project Report
- 2007 Economic Development Strategic Plan for the Urban Unincorporated Areas of Alameda County
- 2010 Alameda County Eden Area General Plan
- 2011 Alameda County Community Climate Action Plan
- 2012 Alameda County Bicycle and Pedestrian Master Plan for Unincorporated Areas
- 2012 Priority Development Area Planning Program Application
- 2014 Alameda County Residential Design Standards and Guidelines for the Unincorporated Communities of West Alameda County
- Alameda County General Plan
- Alameda County Health and Wellness Element.
- Eden Area Livability Initiative



The Community Advisory Committee (CAC) Played an Important Role Throughout the Specific Plan Update Process.

1.4 Goals

Based on community input, the following key goals were developed for the ACBD SP:

1. The economic revitalization of the Ashland and Cherryland Business District Specific Plan Area
2. The Plan Area recognized as a destination that draws visitors and customers to the area.
3. Attractive and high quality public and private improvements along East 14th Street/Mission Boulevard and Lewelling/East Lewelling Boulevard.
4. Development of E. 14th Street/Mission Boulevard as a place for higher intensity uses.
5. ACBD Specific Plan landscaped areas, parks, open space, and trails that are supportive of the public life of the community and part of the Plan Area revitalization.
6. Enhanced quality and conservation of Plan Area residential neighborhoods, improved compatibility between residential and commercial uses, and increased mixed-use development that improves the edge between business districts and adjacent residential areas.
7. Maintained and improved Plan Area infrastructure that matches infrastructure levels in newer parts of the County.
8. A balanced and complete circulation network that creates a strong economy and vibrant community and accommodates the internal and external transportation needs of the Plan Area by promoting walking, biking, and transit while continuing to serve automobile traffic.
9. A Plan Area comprised of complete neighborhoods, with adequate shopping, jobs, housing, infrastructure, and daily services for Plan Area residents.

1.5 Authority and Implementation

California law prescribes particular requirements for the authority, scope, and adoption of specific plans. The ACBD SP is compliant with these requirements and is intended to serve as a comprehensive document for guidelines, standards, and regulations within the Plan Area.

1.5.1 Legal Authority

The ACBD SP was enacted pursuant to California Government Code Section 65450 by resolution, and the ACBD SP's regulatory code (Chapter 6) by ordinance, to apply to all property within the Plan Area.

1.5.2 Severability

If any provision of the ACBD SP or its application to any person or circumstance is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, the invalidity shall not affect other ACBD SP provisions, clauses or applications which can be implemented without the invalid provision, clause or application, and to this end the provisions and clauses of the ACBD SP are declared to be severable.

1.5.3 Relationship to the General Plan

The underlying general plan governing the Plan Area is the 2010 Alameda County Eden Area General Plan—one of several plans constituting the Alameda County General Plan. Under Government Code Section 65450 et seq., a specific plan implements and must be consistent with the governing general plan. However, a specific plan is a separate document from the general plan and contains a greater degree of detail, including functions of zoning, land use regulations, design standards, and capital improvement plans.

1.5.4 Use of the ACBD SP

The ACBD SP is composed of two major components: (1) the long term vision and policy component (Chapters 2 through 5) and (2) the regulatory component (Chapter 6). The vision and policy component provides the goals and policies related to land use, circulation, infrastructure, and design; and recommends implementing programs and financing options to achieve these goals. The regulatory component enacts zoning for the Plan Area—establishing zones, uses, and development standards. Together, these two components are intended to serve as a comprehensive document for development within the Plan Area.

1.6 Plan Organization

The ACBD SP is organized into the following chapters:

Chapter 1 | Introduction

Chapter 2 | Vision and Community Character

Chapter 2 provides the long-term vision and existing conditions for each District, Corridor, and Neighborhood within the Plan Area.

Chapter 3 | Mobility and Parking

Chapter 3 presents the Multimodal Access Plan for the Plan Area. It provides the vision and recommendations for all travel mode types: automobile, bicycle, pedestrian, and public transit. Transportation demand management and parking are also addressed in this Chapter.

Chapter 4 | Infrastructure

This chapter addresses existing infrastructure and impact of the ACBD SP on existing infrastructure resources: water, waste water, storm water, solid waste, schools, and public services. Because the ACBD SP is consistent with the Eden Area General Plan, no improvements beyond those identified in the General Plan were identified.

Chapter 5 | Implementation and Financing

Chapter 5 presents the goals, policies, and programs to achieve the vision as described in Chapters 2 through 4. The chapter lists funding sources to implement the ACBD SP's programs.

Chapter 6 | Development Code

Chapter 6 provides the Zoning Code for the Plan Area. The Code establishes zones, allowed uses, and development standards for the Plan Area in order to implement the ACBD SP vision. The Chapter also includes a discussion of zoning procedures and administration, and the relationship of the ACBD Code to the Alameda County Zoning Ordinance and other regulatory documents.



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Chapter 2

Vision + Community Character



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2 Vision + Community Character

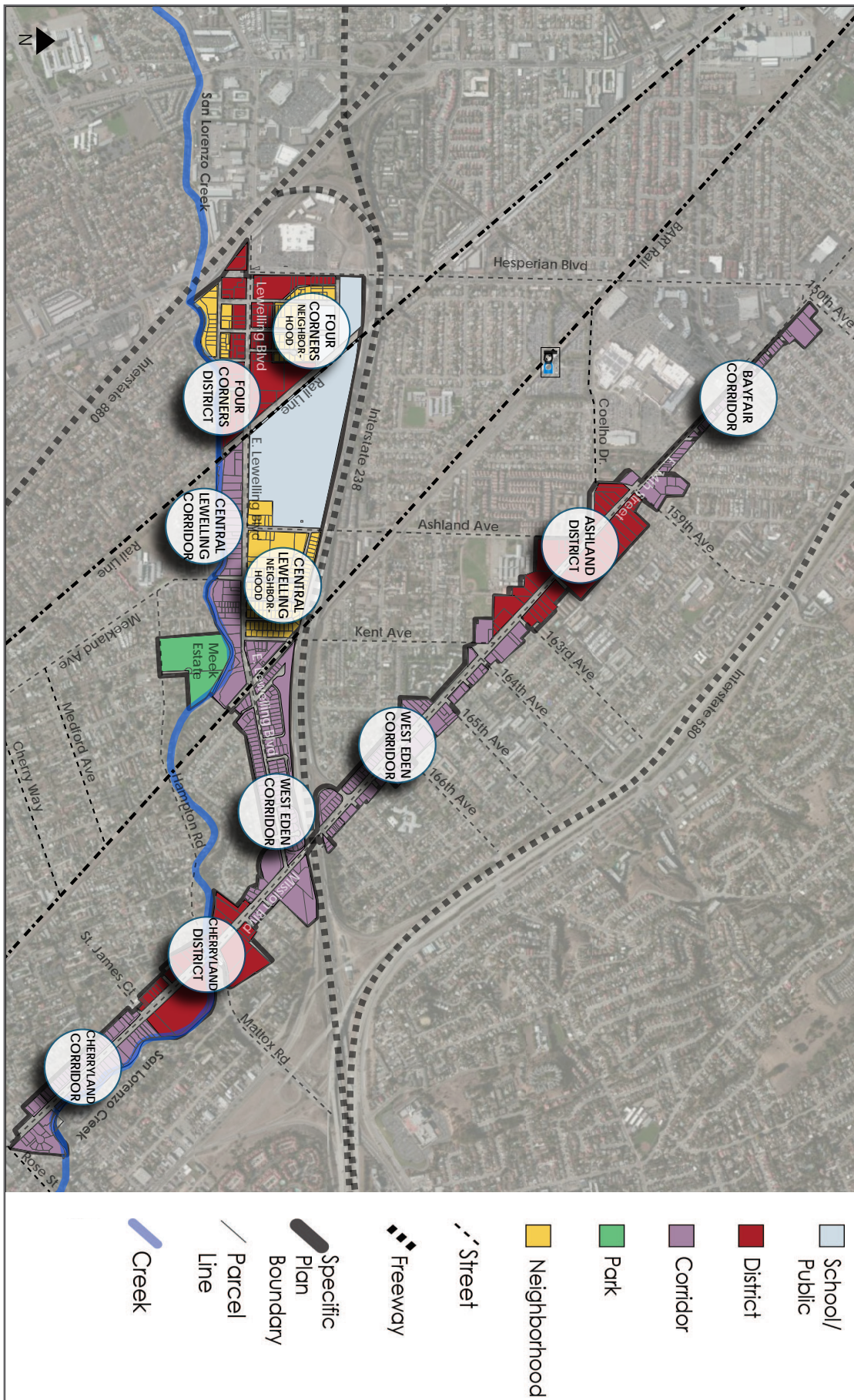
2.1 Introduction

This Chapter presents the current conditions and vision for the Plan Area. Consistent with the Eden Area General Plan, the vision is based upon an urban design framework of three unique and place-specific Character Areas, which include districts, corridors, and neighborhoods. (See Figure 2.1 for Character Area locations.) A Character Area is defined by specific characteristics including development intensity and land use flexibility; as well as mobility, access,

and public realm improvements as discussed in Chapter 3 (Mobility and Parking). Defining characteristics for each Character Area are described in the pages that follow. The Character Area approach allows for precise land uses and development standards as needed in some areas and for flexible standards in other areas to incentivize economic development and respond to market forces. The Character Areas will guide development to produce an area build-out that is consistent with the community vision.



FIGURE 2. 1ASHLAND AND CHERRYLAND BUSINESS DISTRICT CHARACTER AREAS



2.1.1 Districts

As noted in the Eden Area General Plan, Districts are areas of higher intensity development located along, but distinct from, Corridors. The intent for Districts outlined in the Eden Area General Plan is to create places that prioritize economic investment and public realm improvements, establish civic and community meeting places, and create new commercial and residential centers to attract reinvestment. Districts typically serve neighborhood and regional needs, and act as centers of employment, shopping, dining, and civic activity. Because Districts attract visitors from nearby neighborhoods and surrounding communities, pedestrian oriented design and multi-modal transportation is encouraged to balance the needs of pedestrians, bicyclists, public transit, and automobiles. The ACBD Specific Plan identifies three Districts: The Ashland, Cherryland, and Four Corners Districts.



District Example: Higher Intensity Mixed-Use with Streetscape Improvements

2.1.2 Corridors

Corridors are the elements of a community that create connectivity between Neighborhoods and Districts, serve local and regional needs, and are key to economic revitalization. Corridors are primarily medium intensity areas which are made up of a variety of uses including retail, office, commercial services, and residential. Corridors may consist of lower intensity development, and accommodate automobile oriented and automobile dependent business not suitable for high-intensity pedestrian Districts. Because Corridors can serve a variety of uses, they allow for a higher degree of flexibility to encourage infill and new development. Similar to Districts, Corridors are intended to accommodate pedestrians, bicyclists, public transit, and automobiles. The ACBD Specific Plan identifies four Corridors: The Bayfair, West Eden, Cherryland, and the Central Lewelling Corridors.



Corridor Example: Medium Intensity Environment Allows for Flexibility of Uses

2.1.3 Neighborhoods

A Neighborhood is a residential area that can be distinct from an adjacent Neighborhood due to unique characteristics, intensity of development, historical significance, or presence of a gathering place. The Plan will account for the unique identity of each Neighborhood, and will encourage infill and compatible development to increase livability and safety. Making up a small portion of the overall Plan Area, the ACBD Specific Plan identifies two Neighborhoods: The Central Lewelling and Four Corners Neighborhoods.



Neighborhood Example: Building Type and Development Scale

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2.2 Ashland District

2.2.1 Current Setting

As described in sub-section 2.1.1 Districts are areas of higher intensity development than Corridors or Neighborhoods. Typically Districts serve local and regional needs, and act as centers of employment, shopping, dining, and civic activity. The Eden Area General Plan describes Districts as places that prioritize economic investment and public realm improvements, establish civic and community meeting places, and create new commercial and residential centers to attract reinvestment.

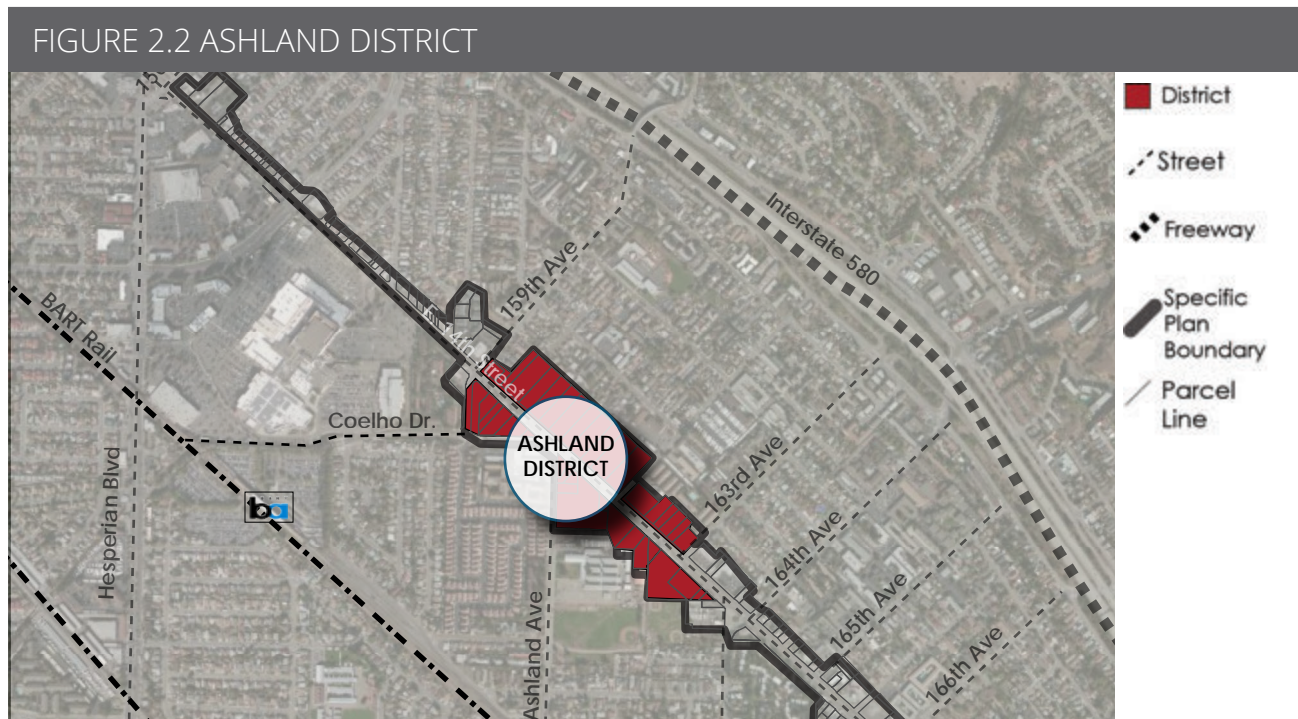
The Ashland District is situated in the northern segment of the Plan Area, located along E. 14th Street, between 159th Avenue to the north and 164th Avenue to the south. (See Figure 2.2.) The Ashland District's close proximity to the Bayfair Mall and Bayfair BART station is a key asset that attracts new businesses and residents who prefer to be located near public transit, and provides customers and residents easy access to and from the District. Land use in the District is defined as General Commercial in the 2010 Eden Area General Plan, which allows for Medium-High and High Density Residential as a secondary use.

Auto related sales, service uses, and convenience stores make up the strongest commercial presence within the Ashland District. The District and surrounding Corridors also include a number of successful retail shops, markets, and liquor stores.

The street network has few connections to surrounding neighborhoods, with no connection west of E. 14th Street between Kent Avenue and Ashland Avenue. The lack of access can impact the activity level along E. 14th Street. Perceived safety is of concern in the Ashland District, and will need to be addressed in order to attract new investment and foot traffic for new businesses.

The Ashland District presents a number of opportunities for the Plan Area, including recent open space improvements (e.g., Edendale Park and the REACH Ashland Youth Center park and play center), Tiburcio Vasquez Health Clinic, under-utilized parcels (e.g., surface parking lots), and sites for infill development.

Building and sidewalk conditions are fair. The District features vintage 1950's-era buildings dating from the community's initial phase of urbanization, such as 15931 E. 14th Street (Aaaftab Medical Center), which offer unique opportunities for branding and marketing. Recent improvements to the streetscape along E. 14th Street, including the landscaped median and street trees, should be extended further south to Mission Blvd. Improvements to building façades and the addition of benches, additional pedestrian crossings, and street lighting will benefit the District by creating a safer, more attractive place to work, live, and shop.



2.2.2 Vision

The Ashland District will become a transit-oriented district and the center of activity within the Ashland and Cherryland communities, offering places to live, shop, work, and play that are easily accessible by foot, bike, car, or transit. As envisioned, the District will contain a mix of uses including office space, community gathering places, and retail. Design and development regulations will promote pedestrian scale frontages that encourage residents and visitors to stop and walk along E. 14th Street. Safe pedestrian and bicycle networks will better connect the District with adjacent neighborhoods, parks and BART. Building upon existing improvements and recent development such as the Tiburcio Vasquez Health Clinic and Ashland REACH Youth Center, the Ashland District will be well known by residents as a fun, safe destination for families that fosters a sense of community and pride.

Streetscapes will be improved to incorporate new lighting, benches, signage, wayfinding elements, and trees to make the District a safer, more inviting place to visit. High-density, mixed-use development will feature

attractive ground floor uses that front the street to promote revitalization and increase pedestrian activity. Pathways that bisect long lots will allow better pedestrian and bicycle access to adjacent residential uses and throughout the District. A public plaza at Ashland Avenue and E. 14th Street will further foster outdoor active uses.

The District will allow taller buildings, up to four stories, and built to the street, to support increased retail and office development. Policies and standards for on-street and on-site parking will support businesses and increase development feasibility. A public parking garage funded through parking in-lieu fees will further increase parking capacity in the District. Residential uses will be allowed above or behind commercial space, to promote street activity during all times of day and to increase the consumer base for local businesses. New retail will generate high volumes of customer traffic that will enable the District to become a commercial anchor that supports local businesses.



ACBD Ashland District Vision for Redevelopment of Intersection at 162nd Ave. and E. 14th St.



Example of Attractive Streetscape



Example of Buildings Creating a Street Wall and Completing providing Public Gathering Space Along E. 14th St. Between 162nd Ave. and 163rd Ave.



Example of Building Type and Height envisioned for the Ashland District



Existing Streetscape Near the REACH Ashland Youth Center Along E. 14th Street



Existing Commercial Strip Mall in Ashland District



Existing Signage and Dominance of Parking in the Ashland District



Ashland District Amenity, the REACH Ashland Youth Center Contributes to a Safe Night Streetscape, Image Courtesy of RossDrulisCusenbery Architecture, Inc.



REACH Ashland Youth Center in the Ashland District, Aerial View, Image Courtesy of RossDrulisCusenbery Architecture, Inc.

2.3 Cherryland District

2.3.1 Current Setting

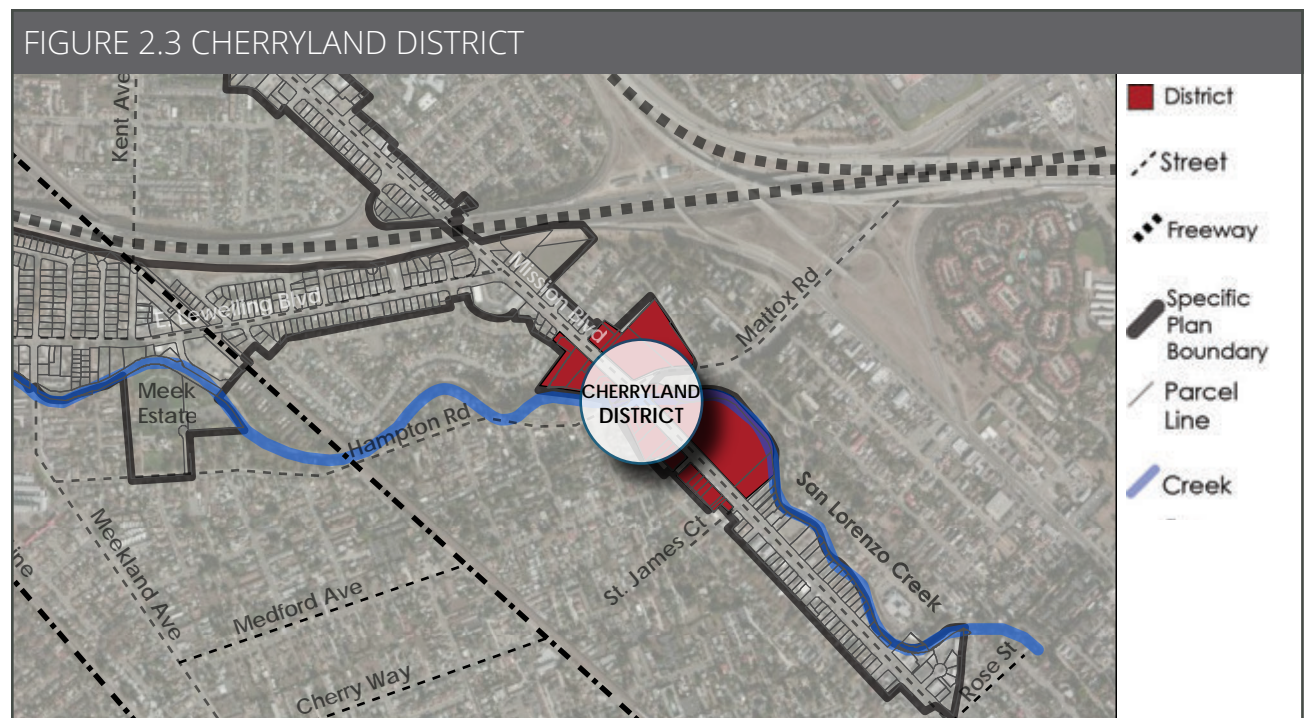
Positioned in the southern portion of the Plan Area, the Cherryland District is located approximately between Paradise Boulevard to the north, St. James Court to the south, Montgomery Avenue to the west, and San Lorenzo Creek to the east. (See Figure 2.4.)

Mission Boulevard, a main arterial roadway, runs north to south through the District and is one of the main commercial corridors for regional travel within Alameda County. The Cherryland District is easily accessible from Highway I-238 and visible from I-580. Additionally, the District has several East-West collector routes, such as Mattox Road, Hampton Road, and Grove Way, which connect the District to surrounding Cherryland neighborhoods as well as the communities of Castro Valley and San Lorenzo. Land in the Cherryland District is General Commercial (defined in the 2010 Eden Area General Plan), which allows for Medium-High and High Density Residential as a secondary use.

The Cherryland District presents opportunity for economic development and community amenities. The District features the Creekside Center on Mission

Boulevard at Mattox Road that has room for expansion and redevelopment. Other empty or underutilized sites within the District include the former Banchemo's Restaurant, the Serra property at the northeast corner of Mission Boulevard and Mattox Road, and the property at Mission Blvd. and Hampton/Mattox Roads that is owned by the Successor Agency to the former Alameda County Redevelopment Agency (RDA). Development of these key sites along Mission Boulevard between Hampton Road/Maddox Road and Lewelling Boulevard has the potential to act as a catalyst for further reinvestment in the Cherryland District.

The District provides community amenities such as adjacency and potential for access to San Lorenzo Creek from the Creekside Center and the former RDA site, and is within walking distance to the Meek Estate and Cherryland Park. The District contains a variety of auto-related service, sales, and repair uses, and discount stores. The presence of ethnic food restaurants, including Thai, Chinese, Japanese, and Portuguese, is increasing in the District and provides an opportunity to brand and market the area as a cultural and dining destination.





Cherryland District Vision for Infill and Redevelopment of Creekside Center and Mattox Rd. Intersection is Shown Above in Maroon

2.3.2 Vision

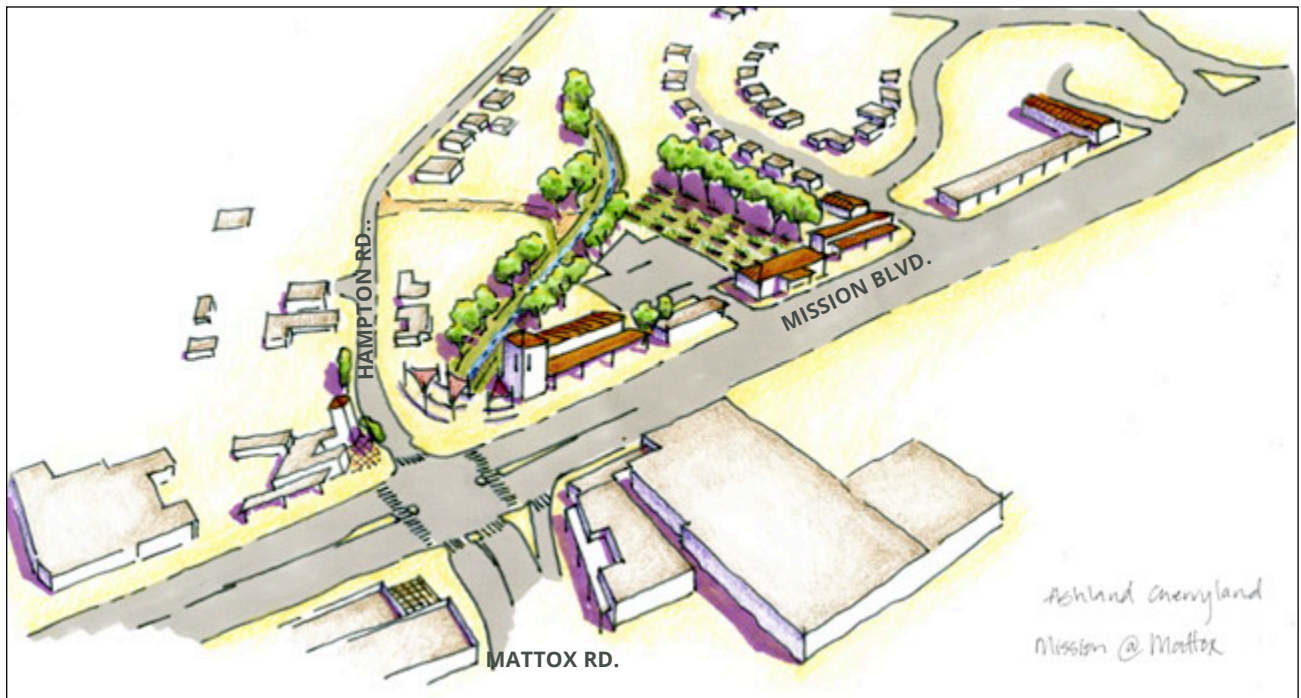
The Cherryland District will become an area of heightened neighborhood activity and a draw for visitors from surrounding neighborhoods and cities that highlights the cultural diversity of the ACBD Plan Area.

Streetscapes will be improved to increase foot traffic and comfort of the pedestrian experience. For example, the Creekside Shopping Center will be redeveloped to incorporate pedestrian scale features and building frontages that define the street edge along Mission Boulevard. Design standards will require the addition of trees, landscaping buffers, and fencing to reduce visual dominance of off-street parking. Bike lanes and improved intersections at Mission Boulevard and Mattox Road as well as Mission Boulevard and East Lewelling Boulevard will better enable local residents to walk, bike, or take transit to the shops and offices within the District.

The District will become an economic center creating the “critical mass” needed to draw customers from outside the area. Temporary use of underutilized parcels will create market momentum that will eventually allow for lot consolidation and larger-scale commercial development.

Branding the District area as a multi-cultural destination, with ethnic markets, restaurants, and shops, will attract a larger regional consumer base and act as a catalyst for retail revitalization. Integration of the area’s agricultural past into the built environment and in cultural events that feature the harvest (for instance, street fairs along Mission Boulevard) will further establish the District as a destination for residents and visitors alike. Long-term commercial development and tourism in the District will create new job opportunities and ensure economic vitality of the area.

Visual upgrades will be made to existing businesses and public spaces within the District to improve the quality of the built and natural environments. There will be a focus on beautifying and improving access to San Lorenzo Creek. Public realm improvements will consist of sidewalk widening, tree plantings, street furniture, bicycle parking, and development of parks, plazas, and casual meeting places. Well-designed buildings, up to five stories where appropriate, will frame the District and transform the area into a destination, rather than a place to travel through.



Example Potential Infill Development of Large Underutilized Lots at Intersection of Mission Blvd. and Mattox/Hampton Rd..



Vacant Former RDA Site at the intersection of Mission Blvd. and Hampton Rd. in the Cherryland District.



Example of Attractive Building Facade and Orientation to the Street



Poorly Maintained Sidewalks with Limited Pedestrian Amenities in the Cherryland District.



Example of Pedestrian Friendly Streetscape

2.4 Four Corners District

2.4.1 Current Setting

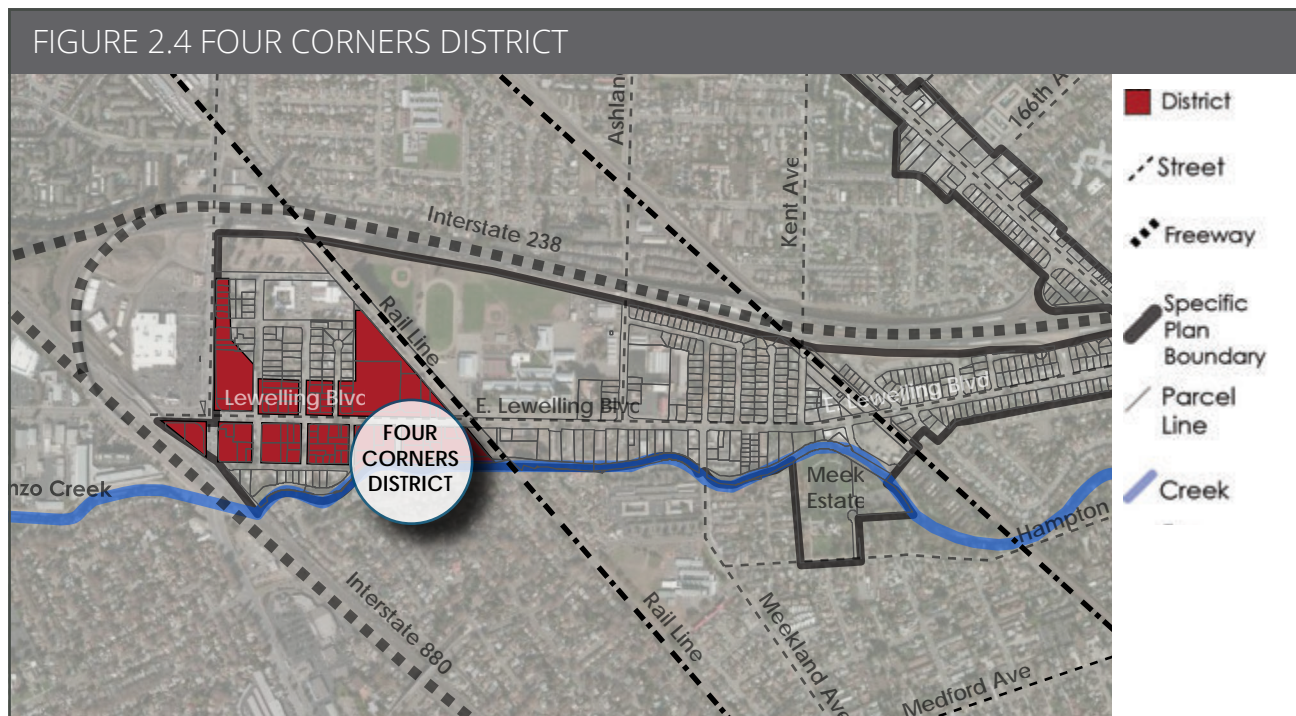
The Four Corners District is in the western most section of the Plan Area along Lewelling Boulevard, approximately between College Street to the north, Albion Avenue to the south, Hesperian Boulevard to the west and the Union Pacific railroad tracks to the east. (See Figure 2.4.) This District marks the historic center of the Eden Area. The District is accessible from both the I-238 and I-880 highways, and is located along Hesperian Boulevard, a major commercial thoroughfare. While benefitting from these connections, the District is located within close proximity to many commercial competitors. Land Use in the Four Corners District is General Commercial (defined in the 2010 Eden Area General Plan).

The Four Corner District includes underutilized or vacant opportunity sites that could undergo improvement and catalyze growth in the area. A shopping center at the intersection of Lewelling Boulevard and Hesperian Boulevard currently tenants a music store, a coffee shop, a sporting goods store, and a Mexican restaurant, and has room for expansion. The former Orchard Supply Hardware (OSH) site, located along Lewelling Boulevard between Sharon Street and Ashland Avenue, presents another site for potentially significant reinvestment.

Opportunity sites in the area benefit from recent streetscape improvements along Lewelling Boulevard from Hesperian Boulevard to Meekland Avenue that include added street trees, widened sidewalks, and new bike lanes. However, market conditions and competition from nearby Greenhouse Marketplace Shopping Center, Wal-Mart, and Hesperian Boulevard shops make non-residential redevelopment challenging in the Four Corners District.



Montgomery Housing located on Usher and Sycamore Street. Source: Marciel, 2006.



2.4.2 Vision

The Four Corners District will become a gateway to the Cherryland community that will attract motorists from the I-238 and I-880 highways and Hesperian Boulevard, shoppers from San Leandro, and bicyclists coming from the Bayfair BART station or proposed Class I bikeway along BART tracks (see Chapter 3, Mobility). Strategic placement of gateway signage or monuments will signify a sense of arrival within the District, and allow visitors to easily locate parks, transit, historic sites, and public parking.

The District will continue to serve as a local shopping destination. Commercial uses along Lewelling Boulevard will reduce the need for residents to travel outside the Plan Area to purchase day-to-day items, such as food, home goods, and clothing. Long-term redevelopment should be encouraged on opportunity sites such as the former OSH property and shopping center on the north side of Lewelling Boulevard at Via Granada to provide an increased variety of commercial, retail, recreation, and employment opportunities in the District. Allowing temporary uses on underutilized parcels will create market momentum until long-term redevelopment becomes feasible and creates incubator space for new businesses.

Temporary uses will not only improve the chance that long-term redevelopment of opportunity sites becomes feasible, but will establish vibrant community gathering places in the District. Food truck fairs on underutilized parcels will help generate activity at these locations and enhance unique dining options for local residents and visitors alike. Small, dispersed, and frequent farmers markets will increase access to local produce, encourage walking, and provide healthy food options.

Building heights up to five stories, where appropriate, will be designed to remain visually compatible with surrounding residential uses while allowing opportunity for new development and infill. Vehicular transportation will be balanced with pedestrian and bicycle modes of travel, and existing transit service will be maintained and transit stop amenities enhanced. Small parks and plazas will be incorporated into commercial and residential development to increase public space and create a network of gathering places throughout the District.



Aerial Vision for Infill of Underutilized Lots in the Four Corners District



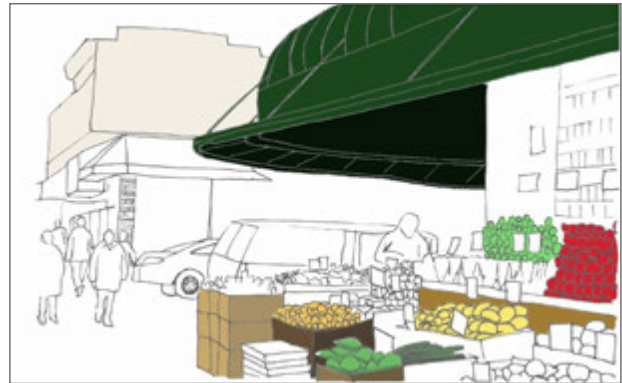
Existing Businesses at the Corner of Lewelling Blvd. and Hesperian Blvd.



Example how Redevelopment Can Frame the Street Corner and Buffer Parking in the Four Corners District



The Four Corners District is Located Directly Adjacent to San Lorenzo High School



Example of Temporary Uses and Healthy Eating Options



Recent Streetscape Improvements Along Lewelling Blvd. Include Wider Sidewalks and Street Trees



Vision for Active Use at Street Level in Four Corners District

2.5 Bayfair Corridor

2.5.1 Current Setting

Sub-section 2.1.2 describes Corridors as the elements of a community that create connectivity between Neighborhoods and Districts. Corridors allow for a higher degree of flexibility to encourage infill and new development. Generally Corridors are intended for medium intensity development, which are made up of a variety of uses including retail, office, commercial services, and residential. Additionally, Corridors may consist of lower intensity development, and accommodate automobile oriented and automobile dependent business less suitable for higher intensity Districts that are more oriented towards pedestrians.

The Bayfair Corridor is located along E. 14th Street, between 150th Avenue to the north and 159th Avenue to the south, and consists of the street fronting parcels on the east side of E. 14th Street. (See Figure 2.5.) Due to its location near the Bayfair BART, the Bayfair Corridor is an attractive place for businesses that seek to locate near public transit and for residents who seek to reduce commute times. The area is easily walkable, with short block lengths and close proximity to transit. Land Use in the Bayfair Corridor is General Commercial (defined in the 2010 Eden Area General Plan), which allows for Medium-High and High Density Residential as a secondary use.

Land uses within the Corridor are mostly commercial, with a few residential properties, including a multi-family development at the intersection of Thrush Avenue and E. 14th Street. Commercial uses range from restaurants, fast food, personal service, and auto parts and service.

There are a few vacant and underutilized parcels in the Corridor; however, narrow parcel sizes make redevelopment of individual lots difficult in the short term. Residential and commercial development are expected to become more viable in the long-term as market economics shift to facilitate site assembly that will increase development feasibility.

The Corridor is located directly across from the Bayfair Mall, featuring 823,000 square feet of retail space; retail chain anchors such as Macy's, Target, and Kohl's; medium-box retailers; dining and coffee establishments such as Starbucks Coffee; and entertainment offerings that include Century 16 Bayfair. The City of San Leandro is in the process of developing the Bayfair BART Transit Village TOD Specific Plan, which may spur further spillover investment in the Corridor.

Building and sidewalk conditions are generally good. Recent street improvements upgrade visual appeal of the Corridor and could be further enhanced by added public open space and art. However, vacant buildings, large surface parking lots, sparse tree canopies, and the absence of street lighting and marked crosswalks collectively deteriorate the pedestrian experience.

Sense of safety within the Corridor remains a concern. Over-concentration of liquor stores, auto parts sales and repair, or similar uses in the area along E. 14th Street may discourage pedestrian activity, and the absence of bike lanes discourage bicycle activity. While the REACH Ashland Youth Center is within walking distance of the Corridor, such safety issues may prevent children and families from visiting the area.

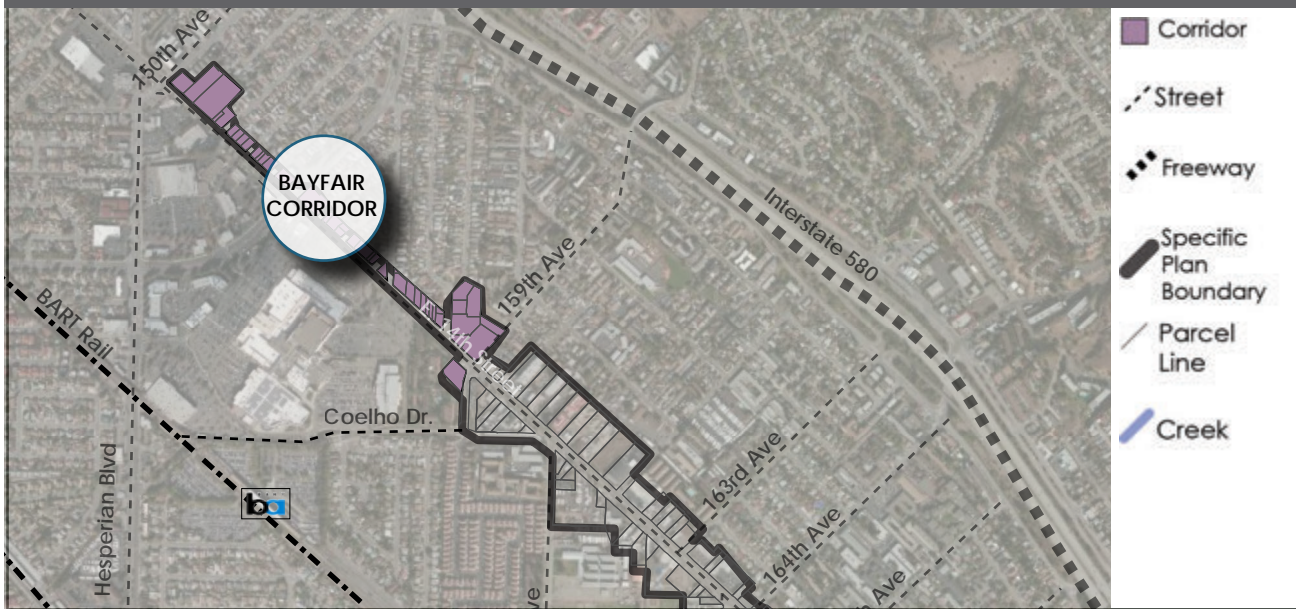


Existing Commercial Uses along E. 14th Street at 159th Avenue in the Bayfair Corridor



Current Public Transit System

FIGURE 2.5 BAYFAIR CORRIDOR



2.5.2 Vision

The Bayfair Corridor will transform into a transit-oriented area, providing places to work, shop, and live within walking distance of public transportation. There will be a mixture of retail, restaurant, entertainment, and mixed-use development. Uses will remain flexible, however; development standards and guidelines will ensure aesthetic compatibility with new development.

Public realm improvements in the Corridor will act as a gateway and continue along E. 14th Street, to create a walkable corridor that draws new visitors to the Ashland District. Streetscape improvements will include added public spaces such as parks and plazas, consistent street trees, street furniture, and pedestrian-scale street lighting.

Streetscape improvements coupled with building façade upgrades will incentivize new investment in the area, and new businesses will capitalize on the large market pull of Bayfair Mall. As market economics gain momentum, lot consolidation and redevelopment of vacant and underutilized parcels and buildings will become more feasible.

Transit and pedestrian movement will be balanced with auto and bicycle activity. Vehicle speeds will be reduced and pedestrian crossing distances shortened. Development will be built at or near the sidewalk, and parking lots will be moved to the side or rear of new businesses to improve the sense of pedestrian safety along E. 14th Street.

Development along the Corridor will have a generally lower intensity than neighboring Districts. Building heights will extend up to four stories for mixed-use residential projects. Given the location near BART and Bayfair Mall, the Corridor may transition into a medium-high intensity area over time.



Example of Pedestrian activity envisioned for the Bayfair Corridor.



Example of Development Intensity vision for Bayfair Corridor

2.6 West Eden Corridor

2.6.1 Current Setting

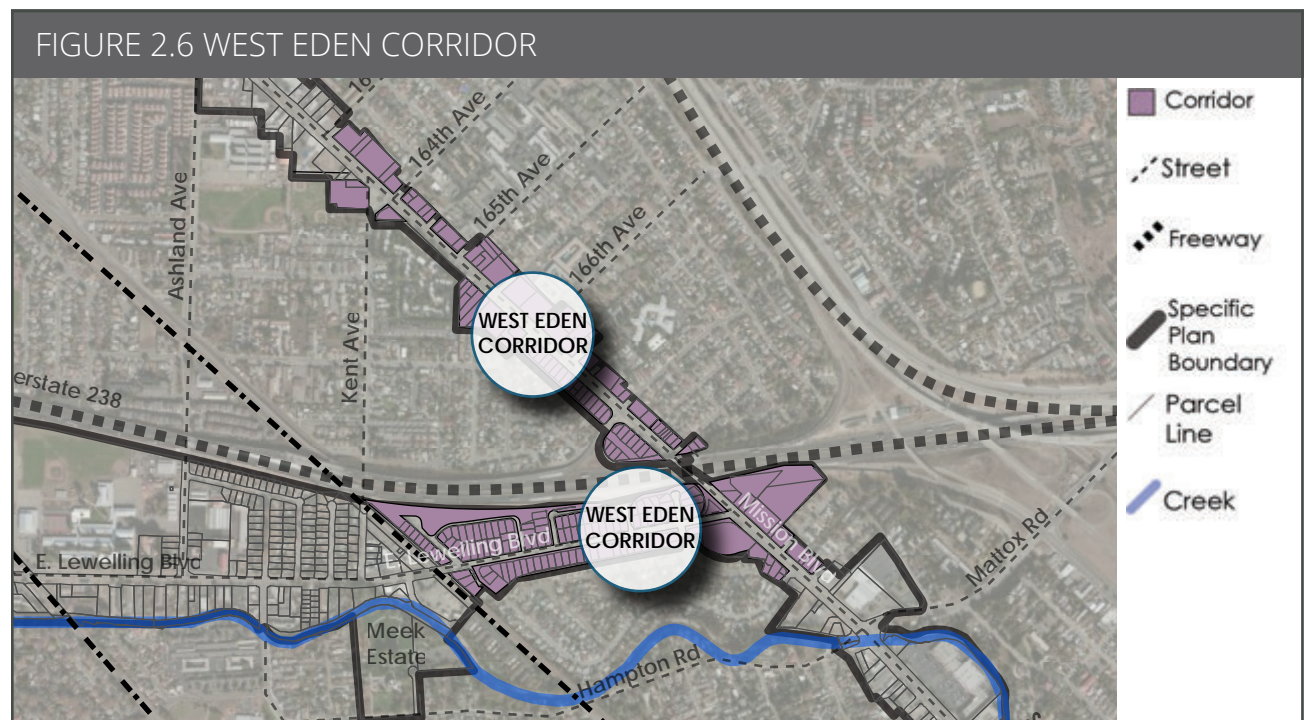
The West Eden Corridor is situated at the intersection of E. 14th Street, Mission Boulevard, and E. Lewelling Boulevard (the major thoroughfares in the Plan Area), extending from 164th Avenue to the north, Gilbert Street to the south, and the BART tracks to the west. (See Figure 2.6.) The convergence of these three commercial corridors in the heart of the West Eden Corridor presents opportunities as well as challenges. The West Eden Corridor is accessible and visible from the I-238 highway, and East-West collector roads connect the Corridor to neighboring communities. Land Use in the West Eden Corridor is General Commercial (defined in the 2010 Eden Area General Plan), which allows for Medium, Medium-High and High Density Residential as a secondary use.

The West Eden Corridor, similar to the adjacent Corridors and Districts along E. 14th St./Mission Blvd., is characterized by varied commercial uses on small lots, including a gas station, small restaurants, used auto sales, auto parts sales, fast food, appliance stores, and personal services. Small parcel sizes and close proximity to established residential neighborhoods are limiting factors for commercial development along E. 14th Street.

Opportunity sites along E. 14th St./Mission Blvd. include the large vacant parcel at the northeast corner of the E. Lewelling Boulevard and Mission Boulevard intersection, the underutilized property along Mission Boulevard at Paradise Boulevard, and the vacant lot at E. 14th Street and 166th Avenue.

The E. Lewelling Boulevard segment of the Corridor is characterized by small single family homes. Many of the homes transitioned into commercial uses following construction of the I-238 highway and upzoning to a commercial zone. Due to small lot sizes, the residential-commercial conversions have an inadequate parking supply. Front lawns have been paved into parking spaces that now create problems for the area.

Automobiles dominate the Corridor streetscapes and diminish the area's appeal. The protected right turn lane at E. Lewelling Boulevard/Mission Boulevard makes pedestrian crossing dangerous. Wide roadways feature no amenities such as trees, medians, or pedestrian scale lighting. Due to sidewalk conditions and deficient aesthetic charm the West Eden Corridor can appear less inviting to visitors.



2.6.2 Vision

As the juncture of E. Lewelling Boulevard, Mission Boulevard, and E. 14th Street, the West Eden Corridor will encourage a diverse mix of uses and development types and will cater to residents and visitors. The Corridor will support mom-and-pop, locally owned businesses to enhance job opportunities for local residents. To ensure long-term larger scale development, lot consolidation will be encouraged as market economics shift and site assembly becomes more feasible.

Vehicle transportation will play a larger role in development of the West Eden Corridor as compared to adjacent Districts. Policy and regulation for the Corridor will maximize development flexibility and will accommodate a wide variety of uses, such as commercial services, and a variety of building forms including drive-through businesses along E. 14th St./Mission Blvd.. On-street parking supply and demand will be managed by time limit or pricing strategies along E. 14th St./Mission Blvd.. and E. Lewelling Boulevard, as need arises.

Buildings will extend up to two and a half stories along E. Lewelling Boulevard and uses will be more restrictive than other Corridors to maintain compatibility with the existing

residential character and adjacent Neighborhoods. New development along the E. Lewelling Boulevard portion of the Corridor will gradually transition into a professional office/commercial area with adequate parking supply and appropriate signage for businesses.

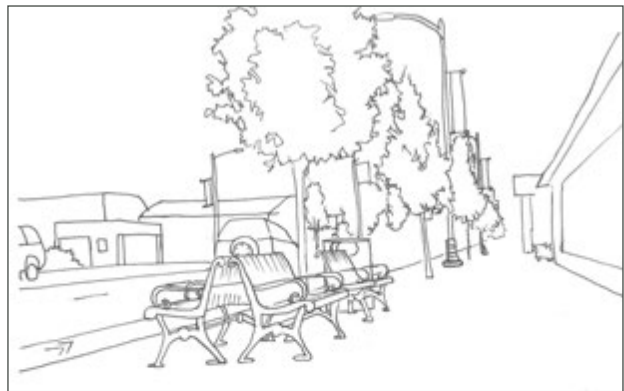
Along E. 14th St./Mission Blvd.. Boulevard, buildings might extend up to three and a half stories to accommodate mixed-uses. Uses along this portion of the Corridor will be more flexible to accommodate auto related and auto dependent uses that have historically located in the area.



Example of Building Facade Upgrades.



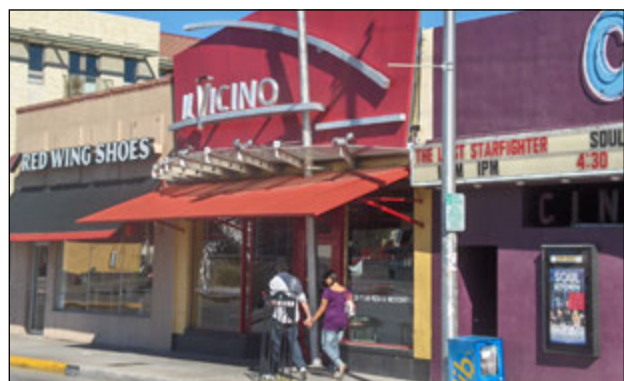
Current Sidewalk Conditions in ACBD West Eden Corridor



Vision for ACBD West Eden Corridor Sidewalk and Pedestrian Amenities



Existing West Eden Corridor Vacancies Contribute to an Incomplete Streetscape



Example of Attractive Building Facades

2.7 Cherryland Corridor

2.7.1 Current Setting

The Cherryland Corridor comprises the southernmost section of the Plan Area located along Mission Boulevard., between St. James Court to the north, Rose Street to the south, Montgomery Avenue to the west, and San Lorenzo Creek to the east. (See Figure 2.7.) The Corridor marks the transition from the City of Hayward into Cherryland and is adjacent to the Creekside Shopping Center. This Corridor is located adjacent to the Hayward fault, and provisions of the Alquist-Priolo Earthquake Fault Zoning Act apply to development in the area. Land Use for the Cherryland Corridor on the western side of Mission Boulevard is General Commercial allowing for Medium High Density Residential as a secondary use. Land Use for the Corridor on the eastern side of Mission Boulevard is Low-Medium to Medium Density Residential, allowing for General Commercial as a secondary use. There are a few parcels along Rufus Ct. which are General Commercial but do not allow residential as a secondary use.

Auto-related retail and service uses have an established presence along this section of the Mission Boulevard, with several clustered around Rufus Court. Building upon this established center of auto related uses has the potential to attract consumers from surrounding

areas, especially given recent restrictions on auto-related uses along Mission Boulevard in the City of Hayward. Mission Boulevard also consists of several mixed-use properties comprised of street-front commercial uses with residential uses located behind.

The presence of auto-related uses result in sidewalk and roadway conditions that favor automobile traffic. Sidewalks and bicycle lanes are inadequate and provide little protection for pedestrians or bicyclists.

Small businesses are scattered throughout the Corridor, and are often located in a structure converted from a single family home. Requirements for mixed-use along the Corridor have led to inadequate or unusable commercial space along Mission Boulevard and out of scale, incompatible residential uses behind. Parcels vary in width and depth, and several small, shallow lots abut San Lorenzo creek. Small lot sizes pose a constraint to large-scale redevelopment; however, opportunities exist to improve building facades, the public realm, and mobility within the Corridor.

In the long-term, as the adjacent Cherryland District grows, the Cherryland Corridor has the potential to attract new businesses and customers.



2.7.2 Vision

The Cherryland Corridor will act as the southern gateway of the Plan Area. Streetscape and façade enhancements will upgrade visual appeal of the public realm, and clustered auto-related uses will help market the area to attract visitors. Improved way-finding and signage will encourage visitors to seek out Meek Estate Park and other key locations that emulate the character and identity of Ashland and Cherryland.

A mix of uses will be encouraged to augment the clustered auto uses in the Corridor. Provisional pop-up uses will be allowed on a temporary basis along the Corridor on vacant and underutilized parcels to create market momentum until larger scale commercial development becomes more feasible. The buffer between commercial and residential uses will be enhanced where appropriate to protect adjacent neighborhoods from spill-over parking and cut-through traffic.

Buildings will extend up to three and a half stories to accommodate mixed-use and commercial development. Design Guidelines and standards for mixed-use development will ensure adequate commercial ground floor space along Mission Boulevard and well-designed residential uses above or behind. Medium intensity development in this area will provide an increased customer base for and within walking distance to Cherryland District and Creekside Shopping Center commercial uses.



Vision to Cluster Auto Related Uses in the Cherryland Corridor



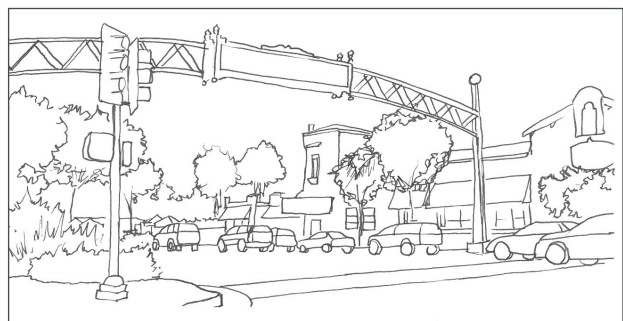
Example of Improved Public Realm: Plaza and Street Trees to Provide Shade



Example of Provisional Pop-Up Uses on Vacant or Underutilized Lots



ACBD Cherryland Corridor Existing Business and Streetscape



Example of Gateway Signage Announcing Entrance to a Specific Area

2.8 Central Lewelling Corridor

2.8.1 Current Setting

The Central Lewelling Corridor is positioned in the central portion of the Plan Area, and contains a stretch of parcels located across the street from San Lorenzo High School, approximately between E. Lewelling Boulevard to the north, San Lorenzo Creek to the south, the Union Pacific railroad tracks to the west and the BART tracks to the east. (See Figure 2.8.) Land Use in the Central Lewelling Corridor is General Commercial or Medium Density Residential (defined in the Eden Area General Plan).

The Central Lewelling Corridor boasts a variety of uses including residential, neighborhood commercial, and religious uses such as a chapel. The commercial uses along this Corridor serve residents and students in the immediate vicinity. Food and dining options near the High School are considered deficient, and have low appeal to attract visitors and consumers from surrounding communities. There are few vacant parcels along E. Lewelling Boulevard, however, underutilized lots with excess parking or small buildings have potential for additional infill development.

The Corridor is relatively isolated from surrounding Ashland and Cherryland neighborhoods, as Highway I-238 and San Lorenzo creek limit north-south movement into and out of the Corridor. Ashland Avenue offers the

only highway under crossing on this segment of Lewelling Boulevard, leaving the majority of traffic to remain on Hesperian Boulevard or Mission Boulevard, bypassing the Central Lewelling Corridor. Meekland Avenue is the only road that crosses San Lorenzo Creek, and connects to Hampton Road to the south.

One of the key amenities adjacent to the Central Lewelling Corridor is Meek Estate Park. Meek Estate is a regional cultural and historical site, and acts as a community gathering space with a park and play area for families and children. A bridge across San Lorenzo Creek connects Meek Estate to Wickman Court. This area offers a development opportunity that could provide visible access to Meek Estate from E. Lewelling Boulevard, and that could catalyze change and improvements in the Corridor.

As the Corridor is located directly across from San Lorenzo High School, bicycle and pedestrian safety is of paramount concern. There are no bike lanes and only a few pedestrian crossings east of San Lorenzo High School, making it dangerous for students walking or biking to and from school. Recent streetscape improvements along Lewelling/E. Lewelling Boulevard ended at Meekland Avenue, and leave the sidewalks east of Meekland Avenue incomplete or absent.



2.8.2 Vision

The Central Lewelling Corridor will exhibit parks, open space, and trails that support the public life of the community and contribute to the revitalization of the Plan Area. Visual access to Meek Estate and Park from E. Lewelling Boulevard will encourage increased use of this public amenity and further promote the estate as a valuable open space and natural resource to the Plan Area. Redevelopment surrounding the Meek Estate will include a public plaza, outdoor seating areas, and new medium intensity residential development. Additional recreation areas in the form of pocket parks, neighborhood parks, parklets and trails will be expanded to support walking and biking.

A safe multi-modal circulation network with enhanced way-finding signage will connect area resources and facilitate better connectivity throughout the area. Streetscape improvements will extend east beyond Meekland Avenue, and provide sidewalks, street crossings, street trees, and other pedestrian amenities to support revitalization and reinvestment. Utilities will be underground to improve the Corridor aesthetic.

Corridor land uses will augment and continue the existing condition that includes commercial and low to medium density residential, per the Eden Area General Plan. Residential components of the Corridor will act as a valuable resource for students and employees of nearby businesses. This area will also accommodate and encourage small office and retail businesses to serve the immediate Neighborhoods.



Aerial Image of Central Lewelling Corridor Vision: Improved Pedestrian Amenities and Connections to near by Meek Estate Park.



ACBD Central Lewelling Corridor adjacent to Meek Estate Park.



Existing Use along E. Lewelling Blvd. in the Central Lewelling Corridor.



Existing Restaurants and Businesses Near San Lorenzo High School



Vision for the Central Lewelling Corridor includes Medium Density Residential



Central Lewelling Corridor Vision: Visible Direct Access to Meek Estate from E. Lewelling Blvd. and Public Plaza.

2.9 Neighborhoods

2.9.1 Current Setting

Ashland and Cherryland neighborhoods, such as the Central Lewelling and Four Corners Neighborhoods, are densely populated residential areas that feature a mix of single family and multi-family housing. Residential lots in the Plan Area are mostly small and clustered together. Generally, most residential units in the Ashland and Cherryland communities are renter occupied. Households in the Ashland and Cherryland communities earn moderate-incomes and live in modestly priced homes, compared to the rest of Alameda County. Only 35 percent of Ashland Cherryland residents own their home. The Association of Bay Area Governments (ABAG) estimates there will be a need for an additional 1,769 housing units in unincorporated communities of Alameda County by 2022. Some of this need will be met in the Plan Area's Districts and Corridors, with the Plan Area's Neighborhood accommodating less of the demand for additional Housing.

Central Lewelling Neighborhood

The Central Lewelling Neighborhood is positioned in the center of the Plan Area, north of E. Lewelling Boulevard between Ashland Avenue to the west and Alisal Court to the east. (See Figure 2.9.) Land Use in the Central Lewelling Neighborhood is Low or Medium Density Residential (defined in the Eden Area General Plan).

Aside from St. John's Church and School and townhomes at the intersection of Ashland Avenue and Lewelling Boulevard, the Neighborhood consists of low-density single family homes. The Neighborhood is mostly built out, with little room for growth. The homes are generally in good condition. Proximity to the I-238 highway impacts residences along Ano Avenue. Future efforts should be made to buffer these homes from noise, air pollution, dust, and other impacts associated with the I-238 Highway.

Four Corners Neighborhood

The Four Corners Neighborhood is situated in the western section of the Plan Area, and is located on both sides of Lewelling Boulevard, between San Lorenzo Creek to the south, Hesperian Boulevard to the west, Sycamore Street to the north, and Sharon Street to the east. (See Figure 2.9.) The Neighborhood does not include the public facility parcels along College Street. Land Use in the Four Corners Neighborhood is Low Density Residential to the north of Lewelling Boulevard and Medium High Density Residential to the south of Lewelling Boulevard (defined in the Eden Area General Plan).



The Four Corners Neighborhood contains a larger range of densities than the Central Lewelling Neighborhood. The Four Corners Neighborhood has some multi-family units and duplexes, in addition to single-family detached homes. Located near Hesperian Boulevard and the Four Corners District, this Neighborhood has an opportunity to increase residential intensity to further support retail and office uses in the neighboring District. Homes are generally in good condition. Sidewalks are incomplete and in need of improvement.

2.9.2 Vision

ACBD Specific Plan Neighborhoods act as areas of stability for the community, and the unique character of these areas will be maintained. Improvements to new and existing buildings will enhance compatibility and connectivity between residential and commercial uses to allow residents to walk and bike to nearby shops, restaurants, and businesses. Neighborhoods will allow well-designed infill development; however, the focus of the regulations is to preserve the quality of life for existing and future residents. Neighborhoods will serve a diverse range of households and will achieve a healthy balance of rental and for sale residential units.

The edge between commercial and residential uses will be comprised of varied housing types that transition from more intense attached and multi-family units directly adjacent to commercial uses to less intense detached units that abut existing single family areas. New development near higher intensity Districts and

Corridors will incorporate appropriate setbacks, step backs, and other design approaches to further soften the transition between commercial and residential uses and between differing housing types. Housing types will include live-work spaces, apartments, and single-family homes, and will meet the needs of differing households across a spectrum of income levels that include seniors, families with young children, large families, single persons, and persons with special needs.

Marketing of community amenities, public improvements projects, employment opportunities, and access to public transit will attract developers and new residents to the Four Corners and Central Lewelling Neighborhoods. Nearby historic resources are in abundance and add value to the identity of the community. These resources will be conserved through a historic preservation program that protects community assets such as the church and cemetery on College Street.

ACBD Specific Plan Neighborhoods will benefit from increased multi-modal connectivity among the Neighborhoods, Corridors, and Districts. Promoting a circulation network that focuses on the pedestrian and bicycle experience as well as vehicular movement will enhance safety and enjoyment of the Neighborhood living environments. Additionally, signage, a residential parking permit program, and traffic calming measures will further protect the primarily-residential Neighborhoods from spill-over parking and traffic generated by nearby commercial uses and community amenities.



Vision for Neighborhoods



Example of Residential Lawn and Porch



Bridge Between Meek Estate Park and E. Lewelling Blvd., a walkable amenity to the Central Lewelling Neighborhood.



Existing Use along E. Lewelling Blvd. in the Central Lewelling Neighborhood



Existing Neighborhood Streetscape Conditions.

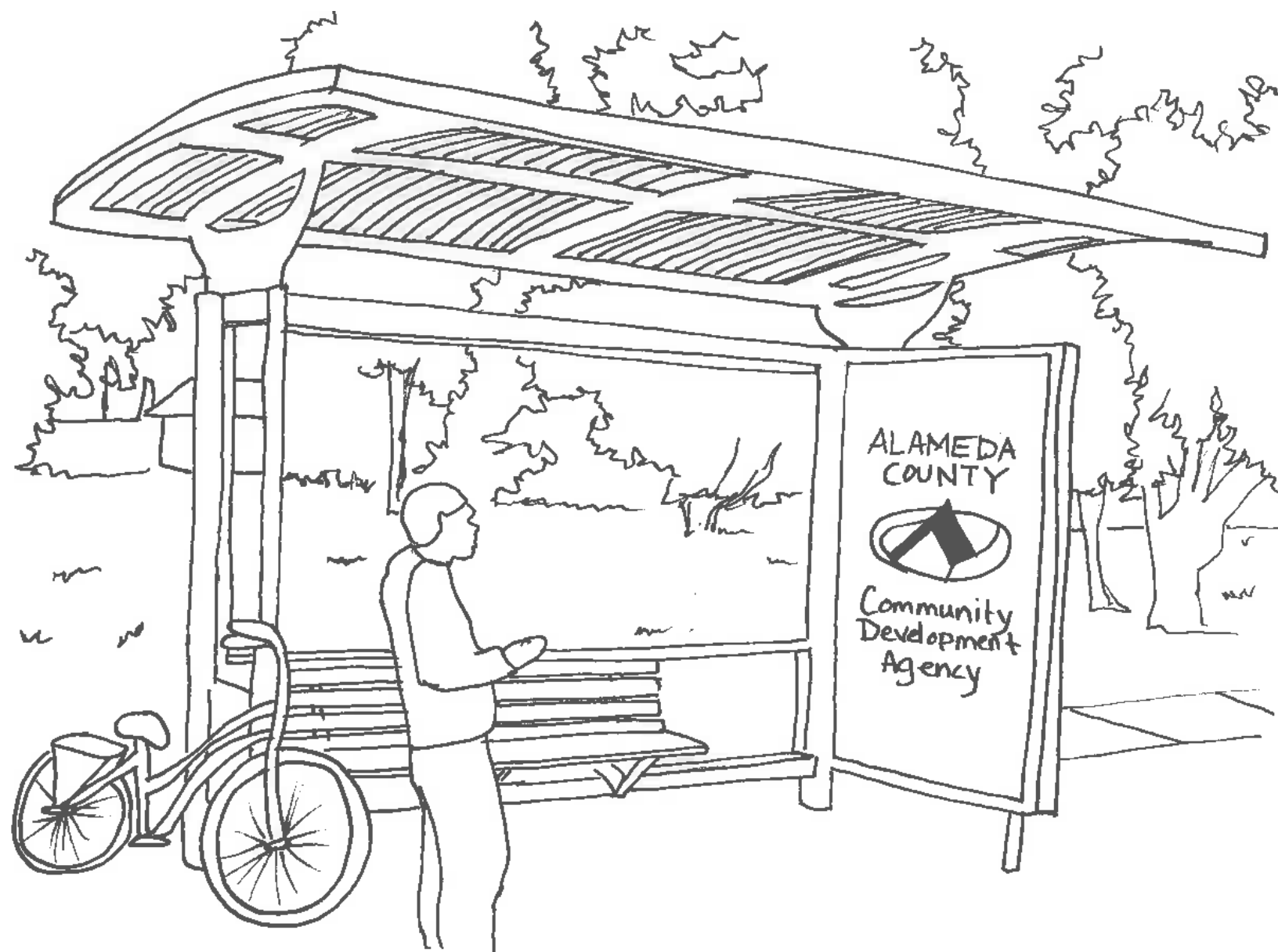


Existing ACBD Neighborhood Housing Type Character

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Chapter 3

Mobility + Parking



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3 Mobility + Parking

3.1 Introduction and Setting

This Chapter outlines the ACBD SP Update’s vision related to transportation and circulation, and describes specific changes to help achieve this vision. The transportation and circulation system is designed to efficiently and safely facilitate movement within the Plan Area, and to connect the Plan Area to surrounding neighborhoods and the larger Bay Area region.

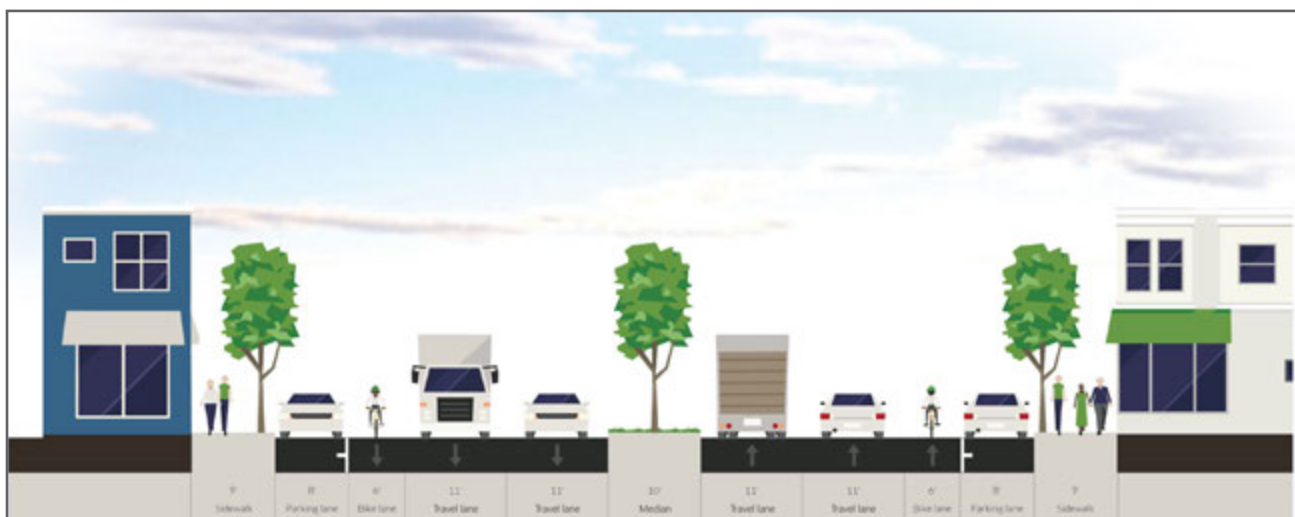
3.1.1 Complete Streets Network

Access and circulation improvements in the Plan Area are based on the Complete Streets concept. A complete street is a road designed to be safe for drivers, bicyclists, transit vehicles, and pedestrians of all ages and abilities. For many decades, street networks have been designed primarily to serve automobiles, with other travel modes accommodated as an afterthought. The Complete Streets concept acknowledges that various users, including pedestrians, bicycles, buses, automobiles, and trucks, use the street network. Thus, the street network should be designed to accommodate all users safely and efficiently. Since the physical space available for streets is limited and different travel modes may conflict with each other, the Complete Streets concept does not require that all streets

fully accommodate all travel modes. Rather, the overall street network should provide for safe and convenient mobility of the various travel modes.

Major arterials both in the Plan Area and in the surrounding areas have excess automobile capacity and their large width and high automobile speeds negatively impact pedestrians and bicyclists traveling along or crossing these streets. In recent years, Alameda County has implemented Complete Street improvements along segments of E. 14th Street and Leelling Blvd., such as:

- Streetscape enhancements including undergrounding of utilities, a raised median, street trees, new street lighting, and pedestrian improvements including sidewalk extensions at intersections (bulb-outs) to reduce pedestrian crossing distances have been constructed on the E. 14th Street segment north of Ashland Avenue.
- Streetscape enhancements including landscaped medians, widened sidewalks, Class II bicycle lanes, and pedestrian-scaled lighting have been constructed on the Leelling/E. Leelling Boulevard segment between Hesperian Boulevard and Meekland Avenue.



Cross-Section of a Complete Street.

While acknowledging the importance of automobiles and delivery trucks to the viability of the Plan Area, the ACBD SP Update looks for additional opportunities to improve access and circulation for pedestrians, bicyclists, and transit users without degrading motor vehicle access, circulation, and parking.

3.1.2 Multimodal Approach

There is no single solution to the multimodal transportation needs (e.g. vehicle, bicycle, pedestrian and transit infrastructure) of Ashland and Cherryland residents, businesses, institutions, and visitors. Vehicle access will continue to be important for many functions and trips, and the street network must facilitate these movements.

People in the Ashland and Cherryland neighborhoods use streets in many ways, depending on the day, the time, and the type of trip. Just as a driver is also a pedestrian when walking to and from a parked car, transit users may also cycle to their final destinations.

The Plan Area is integrated into a growing region and economy. Recognizing this challenge, along with the financial and land constraints upon roadway infrastructure expansion, State and County agencies have increased efforts to diversify transportation options so that personal mobility and access to jobs, goods, and services is not compromised. Carpooling and vanpooling, rail and bus transit, bicycling, walking, and Transportation Demand Management (TDM) are increasingly recognized as critical means of preserving the region's quality of life, environmental health and economic vitality.

Alameda County is addressing these challenges and has adopted policies to coordinate programs and investments to manage vehicle congestion and expand active transportation options. The initial step is a good land use plan: Placing a diversity of land use types and intensities near transit, and creating walkable corridors and districts. In the Plan Area, the effort to maximize reductions in vehicle trips is catalyzed through standards and programs such as:

- Making “places for people” within the E. 14th/ Mission and Lewelling/E. Lewelling Blvd. corridors.
- Fostering conditions for walking to become a larger part of everyday life and mobility.
- Providing facilities to support bicycle trips within and around the Plan Area.

- Embracing the opportunities and mobility enhancements provided by AC Transit and BART routes serving the Plan Area.
- Managing congestion actively to enable continued auto access for critical vehicle trips.
- Utilizing available transportation demand management strategies to reduce new and existing vehicle trips.
- Managing parking dynamically as a limited and valuable resource.

Through carefully coordinated private and public investments, the Plan Area will become a high-performing, sustainable district where residents, visitors, and employees alike enjoy a wide range of mobility options, each one suited to a different aspect of their daily needs.

3.1.3 Existing Conditions

Streets within the Plan Area are generally under the jurisdiction of Alameda County, except for State Routes that are under Caltrans' jurisdiction. The Plan Area is primarily served by E. 14th/Mission and Lewelling/E. Lewelling Blvd. Barriers to travel on local streets in the Plan Area include the discontinuous roadway networks, freeways, railroad lines and San Lorenzo Creek. These barriers result in increased traffic volumes on roadways that cross these barriers, limit the mobility of pedestrians and bicyclists, and result in “cut-through” traffic on some local streets as motorists attempt to reach routes that cross these barriers. Average Daily Traffic (ADT) ranges between 16,800 and 19,700 vehicles along E. 14th/ Mission and between 11,000 and 17,400 vehicles along Lewelling/E. Lewelling Blvd.

The Plan Area generally provides sidewalks greater than eight feet wide with limited pedestrians crossing opportunities, in addition to a lack of bikeways along most roadway segments. E. 14th/Mission is well served by AC Transit bus routes; however the majority of bus stops within the Plan Area do not provide shelter or transit route information. A detailed assessment of existing conditions is provided in the Existing Conditions Background Report.

3.1.4 Future Year Forecast

The Alameda County Transportation Commission (CTC) Countywide Travel Demand Model was utilized to estimate future year 2040 traffic forecasts along E. 14th/Mission and Lewelling/E. Lewelling Blvd. The travel demand model version assumes Association of Bay Area Governments' (ABAG) land use Projections 2013, consistent with the Sustainable Communities Strategy (SCS). In addition, the US Environmental Protection Agency (EPA) sponsored Mixed Use Development (MXD) model was used to estimate trip generation of the preferred land use plan described in Chapter 2. The section below describes the process for estimating Plan Area trip generation and year 2040 traffic forecasts.

Trip Generation

Conventional methods used by traffic engineers throughout the U.S. to estimate a project's trip generation rely on the data and analysis methods published by the Institute of Transportation Engineers (ITE) Trip Generation manual. The Trip Generation manual dataset is predominantly based on individual, single-use suburban developments whose trips are by private vehicle and whose origins or destinations lie outside the development.

This method fails to account for project characteristics such as the mix and balance of land uses, compactness of design, neighborhood connectivity and walkability, infill versus remote location, and the variety of transportation choices offered. Failure to account for these benefits often exaggerates estimates of impacts and results in excessive development costs, skews public perceptions, and adds to decision maker resistance.

In response to the limitations in the ITE methodology, and to provide a straightforward and empirically validated method of estimating vehicle trip generation at mixed-use developments, the EPA sponsored a national study of the trip generation characteristics of multi-use sites. The resultant characteristics from this study were then related statistically to trip behavior observed at the study development sites. These statistical relationships produced equations, known as the EPA MXD model, that allows predicting external vehicle trip reduction as a function of the MXD characteristics. Applying the external vehicle trip reduction percentage to "raw trips", as predicted by ITE, produces an estimate for the number of vehicle trips traveling in or out of the site.

| TABLE 3.1. ACBD SPECIFIC PLAN UPDATE BUILDOUT (YEAR 2040) AUTOMOBILE TRIP GENERATION ESTIMATES | | | |
|--|------------------------|--------------|-------------------|
| | Total Automobile Trips | | |
| | AM Peak Hour | PM Peak Hour | Total Daily Trips |
| E. 14th Street/Mission Boulevard Corridor | | | |
| Raw ITE Trips | 1,172 | 2,093 | 20,810 |
| Reduction | 29% | 32% | 21% |
| Net Trips | 834 | 1,433 | 16,461 |
| Lewelling/E. Lewelling Boulevard | | | |
| Raw ITE Trips | 1,166 | 1,164 | 12,268 |
| Reduction | 33% | 33% | 24% |
| Net Trips | 784 | 781 | 9,327 |
| Total Combined Net Trips | 1,618 | 2,214 | 25,788 |
| Notes: Trip generation estimates for preferred ACBD Specific Plan Update land use plan buildout (year 2040), which assumes the following growth: 167 single-family units, 771 multi-family units, 1,900 jobs. Source: Fehr & Peers, 2015 | | | |

The MXD model was applied to the Plan Area to more accurately account for the mix of land uses throughout the Plan Area. The model takes into account the unique characteristics of the Plan Area such as, but not limited to, proportion of households within a 0.25 miles of transit, jobs available within 30 minutes by transit, residential densities, etc. The Plan Area was divided into two corridors: E. 14th / Mission and Lewelling/E. Lewelling Blvd. to better estimate trip generation. Using the Character Area descriptions from Chapter 2, vehicle trips generated by land uses along each corridor were calculated and corridor-specific reductions to the “raw trips” were applied. The ACBD SP Update trip generation is summarized in Table 3.1 below. For the purposes of the ACBD SP Update analysis, buildout of the preferred land use plan is expected to be completed by the year 2040.

As shown in Table 3.1, implementation of the ACBD SP Update is expected to add about 1,618 AM peak hour trips, 2,214 PM peak hour trips and 25,788 daily trips to

the transportation network by the year 2040. Given the Plan Area’s connectivity and walkability, along with the proposed mix of land uses, trip generation is estimated to be 21 to 33 percent lower than traditional ITE trip generation estimates.

Year 2040 Forecasts

The Alameda CTC Countywide Travel Demand Model was used to estimate future year growth rates without buildout of the ACBD SP Update. The annual growth rates derived from the travel demand model (ranging between 0.7 to 1.5 percent per year) were then applied to the existing traffic counts to estimate year 2040 without ACBD SP Update buildout forecasts. Estimated trips generated by Specific Plan buildout were then added to the initial 2040 forecasts estimates to estimate year 2040 with ACBD SP Update buildout forecasts. Figure 3.1 summarizes the year 2040 forecasts assuming buildout of ACBD SP Update.

3.2 Multimodal Access Plan

3.2.1 Introduction

The following sections describe the envisioned transportation future for the Plan Area through development of the Multimodal Access Plan. The Multimodal Access Plan is a critical component of the ACBD SP Update. It promotes the creation of truly multimodal streets through improvements that enhance place-making, catalyze economic development, and improve livability.

The Multimodal Access Plan provides Alameda County guidance to manage its transportation resources in a new way, consistent with the community’s vision, so that everyone enjoys greater access and mobility choices. Transportation choices are key to the high quality of life and strong economy in the Ashland and Cherryland Business District, and transportation policies and facilities should reflect the different needs and desires of the neighborhood’s diverse population.

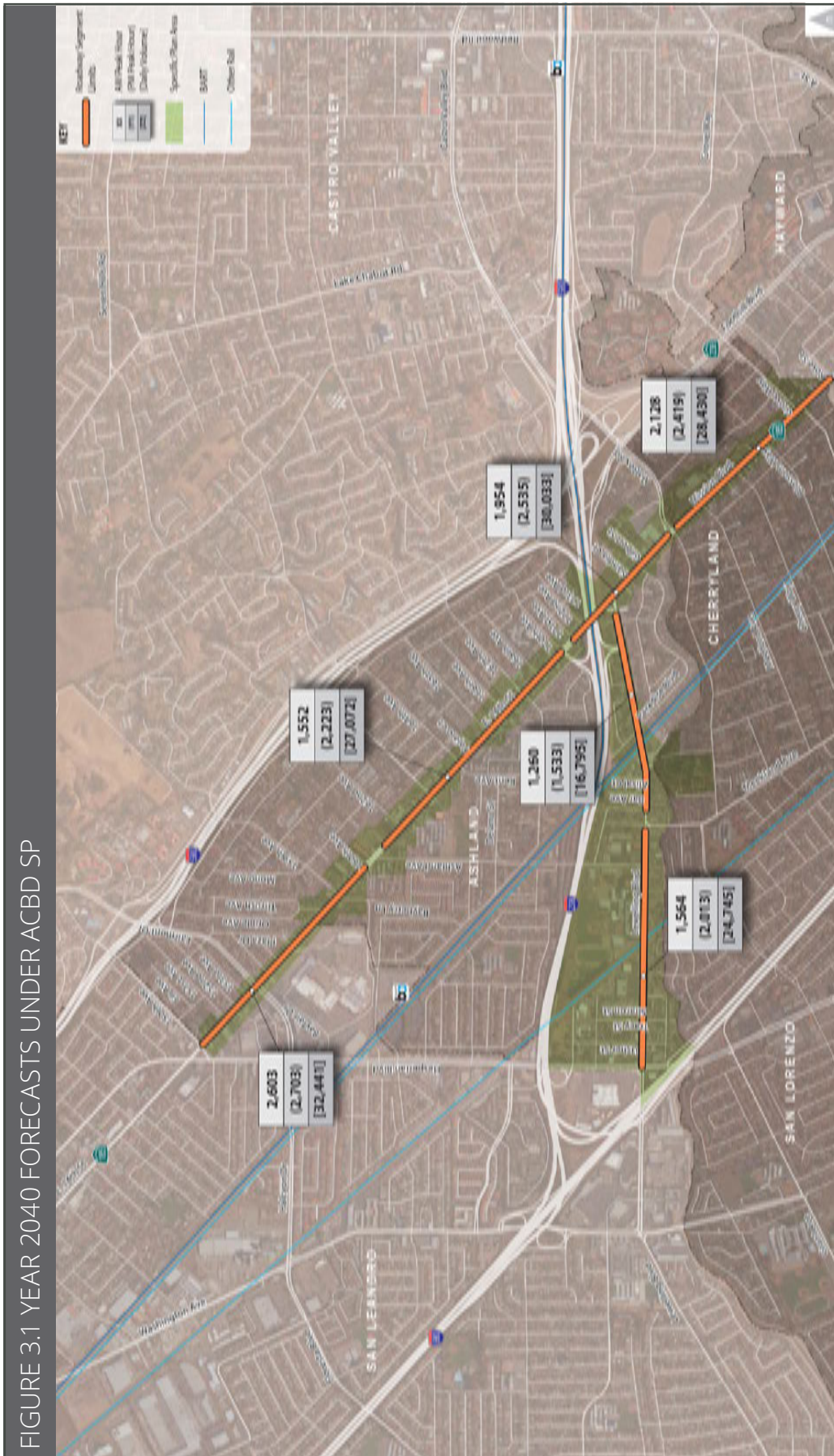
Key elements of the Multimodal Access Plan include a long term vision for the Plan Area and corresponding recommendations that guide improvements for autos, bicyclists, pedestrians, and transit within the Plan Area. Travel Demand Management (TDM) strategies are also recommended as part of the Plan to reduce traffic

congestion and parking demand in the Plan Area. The recommended multimodal improvements and TDM strategies comply with the transportation strategies and measures presented in Alameda County’s 2014 *Community Climate Action Plan*.

3.2.2 Multimodal Access Plan

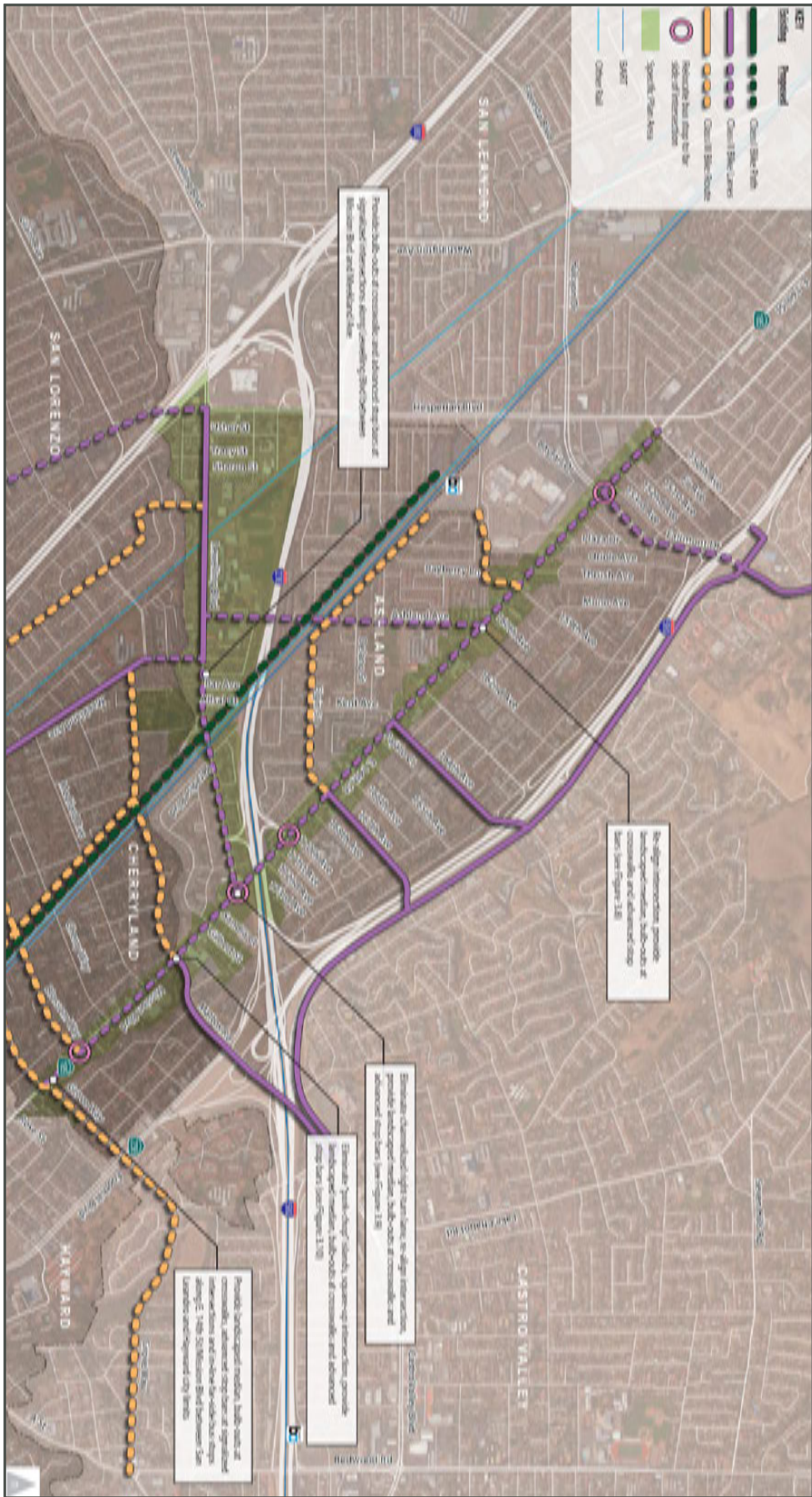
Figure 3.2 graphically summarizes proposed ACBD SP Update improvements to the transportation network. Details of the Multimodal Access Plan are shown in Figure 3.3 through Figure 3.6, which compare existing and proposed E. 14th/Mission and Lewelling/E. Lewelling cross-sections. The Multimodal Access Plan and vision for the ACBD SP Update is described in greater detail, by travel mode, in the following sections. All diagrams are for illustrative purposes only and do not replace engineering plans. During the design phase of future corridor or intersection improvements, the County will conduct public outreach to incorporate feedback on roadway configuration and best practices, and will consider all practical options to address all roadway users, including bicyclists, pedestrians, transit riders, and automobiles. The County Planning Department will also work with the Public Works Agency and other stakeholders to ensure compliance with roadway standards, turning radii, and other requirements.

FIGURE 3.1 YEAR 2040 FORECASTS UNDER ACBD SP



Source: Fehr & Peers, 2014

FIGURE 3.2 ACBD SP MULTIMODAL ACCESS PLAN



Source: Fehr & Peers, 2014

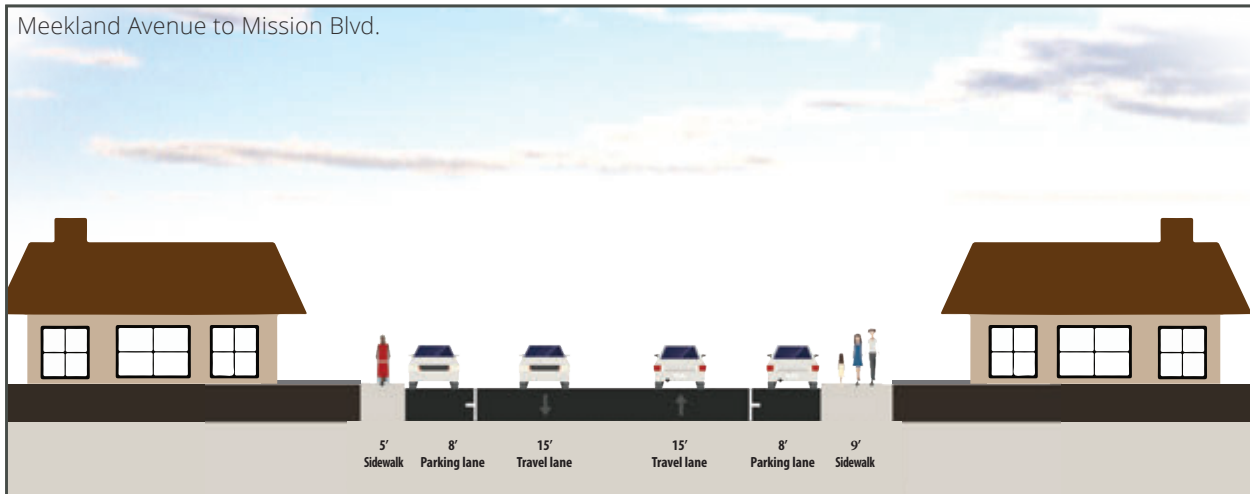
FIGURE 3.3 EXISTING CROSS SECTION LEWELLING/E. LEWELLING BLVD.

Hesperian Blvd. to Meekland Avenue



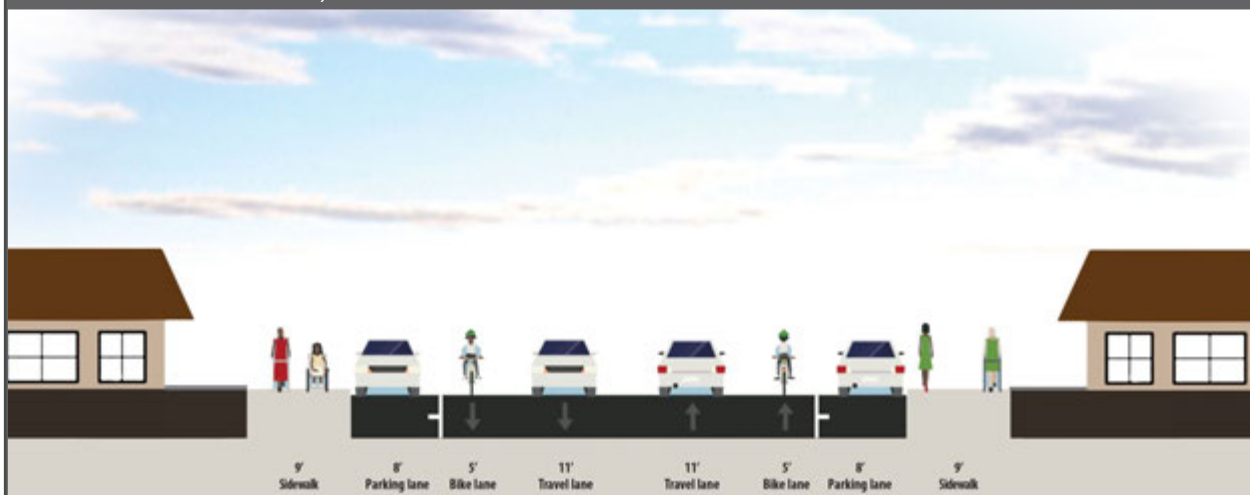
Existing Typical Cross Section Along Lewelling Boulevard Between Hesperian Boulevard and Meekland Avenue
Source: Fehr & Peers, 2014

Meekland Avenue to Mission Blvd.



Existing Typical Cross Section Along E, Lewelling Boulevard Between Mission Boulevard and Meekland Avenue
Source: Fehr & Peers, 2014

FIGURE 3.4 PROPOSED CROSS SECTION E. LEWELLING BLVD. (MEEKLAND AVENUE TO MISSION BLVD.)



Proposed Typical Cross Section Along E, Lewelling Boulevard Between Mission Boulevard and Meekland Avenue. Class II Bike Lanes, Wider Sidewalks For Pedestrians, and Narrower Vehicular Lanes are Included in these Changes. Source: Fehr & Peers, 2014

FIGURE 3.5 EXISTING CROSS SECTION E. 14TH STREET/MISSION BLVD.



Existing Typical Cross Section Along E. 14th Street / Mission Boulevard
Source: Fehr & Peers, 2014

FIGURE 3.6 PROPOSED CROSS SECTION E. 14TH STREET/MISSION BLVD.

Option 1



Proposed Typical Cross Section Along E. 14th Street / Mission Boulevard. Option 1 Includes a Class II Bike Lane in Both Directions, Vegetated Median and Sidewalks for Shade, and Preserved On-Street Parking.
Source: Fehr & Peers, 2014

Option 2



Alternate Proposed Typical Cross Section Along E. 14th Street / Mission Boulevard. Option 2 Includes Two Lane Vehicular Traffic with a Class III (Shared) Bike Lane, Wider Sidewalks to Accommodate Streetscape Improvements such as Shade Trees. Source: Fehr & Peers, 2014

3.2.3 Automobile Access and Circulation

The Alameda County roadway classification system consists of arterial, collector and local street designations. Additionally, several freeways serve the Plan Area. Figure 3.7 shows the road system within and adjacent to the Plan Area. Descriptions of the freeways, arterial and collector streets are provided below, along with a discussion of key issues pertaining to local streets. Because roadways are designated by function rather than geometry, definitions by dimension are not applicable in all cases, but are provided as general descriptions. Many cases depend on the role of the street in the street system. Additional information on the existing roadway network is provided in the Existing Conditions and Background Report.

Current Setting

Freeways

Freeways are high-speed, high-capacity transportation facilities serving regional and Countywide travel. These limited access facilities provide for relatively long trips between major land use generators. The Plan Area is located at the confluence of three regional freeways:

Interstate 238 is a five-to six-lane freeway that connects Interstate 580 and Interstate 880. Due to restrictions on truck travel on Interstate 580 in Oakland, Interstate 238 carries a relatively high proportion of truck traffic (up to 13 percent). Caltrans has widened some portions of Interstate 238 from two lanes in each direction to three lanes and has planned additional capacity for eight lanes in the future. This project is expected to reduce future traffic growth on Lewelling Blvd. The annual average daily traffic along Interstate 238 in the vicinity of the Plan Area is as high as 140,000 vehicles per day.

Interstate 580 is an eight- to ten-lane freeway that runs north and south from the San Francisco-Oakland Bay Bridge, traveling through Ashland, before turning east to Castro Valley, Livermore and the Central Valley. Truck traffic is prohibited on a segment of Interstate 580 in Oakland. The annual average daily traffic along Interstate 580 in the vicinity of the Plan Area is as high as 190,000 vehicles per day.

Interstate 880 is a six to eight lane freeway running north and south between the San Francisco-Oakland Bay Bridge and San Jose. The freeway passes through San Lorenzo and Ashland. There is a high volume of truck traffic (up to nine percent) on Interstate 880, in part due to truck

restrictions on a parallel segment of Interstate 580 in Oakland. The annual average daily traffic along Interstate 880 in the vicinity of the Plan Area is as high as 250,000 vehicles per day.

Arterials

Arterials are relatively high speed/high capacity roads that provide access to regional transportation facilities and serve relatively long trips, or medium speed/medium capacity roads for intra-community travel as well as access to the rest of the countywide arterial system. On-street parking and direct access to properties may be limited. Alameda County Public Works Design Guidelines require a minimum curb-to-curb street width of 44 feet for a two-lane arterial (additional lanes are 12 feet wide each) with an eight-foot sidewalks adjacent to the curb (although sidewalk width and locations vary). The main arterial streets that serve the Plan Area are E. 14th/Mission (State Route 185), Lewelling/E. Lewelling, Hesperian Blvd., and Mattox Road.

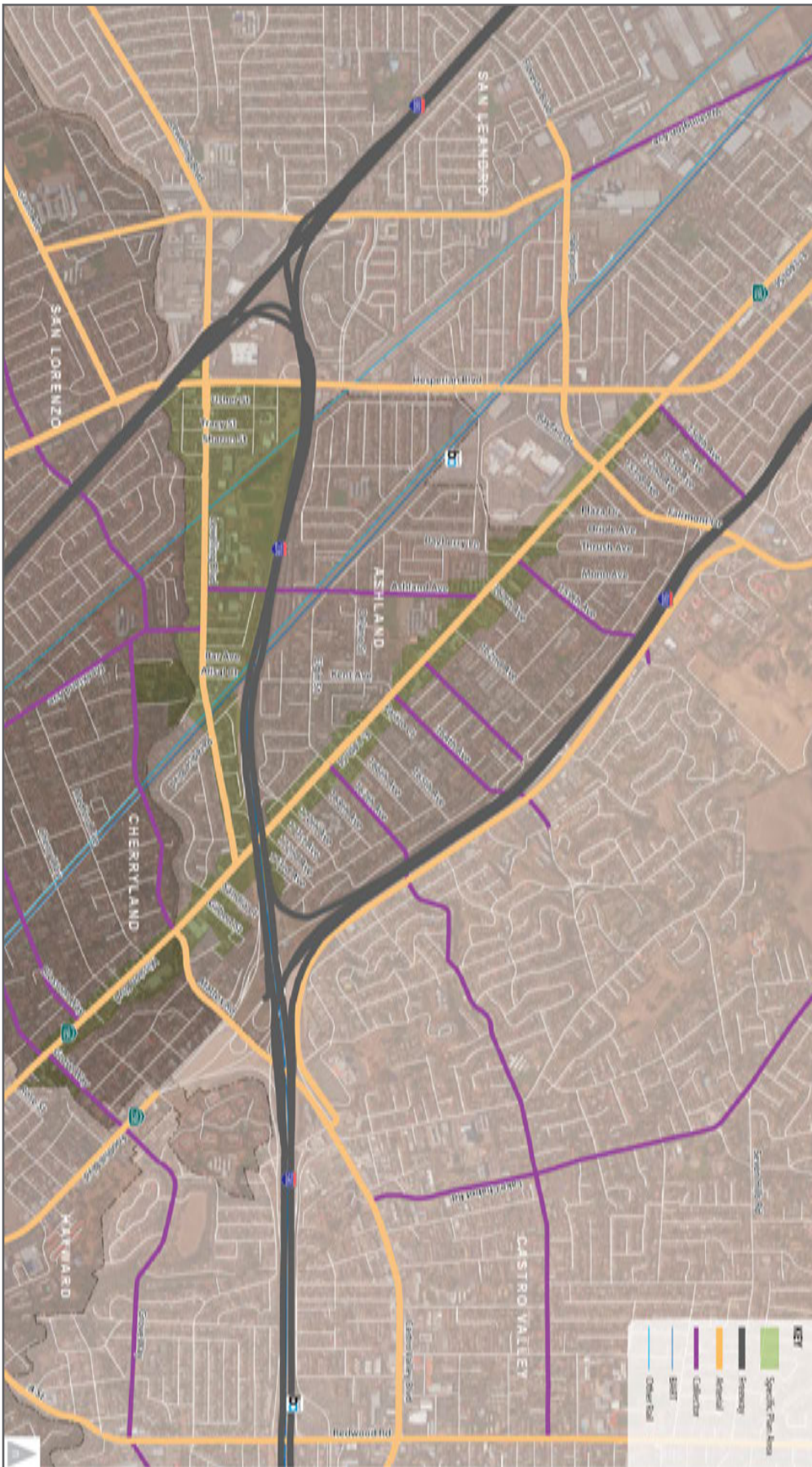
Collector Streets

Collectors are generally two lane streets with lower volumes than arterials and provide for circulation within and between neighborhoods. The minimum curb-to-curb width is 42 feet for a two-lane collector, with an eight-foot sidewalk immediately adjacent to the curb (although sidewalk width and location vary). Separated bicycle lanes are included where feasible. These roads serve relatively short trips and are meant to collect vehicles from local streets and distribute them to the arterial network. The key collector streets serving the Plan Area include 159th Avenue, 163rd Avenue, Elgin Street, Hampton Road, Blossom Way, Grove Way, Ashland Avenue, and Meekland Avenue.

Local Streets

Local streets provide access to individual properties, primarily residences and businesses, and connect to the County's network of arterial and collector streets. Alameda County Public Works Design Guidelines require a minimum curb-to-curb width of 40 feet for a minor residential street, with a five-foot sidewalk immediately adjacent to the curb. There are some streets in the Plan Area that do not conform to the current standards since they were built prior to their adoption. Additionally, some local street segments have not been completed with full street widths, curbs, gutters or sidewalks.

FIGURE 3.7 EXISTING CIRCULATION NETWORK FUNCTIONAL ROADWAY CLASSIFICATIONS



Source: Fehr & Peers, 2014

Vision

The vision for the Plan Area is an efficient but managed vehicle access system across the Districts, Corridors, and Neighborhoods. The mix and density of land uses proposed by the ACBD SP Update (see Chapter 2) combined with quality transit service, proposed bicycle network, and walkability of the Plan Area as discussed in this chapter, will reduce the Plan Area's overall automobile trip generation in comparison with more traditional suburban developments. Some Plan Area residents, visitors and employees from the larger East Bay region will continue to rely on automobile circulation, and the Plan Area Districts, Corridors, and Neighborhoods will continue to provide for safe and convenient automobile access. The ACBD SP Update will maintain the current automobile access and circulation while enhancing the travel network to accommodate active transportation modes (e.g. bicycle, pedestrian, and transit). Districts will continue to maintain current automobile access with higher priority given to active transportation mode infrastructure improvements. Corridors may consist of lower intensity development to accommodate automobile oriented and automobile dependent businesses; therefore automobile infrastructure improvements will be given higher priority compared to Districts. Neighborhoods will continue to maintain the existing lower density residential land uses and automobile access and circulation.

Recommendations

Intelligent Transportation Systems

Instead of continuing to expand arterial automobile capacity along E. 14th/Mission and Lewelling/E. Lewelling Blvd.. via roadway widening, the County should identify strategies and best practices to manage and optimize the existing vehicular capacity by implementing intelligent transportation system (ITS) technologies such as traffic signal timing, communication, and synchronization improvements. To the extent feasible, traffic signal timings within the Plan Area should prioritize the following auto movements:

- Northbound and southbound flows along E. 14th Street/Mission within the Bayfair Corridor, Ashland District, West Eden Corridor, Cherryland District and Corridor.
- Eastbound and westbound flows along Lewelling/E. Lewelling Blvd., within the West Eden Corridor, Central Lewelling Corridor and Neighborhood, and Four Corners District.

- Key signalized intersections that provide freeway access should prioritize auto circulation to and from the freeway at the following intersections:
 - E. 14th Street/150th Avenue in the Bayfair Corridor (provides access to/from I-580)
 - E. 14th Street/Fairmont Drive in the Bayfair Corridor (provides access to/from I-580)
 - E 14th Street/170th Avenue in the West Eden Corridor (provides access to/from I-238)
 - Mission Blvd./Mattox Road/Hampton Road in the Cherryland District (provides access to/from I-238 and I-580)
 - Eastbound I-238 Ramps/E. Lewelling Blvd.. in the West Eden Corridor
 - I-880 Ramps/Lewelling Blvd.. in the Four Corners District

As listed above, freeway access is provided within various districts and Corridors, therefore it is important to maintain the current automobile and circulation.

Reduce Plan Related Impacts On Traffic and Circulation

Considering that future development in the Plan Area will generate additional automobile traffic, and that major arterials, such as E 14th/Mission and Lewelling/E. Lewelling Blvd., are expected to experience additional congestion, there is a potential for cut-through traffic on adjacent residential streets. For example, Hampton Road, east of Mission Blvd.. is identified as an existing cut-through traffic route for drivers bypassing I-238 and E. Lewelling Boulevard. Potential traffic calming measures to discourage cut-through traffic include:

- Speed humps
- Speed tables
- Raised crosswalks
- Curb extension chokers

As the Plan Area develops, traffic volumes and speeds on these and other residential streets should be monitored and, if warranted, traffic calming measures should be installed.

Manage Speed of Traffic

Providing narrower lane widths and curb radii where feasible along E. 14th/Mission and Lewelling/E. Lewelling Blvd.. will discourage speeding along the corridors. Narrower travel lanes may also allow for increases to sidewalk width and bike lanes. The following are recommended lane widths for arterials within the Plan Area:

- 11-foot travel lanes and 10 foot turning lanes along E. 14th/Mission.
- 11-foot travel and turning lanes along E. Lewelling Blvd.. between Meekland Avenue and Mission Blvd..

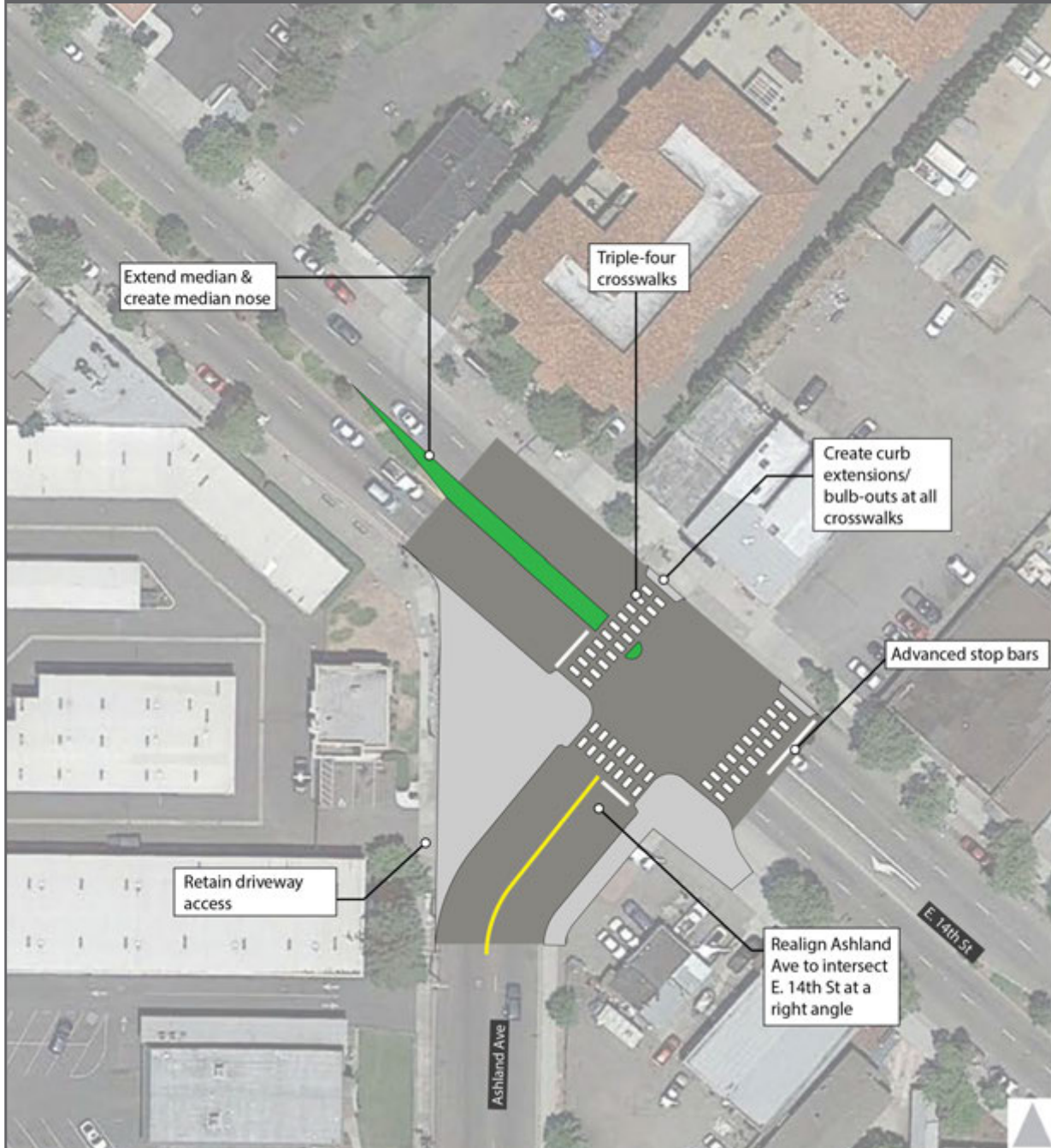
Intersection Improvements for Vehicular Movement

In addition to narrower lanes, the **following recommended improvements** to curb radii can reduce vehicle turning speeds and improve pedestrian and bicyclist safety through the intersection: (See Figure 3.8, Figure 3.9, and Figure 3.10)

1. Recommended Improvements

Re-align the east leg of the E. 14th Street/Ashland Avenue intersection so that Ashland Avenue connects to E. 14th Street at a 90 degree angle. (See Figure 3.8)

FIGURE 3.8 RECOMMENDED INTERSECTION IMPROVEMENTS- E. 14TH STREET & ASHLAND AVENUE



Source: Fehr & Peers, 2014

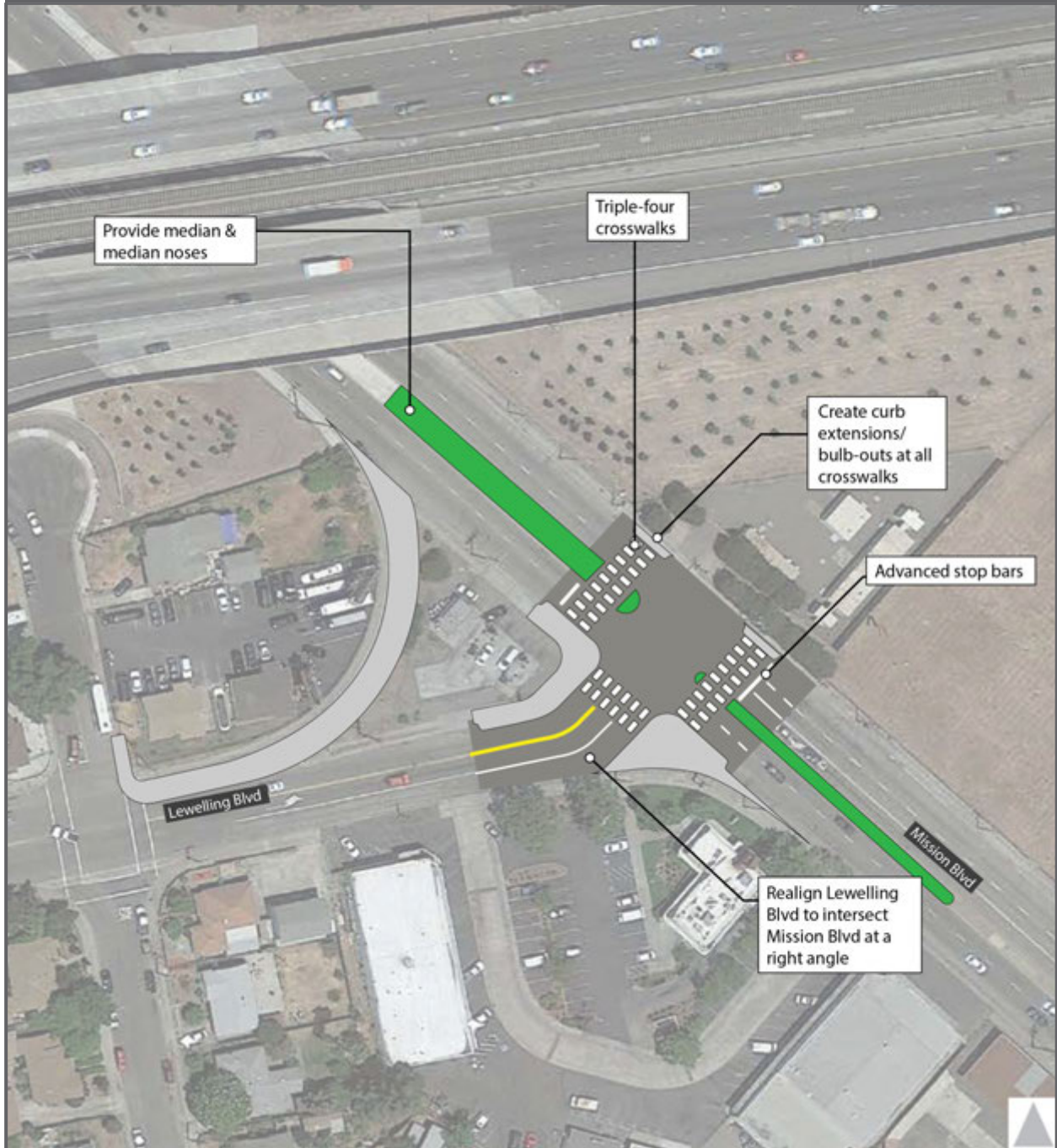
Note: Image is conceptual and is not drawn to scale.

2. Recommended Improvements

Eliminate the large channelized right-turn from southbound Mission Boulevard to westbound E. Lewelling Boulevard and to the extent feasible re-align the east

leg of the Mission Boulevard/E. Lewelling Boulevard intersection so that E. Lewelling Boulevard connects to Mission Boulevard at a 90 degree angle. (See Figure 3.9.)

FIGURE 3.9 RECOMMENDED INTERSECTION IMPROVEMENTS- MISSION BOULEVARD & E. LEWELLING BOULEVARD



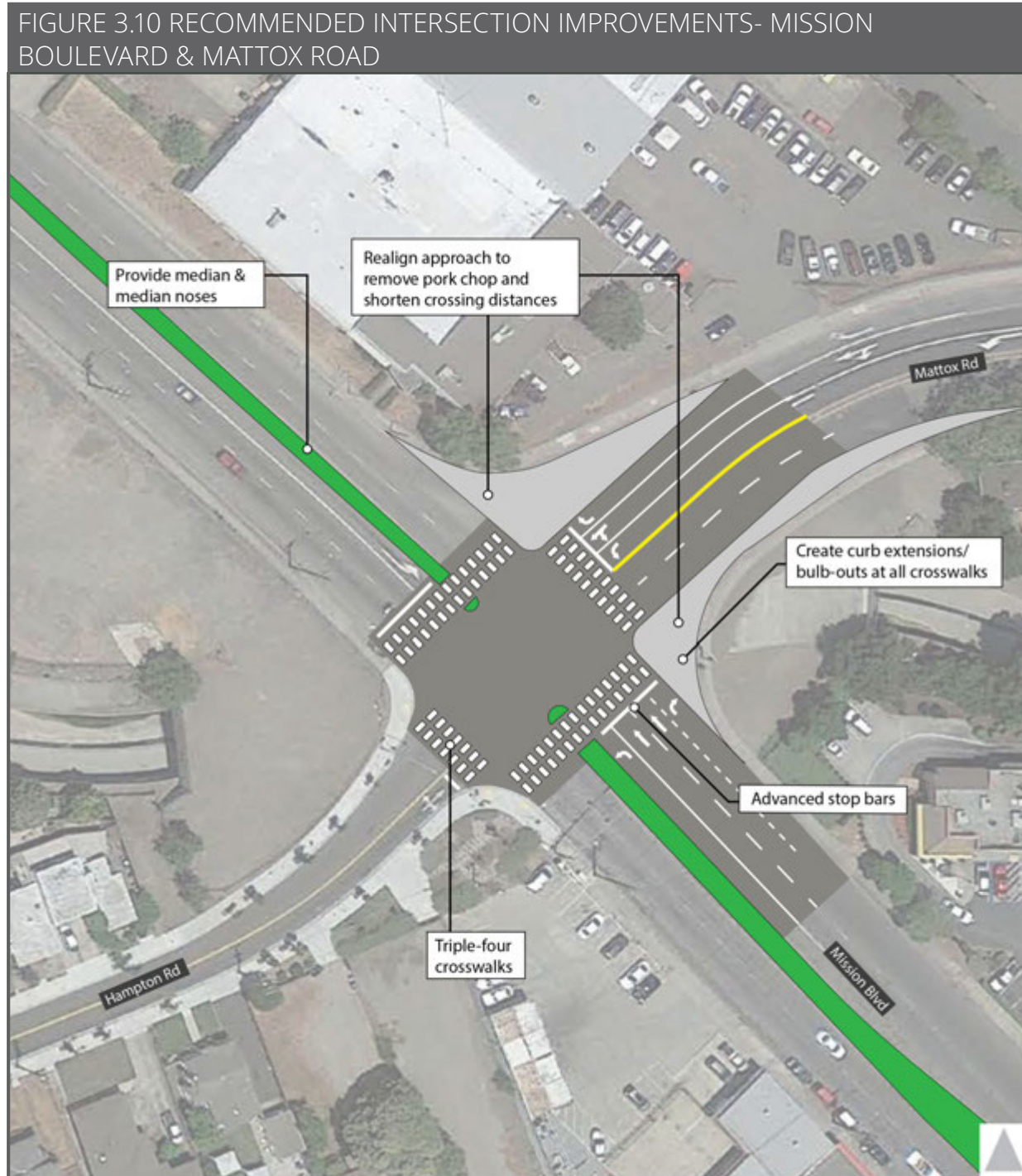
Source: Fehr & Peers, 2014

Note: Image is conceptual and is not drawn to scale.

3. Recommended Improvements

Eliminate the channelized right-turn from southbound Mattox Road to northbound Mission Boulevard so that Mattox Road and Mission Boulevard intersect at a 90

degree angle. This will reduce vehicle turning speeds as vehicles enter onto Mission Boulevard. Advance stop bars will improve interactions between vehicles and bicycles at this major intersection. (See Figure 3.10.)



Source: Fehr & Peers, 2014

Note: Image is conceptual and is not drawn to scale.

3.2.4 Bicycle Access and Circulation

Current Setting

Alameda County's 2012 Bicycle and Pedestrian Master Plan for Unincorporated Areas identifies the following types of bicycle facilities:

- Class I Paths: These facilities are located off-street and can serve both bicyclists and pedestrians. Class I paths are typically 8 to 12 feet wide excluding shoulders and are generally paved.
- Class II Bicycle Lanes: These facilities provide a dedicated area for bicyclists within the paved street width through the use of striping and appropriate signage. These facilities are typically five to six feet wide.
- Class III Bicycle Routes: These facilities are found along streets that do not provide sufficient width for dedicated bicycle lanes and are also provided on low-volume streets that have no bicycle lanes. The street is designated as a bicycle route through the use of posted signs and on-street signage, also known as sharrows, informing drivers to share the street with bicyclists. To meet the specific needs of the unincorporated areas, additional Class III designations were designed:
 - Class IIIA Bicycle Route: Bicycle route for roadways with low traffic volumes and slower automobile speeds.
 - Class IIIB Bicycle Route: Bicycle routes for roadways with high traffic volumes and wide curb lanes where width is not available for dedicated bicycle lanes.
 - Class IIIC Bicycle Route: Bicycle routes for rural roadways providing wide shoulders for bicycle use.

Figure 3.11 shows the bicycle facilities generally described above.

Bicycle access within the Plan Area is characterized by a general lack of bikeways along most roadway segments. Existing and proposed bicycle facilities within the Plan Area are shown on Figure 3.12. The existing bikeway network in the vicinity of the Plan Area consists of the following:

- Bicycle lanes on Lewelling Boulevard between Hesperian Blvd. and Meekland Avenue (within the Four Corners District, Central Lewelling District and Neighborhood)

- Bicycle lanes on 164th Avenue between E. 14th Street and Liberty Street (in the vicinity of the West Eden Corridor)
- Bicycle lanes on 167th Avenue between E. 14th Street and Liberty Street (in the vicinity of the West Eden Corridor)
- Bicycle lanes on Mattox Road between Mission Blvd. and Strobridge Avenue (in the vicinity of the Cherryland District)
- Bicycle lanes on Meekland Avenue south of E. Lewelling Blvd. (in the vicinity of the Central Lewelling Corridor)

The planned bicycle network will connect the Plan Area to the rest of the region, including San Leandro to the north, Hayward to the south, San Lorenzo to the west, and Castro Valley to the east. The majority of the planned bicycle network in the Plan Area has not yet been completed.

Additionally, following the adoption of the Countywide Bike Master Plan in 2012, the State of California adopted a new bikeway typology in 2014, Class IV bike lanes. Class IV bike lanes are not included in the ACBD SP at this time. However, the County will consider Class IV facilities in the range of possible design configurations as part of the next County Bike Master Plan update.

- Class IV bikeways, also known as “cycletracks” or “protected bike lanes,” which provide a right-of-way designated exclusively for bicycle travel within a roadway and which are protected from other vehicle traffic with devices, including, but not limited to, grade separation, flexible posts, inflexible physical barriers, or parked cars.”



Example of a Protected (Class IV) Bikeway adjacent to On Street Parking, separated by temporary posts.

FIGURE 3.11 CALIFORNIA BIKEWAY CLASSIFICATION

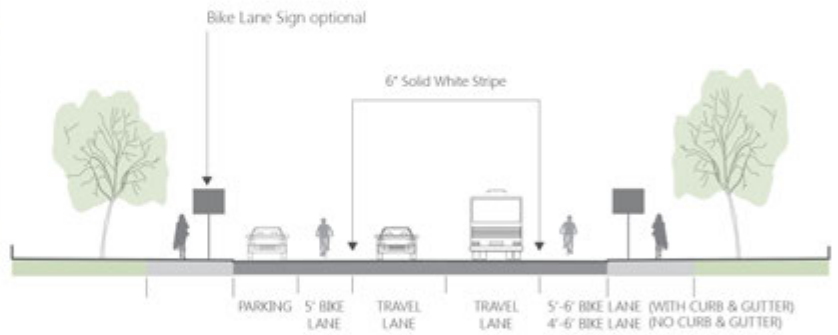
CLASS I BIKEWAY (Bike Path)

Provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flow minimized.



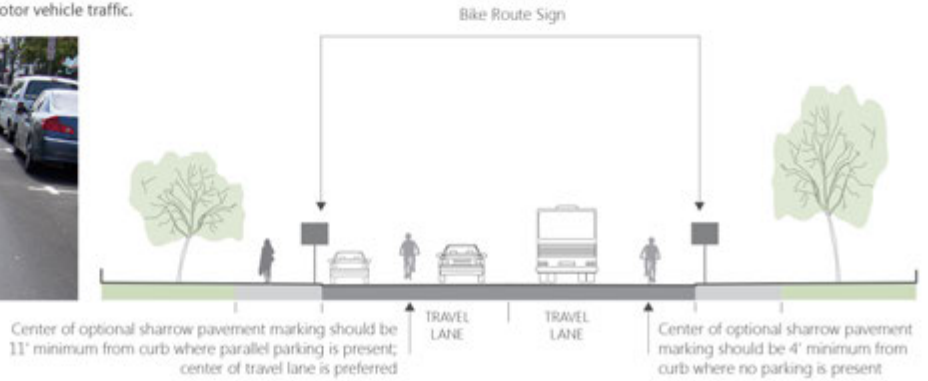
CLASS II BIKEWAY (Bike Lane)

Provides a striped lane for one-way bike travel on a street or highway.



CLASS III BIKEWAY (Signed Bike Route)

With Optional Sharrow Pavement Marking
Provides for shared use with motor vehicle traffic.



Source: Fehr & Peers, 2014

FIGURE 3.12 EXISTING AND PLANNED BICYCLE FACILITIES WITHIN UNINCORPORATED AREAS



Source: Fehr & Peers, 2014

Vision

The ACBD SP Update bicycle network will be safe and efficient, providing connections to major destinations within the Plan Area Districts, Corridors, and Neighborhoods and throughout the region. All major planned bikeway improvements, as shown in Figure 3.12 will be completed. The roadway will be improved to allow for bicycle travel, including measures to ensure bicyclist safety at intersections. There will be adequate supply of bicycle parking facilities throughout the Districts and Corridors, and local employees will be encouraged to bike to work through established transportation Demand Management (TDM) programs. Biking will be a safe active transportation mode, regardless of user ability.

Recommendations

Complete Bicycle Network

This section outlines major planned bicycle facilities that should be completed to implement the ACBD SP mobility vision. To ensure longevity of the ACBD SP, the below improvements should be considered in light of innovation in the transportation planning profession. The County will update definitions and configurations of bicycle paths, lanes, and routes in its Bicycle and Pedestrian Master Plans to maintain consistency with current schools of thought on effective multi-modal mobility approaches.

- Class I path along the Union Pacific Railroad (UPP) pathway between the Bay Fair BART Station and A Street. This planned path is also known as the East Bay Greenway and will traverse the West Eden Corridor.
- Class IIIB bicycle route along E. 14th Street between E. Lewelling Boulevard and San Leandro City Limit. Although the Bicycle and Pedestrian Master Plan for Unincorporated Areas calls for

Class IIIB bicycle route along E. 14th Street, the ACBD SP Update recommends six foot Class II bicycle lanes along E. 14th Street. This facility will improve bicycle access within the Bayfair Corridor, Ashland District, and West Eden Corridor.

- Class II bicycle lanes along Mission Blvd. between Hayward City Limit and E. Lewelling Blvd. This facility will improve bicycle access within the West Eden Corridor, Cherryland District and Corridor.
- Class II bicycle lanes along E. Lewelling Blvd. between Meekland Avenue and Mission Blvd., improving bicycle access within the West Eden and Central Lewelling Corridors.
- Class II bicycle lanes along Ashland Avenue between E. Lewelling Blvd. and E. 14th Street, improving bicycle access within and between the Ashland District and Central Lewelling Corridors.
- Class II bicycle lanes along Hesperian Blvd. between Lewelling Blvd. and A Street. This Facility will improve bicycle access within the Four Corners District.
- Class II bicycle lanes along Fairmont Drive between E. 14th Street and Foothill Blvd., improving bicycle access within the West Eden Corridor to and from BART.
- Class IIIA bicycle route along Coelho Drive and 159th Avenue between the Bay Fair BART station and E. 14th Street, improving bicycle access within the Ashland District to and from BART.
- Class IIIA bicycle route along Elgin Street between the Bay Fair BART station and E. 14th Street, improving bicycle access within the West Eden Corridor to and from BART.



Example of a Mixed-Use Corridor with a Demarcated Shared (Class III) Green Sharrow(Oakland CA).



Example of a Protected (Class IV) Bikeway adjacent to On Street Parking, separated by painting strip and curb.

- Class IIIA bicycle route along Hampton Road between the Meekland Avenue and Mission Blvd., improving bicycle access within the Cherryland District.
- Class IIIA bicycle route along Blossom Way between Hathaway Avenue and Mission Blvd., improving bicycle access within the Cherryland Corridor.
- Class IIIA bicycle route along Grove Way between Western Blvd. and Redwood Road, improving bicycle access within the Cherryland Corridor.
- Class IIIA bicycle route along Via Granada/Via Toledo between Lewelling Blvd. and Hacienda Avenue, Improving bicycle access within the Central Lewelling Corridor.

As noted above, Class IV bike lanes are one of many options to improve bicycle access and safety in the Plan Area and will be considered pending further study and public outreach during the Bike Master Plan Update process. Class IV bike lanes are shown below, for illustrative purposes only. Actual lane dimensions and roadway design will be considered and studied as part of any future County Bike Master Plan update.



Example of Class IV Bicycle Lane Configuration on a Typical Arterial and Collector Roads. Not representative of actual design or conditions in the ACBD Plan Area.

Source: Fehr & Peers, 2015

Intersection Improvements for Bicycle Access and Safety

Intersections such as E. 14th Street/Ashland Avenue, Mission Blvd./E. Lewelling Blvd., Mission Blvd./Mattox Road, Hesperian Blvd./Lewelling Blvd. and Ashland Avenue/E. Lewelling Blvd. have high automobile traffic volumes and are planned to be important intersecting corridors for bicyclists. Specific changes, such as bicycle signal actuation and advanced stop bars can reduce potential conflicts between cyclists and motorists by highlighting cyclists' presence and movements. In addition, providing bicycle actuation at all signals will reduce bicycle travel times and further encourage cycling. Advanced stop bars for cars allows bicycles to pull out ahead of right-turning cars and thus reducing the incidence of "right-hook" collisions.

Bicycle Parking

The County should establish a Bicycle Parking Program that provides publicly accessible bicycle parking and works with businesses and the community to provide better long and short-term bicycle parking throughout the Plan Area.

Short-term bicycle parking, such as bicycle racks, should be provided in the public realm throughout the Plan Area, especially in the District and Corridors. Bicycle racks should be located at places such as pedestrian plazas, intersection bulb-outs, or in on-street bike corrals, where they will not obstruct pedestrian flow on sidewalks and minimize potential conflicts between pedestrians or bicyclists. The County will install and maintain bicycle parking in the public realm through the Bicycle Parking Program.

Additionally, the County should consider requiring new developments to provide bicycle parking within the public realm adjacent to the development or on the development property throughout the Districts and Corridors. The County will encourage mid- and large size employers to provide long-term covered and secured bicycle parking, in addition to shower and locker facilities for their bicycle commuters.



Example of Advanced Stop Bars. At a Signalized Intersection, the Bicyclist will Stop Ahead of Vehicles. Advanced stop bars allow for safer stopping and Starting While on a Bicycle, and Keep the Bicyclist Within Sight for all Auto Drivers.



Example Bicycle Parking Design and Locations.

3.2.5 Pedestrian Access and Circulation

Current Setting

Overall, the pedestrian facilities in the Plan Area and the surrounding neighborhoods are typical of a residential area, and creates an environment not conducive to walking. Pedestrian circulation within and surrounding the Plan Area is provided via sidewalks and marked crosswalks. The existing E. 14th/Mission corridor generally provides sidewalk widths greater than eight feet within the Plan Area; as does the recently improved segment of Lewelling Blvd. between Hesperian Blvd. and Meekland Avenue. Other sidewalks vary in width; and physical conditions and amenities provided are inconsistent, making some areas of the Plan Area more attractive to pedestrians than others.

E. 14th/Mission has a complete sidewalk network on both sides of the roadway. The five-lane cross sections of E. 14th/Mission creates long crossing distances, typically over 85 feet in length. Crosswalks are typically spaced over 500 feet apart and frequently over 750 feet apart. This can cause pedestrians to walk several hundred feet out of their way to cross in a marked crosswalk. East of Meekland Avenue, E. Lewelling Blvd. has sidewalk gaps with long driveways and parking lots along the roadway edge. Phase 1 of the Lewelling Boulevard Improvement Project has recently constructed wide sidewalks between Hesperian Blvd. and Meekland Avenue. Through this section, the sidewalk provides a continuous east-west pedestrian route connecting to San Lorenzo High School, commercial areas, and residential neighborhoods. Recently implemented improvements along Lewelling Boulevard between Hesperian Blvd. and Meekland Avenue include a landscaped median; though full pedestrian refuges are not provided at crosswalks on the corridor.

Vision

The Plan Area Districts, Corridors and Neighborhoods will have high quality pedestrian facilities and amenities that create a safe and aesthetically pleasing environment that encourages walking and accommodates increased pedestrian activity. E. 14th/Mission and Lewelling/E. Lewelling Blvd. will generally serve as the primary pedestrian roadways in the Plan Area, linking Plan Area Districts, Corridors and Neighborhoods to each other and to adjacent areas, including San Leandro, Downtown Hayward, Bayfair Mall, Bay Fair BART station, the Hayward BART station, and the Four Corners commercial center. Districts will have highest priority for pedestrian infrastructure improvements given the planned medium to high density land uses. Infrastructure changes and improvements will encourage increased pedestrian activity within the Plan Area, especially within the Districts and Corridors, and to provide connections to adjacent neighborhoods, commercial centers, and transit. Reduced driveway curb-cuts along E 14th/Mission and Lewelling/E. Lewelling Boulevard will minimize vehicle-pedestrian conflicts in driveways and improve pedestrian safety and comfort. The Plan Area Districts, Corridors and Neighborhoods will create and maintain sidewalk widths greater than eight feet wide on both sides of the street along E. 14th/Mission, and E. Lewelling Blvd. between Meekland Avenue and Mission Blvd.



Example Streetscape Environment in East Bay (Hayward, CA).



Recommendations

Reduce Pedestrian Crossing Distance

Intersection improvements, such as bulb-outs, can shorten pedestrian crossings, increase the visibility of pedestrians to motorists, and provide space for pedestrian amenities and waiting areas at intersections and bus stops. As an added benefit, bulb-outs can act as a rain garden, and may be used for storm-water treatment/management. The storm-water treatment sites should be designed to minimize interference with pedestrian access and circulation along sidewalks, at intersections, and at bus stops.

Implementation of curb extensions can be achieved in different ways, depending on available right-of-way and other roadway design requirements; such as: by extending the curb and sidewalk (Figure 3.13), by adding several curb-separated islands into the roadway (Figure 3.14). While extending the sidewalk increases potential space for street furniture, raised islands can be less expensive since they may not require alteration of the drainage associated with the existing curb line.

The County should provide a continuous, raised landscaped median along E. 14th/Mission Blvd.. Medians in combination with marked cross walks act to reduce pedestrian crossing distance while improving the streetscape aesthetics. Medians provide a pedestrian refuge area, allowing the pedestrian to stop, look at oncoming traffic from the alternate direction, and then proceed when traffic has cleared. Landscaped medians also allow for future installation of pedestrian refuge islands for unsignalized and signalized mid-block crossings; however, new mid-block crossings will only be considered if planned land uses within the Plan Area Districts or Corridors result in pedestrian volume increases that warrant mid-block crossings.



Example of How Curb Extensions (Bulb-Outs) Reduce Crossing Distance, Improve Pedestrian Visibility, and Provide Room for Street Furniture.



Example of Landscaped Medians in the Plan Area



Example of how a Landscaped Median can Reduce Crossing Distance and Improve the Appearance of the Streetscape.

FIGURE 3.13 BULB-OUT EXAMPLE 1: NEW SIDEWALK ADDITION AND GRATE

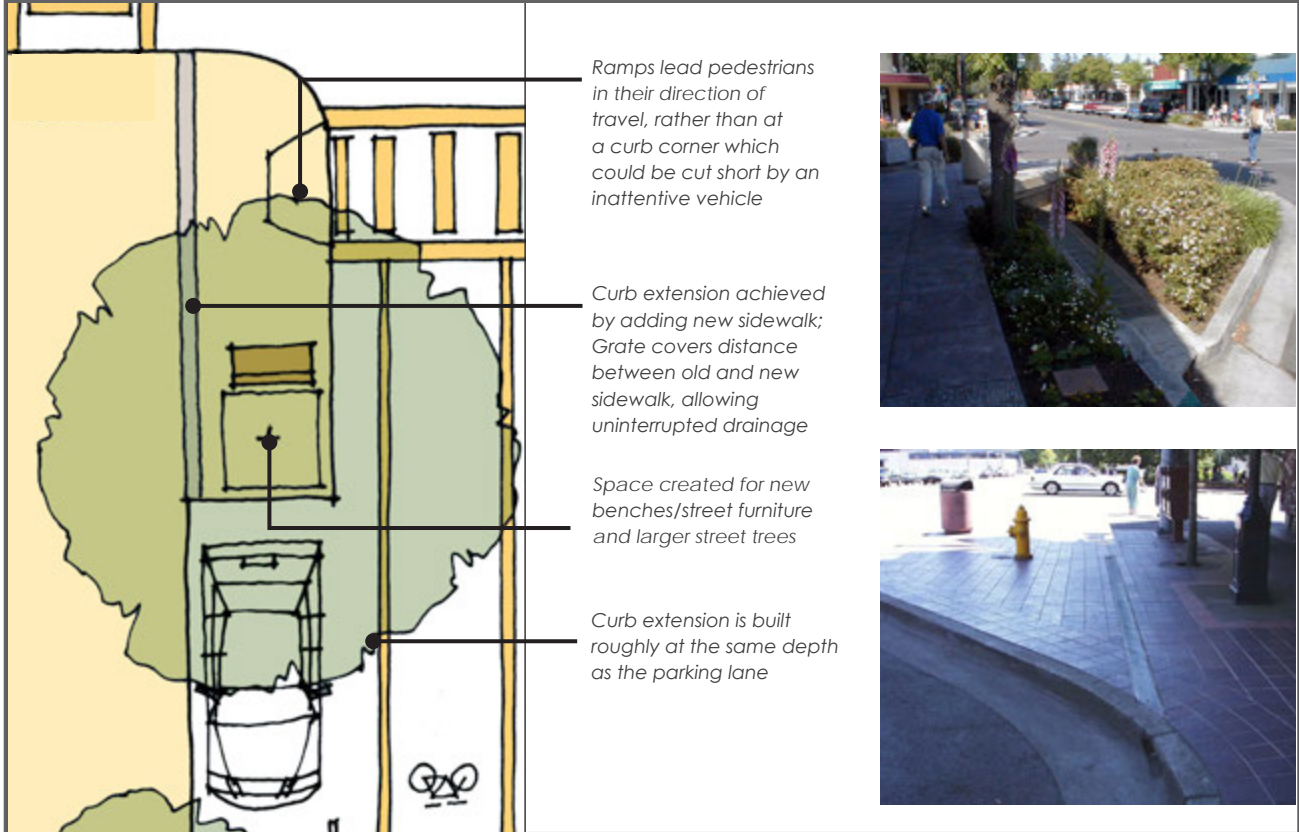
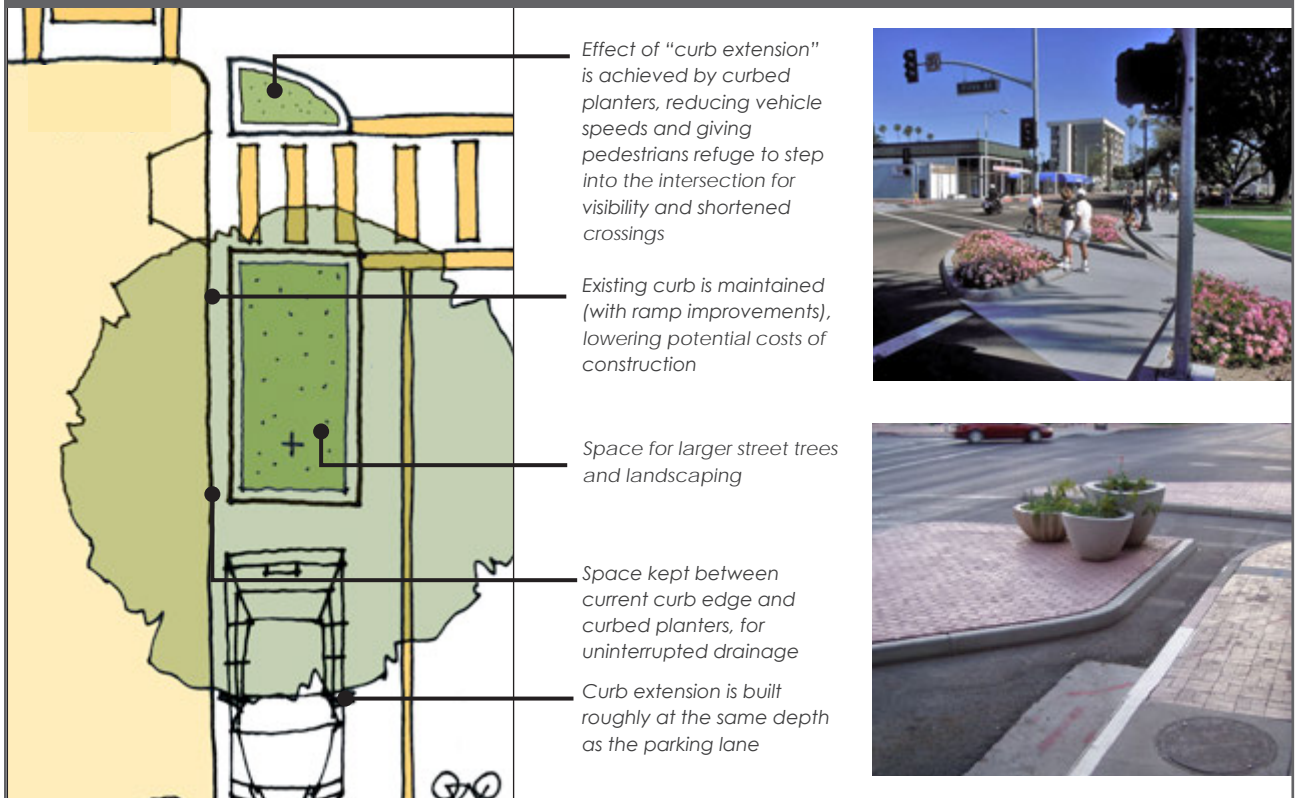


FIGURE 3.14 CURB EXTENSION EXAMPLE 2: KEEP SIDEWALK, ADD CURBED PLANTERS



Pedestrian Streetscape Improvements

Improve the pedestrian experience throughout the Plan Area Districts, Corridor, and Neighborhoods by implementing the following landscape and street furniture improvements:

Street Trees

Provide consistent street tree plantings along E. 14th/Mission and Lewelling/E. Lewelling Blvd.. within the Districts, Corridor, and Neighborhoods. Street trees provide shade and can provide a sense of security. Trees can reduce the built environment to a pedestrian scale, particularly along corridors with wide street right-of-way.

Lighting

Provide pedestrian-scale street lighting along all streets in the Plan Area, especially streets within the Districts and Corridors. Lighting encourages extended street activity, improves aesthetic appeal of the sidewalk, and improves perception of safety by eliminating opportunity for crime.

Street Furniture

Provide street benches and trash receptacles at appropriate intervals along E. 14th/Mission and at key intersections within Plan Area Districts and Corridors where pedestrian activity is encouraged. Benches encourage visitors to extend their time spent on the street, rather than quickly move to their intended destination.

Similarly, trash receptacles provide the appropriate cue that pedestrian activity is encouraged at this location, and that it is okay to stop, talk, and linger awhile. Trash receptacles also allow for disposal of trash by pedestrians, reducing litter and impact on the aesthetic and natural environment.

Eliminate Channelized Turn Lanes

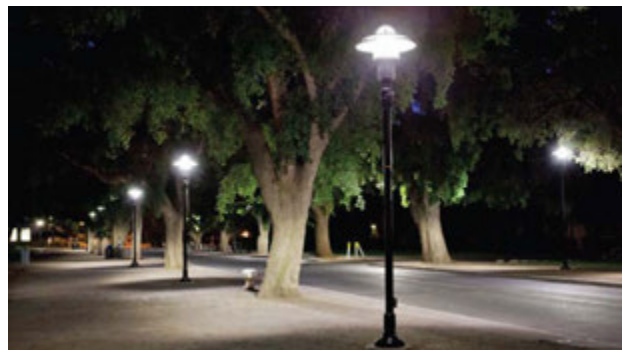
A few intersections in the West Eden Corridor and Cherryland District currently provide channelized turn lanes. These channelized turn lanes encourage automobile speeding and discourage pedestrian activity.

To improve pedestrian safety, shorten pedestrian crossing times, reduce vehicle speeds, and remove channelized right-turn lanes that are not needed.

Locations where channelized right-turn lanes or other automobile facilities can be removed or modified include Mission Blvd.. at E. Lewelling Blvd., and Mission Blvd.. at Mattox Road (see Figure 3.15 and Figure 3.16)



Street Trees are one Element of Complete Streets and Should be Integrated With Other Improvements Such as Furniture and Lighting.

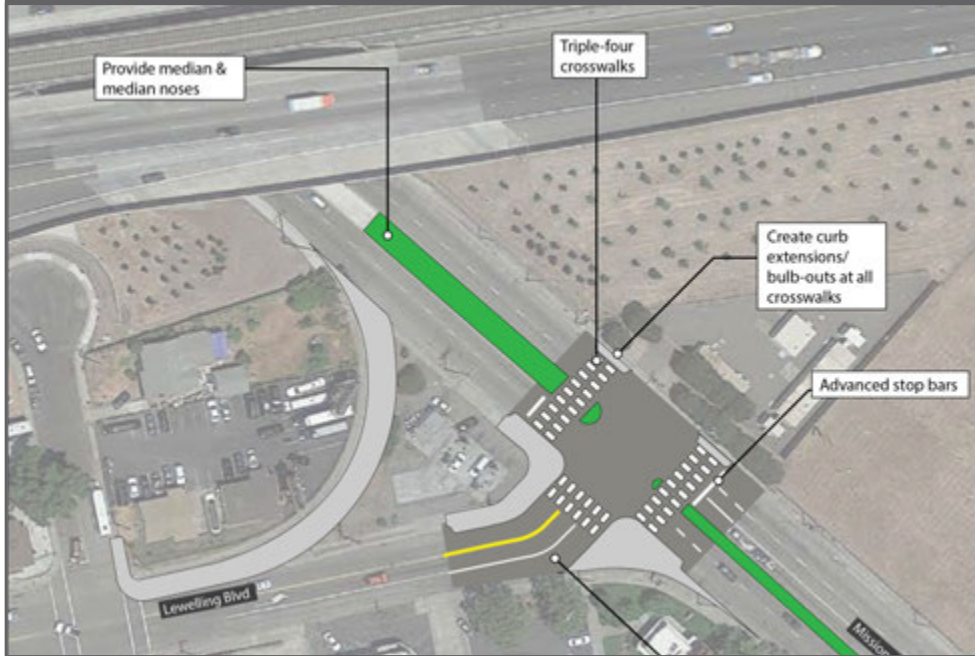


Example of Pedestrian-Scaled Lighting: Shorter Poles Which Serve to Primarily Light the Sidewalk, Improve Visibility, and Sense of Security.



Existing Bench Along E. 14th Street. Additional Benches at Key Intersections or Activity Centers Encourage Walking by Allowing Places to Rest and Gather.

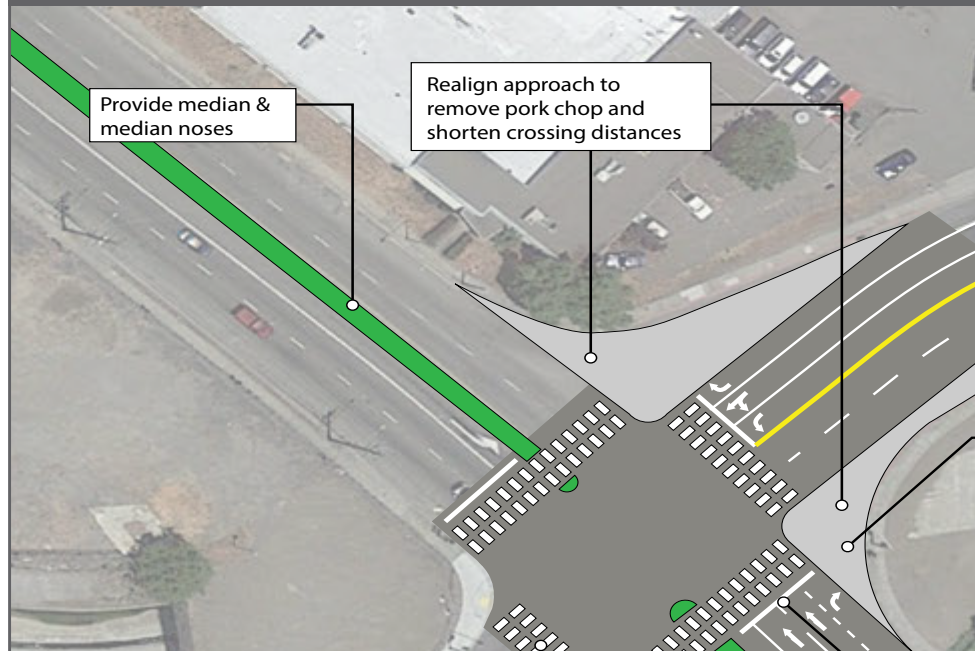
FIGURE 3.15 REMOVE CHANNELIZED RIGHT TURN E. LEWELLING BLVD. & MISSION BLVD.



Source: Fehr & Peers, 2014

Note: Image is conceptual and is not drawn to scale.

FIGURE 3.16 REMOVE CHANNELIZED RIGHT TURN MATTOX ROAD & MISSION BLVD.



Source: Fehr & Peers, 2014

Note: Image is conceptual and is not drawn to scale.

Improve Pedestrian Crossings

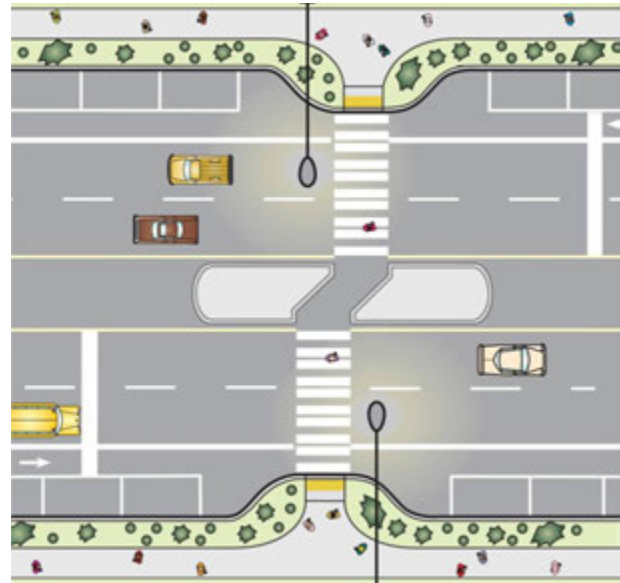
E. 14th/Mission is a multi-lane major arterial that is a barrier for pedestrians due to the roadway width, volume and speed of traffic. Additionally, although signals at several intersections provide controlled crossings, unsignalized crossings are not inviting to pedestrians. Pedestrian demand is expected to increase as development occurs within the Plan Area Districts, Corridors, and Neighborhoods, therefore developers should pay their fair share to fund crosswalk improvements. When pedestrian volumes warrant, crossings along E. 14th/Mission and Lewelling/E. Lewelling should be designed to increase the comfort and safety of pedestrians.

Pedestrian crossings can be improved through the following:

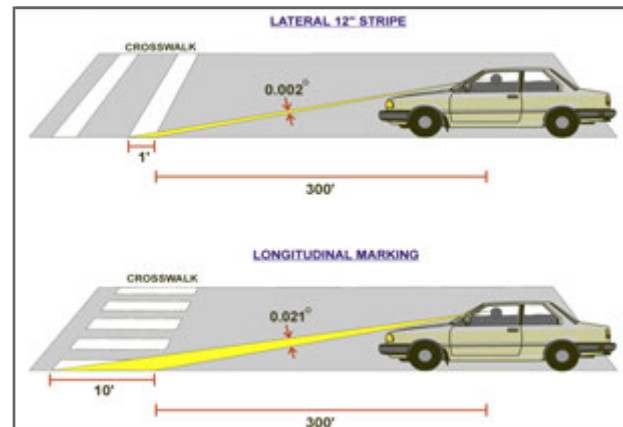
- Install appropriate pedestrian control devices such as RRFBs (Rectangular Rapid Flash Beacons) or signals at uncontrolled crossings.
- Install high-visibility crosswalks at controlled or uncontrolled crossings. Vertical striping, use of colored or textured materials, and signage can increase visibility of pedestrian crossings.
- Provide mid-block crossings to reduce distance between pedestrian crosswalks. Mid-block crossings should allow for pedestrian refuge in a median or other facility. New Mid-block crossings will only be considered if planned land uses within the Plan Area District or Corridors result in pedestrian volume increases that warrant mid-block crossings.



Pedestrian Activated Rectangular Rapid Flash Beacons (RRFB)s Can be Installed at Crosswalks to Increase the Number of Drivers Yielding for Pedestrians and Reduce Pedestrian-Vehicle Conflicts.



Example of how Mid-Block Crossings can Allow for Safe Pedestrian Movement at Uncontrolled (Unsignalized) Intersections. This Image also Illustrates a Pedestrian Refuge and Vertical Crosswalk Striping.



Crosswalk Striping Patterns with Lines Longitudinal to the Roadway are More Visible to Approaching Motorists Than the Two Transverse Lines Used on Many Crosswalks. High visibility patterns are especially beneficial at Uncontrolled Crossing Locations (i.e., Where There are no Stops Signs or Traffic Signals Requiring Vehicles to Stop).

3.2.6 Transit Service

Current setting

Transit service providers in the Plan Area include Alameda-Contra Costa Transit District (AC Transit) which provides local and Transbay bus service, with connections to the Transbay Terminal in San Francisco and Bay Area Rapid Transit (BART) which provides regional rail service. Figure 3.17 shows the existing transit services provided within the Plan Area.

AC Transit operates 11 bus routes within the Plan Area that connect the Plan Area to:

- San Leandro and Oakland to the north
- Hayward, Union City and Fremont to the south
- Castro Valley to the east
- San Lorenzo to the west

The E. 14th Street corridor that connects the Plan Area to San Leandro and Oakland is one of AC Transit's busiest corridors. There are a total of 27 bus stops along E. 14th/Mission within the Plan Area, compared to three bus stops along Lewelling/E. Lewelling Blvd.. AC Transit services are limited along Lewelling/E. Lewelling Blvd., Routes 32 and 93 run between the segment of Meekland Avenue and Ashland Avenue, and Route 75 runs along Lewelling Blvd. west of Hesperian Blvd..

All bus stops along E. 14th/Mission and Lewelling/E. Lewelling Blvd. in the Plan Area are identified with a signpost that includes the bus route. Some stops also include information on bus route and schedule along with a bench and trash receptacle. However, very few bus stops currently provide a shelter.

The Metropolitan Transportation Commission (MTC) adopted the Transit Performance Initiative (TPI) in May 2012. The TPI is a four-year funding program proposed for Fiscal Year 2012-13 through Fiscal Year 2015-16 at \$15 million per year. AC Transit has successfully qualified for grants through the TPI program every year. AC Transit has focused the TPI funds on regional investments in supportive infrastructure to improve performance along major transit corridors, including the E. 14th/Mission Corridor.

The Bay Fair BART station is located adjacent to the Bayfair Shopping Center, and sits on a triangular parcel formed by Thornally Drive to the north, Colby Street to the south, and Elgin Street to the west. The Bay Fair station is served

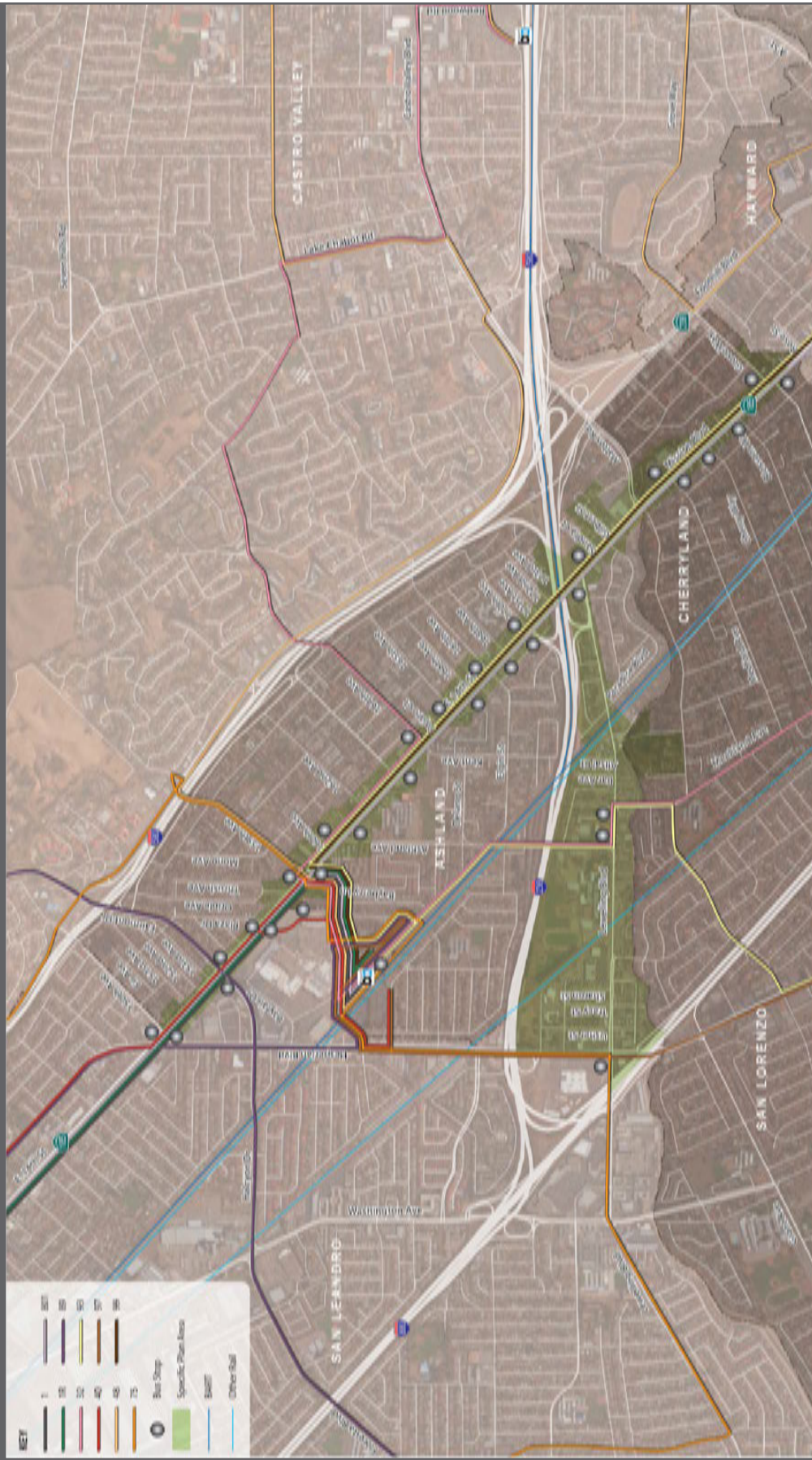
by the Fremont-Daly City, Fremont-Richmond, and Dublin/Pleasanton-Daly City lines. Future improvements to the Bay Fair BART include a proposed "Bay Fair Connection" which would add a 3rd rail trackway and 2nd passenger platform to the Bay Fair BART station. The project is in the scoping phase, and BART will be considering design alternatives during the environmental review process. The project could potentially require some right-of-way acquisition within the immediate vicinity of the Bay Fair BART station, but is not anticipated to impact any County properties or the Plan Area. The timeline of the project is more than 10 years in the future. If completed, the Bay Fair Connector will likely result in a positive outcome for the ACBD Specific Plan area, by improving transit service in Alameda County, increasing service options for riders, and increasing accessibility for Plan Area visitors, residents, and employees. The Hayward BART station is located on Montgomery Avenue, two blocks west of Mission Boulevard and approximately one mile south of the Cherryland neighborhood. This station is served by the Fremont-Daly City and Fremont-Richmond lines.

According to the American Community Survey, about 13 percent of Ashland and Cherryland residents commute via transit (10 percent via BART, three percent via AC Transit), which is higher than the Countywide average of 10 percent. A significant number of future residents, workers, shoppers, and visitors are expected to rely on transit for the majority of their trips given that most of the Plan Area is generally within walking distance of most of the transit services available. As discussed in Section 3.2.5, various improvements are proposed to the pedestrian environment which will benefit transit users, since a majority of transit trips begin and end with walking trips.

Vision

The long term vision for the Plan Area is enhanced efficiency and effectiveness of transit services within the District, Corridors, and Neighborhoods. Bus stops will provide rider amenities, such as shelters, real time updates, trash cans, and benches. Additionally, bus stop improvements will be implemented to improve bus timing. Residents, employees, and visitors of the Plan Area and surrounding communities will increase, as new development is coordinated with neighboring jurisdictions plans for BART station area improvements.

FIGURE 3.17 EXISTING TRANSIT SERVICES



Source: Fehr & Peers, 2014

Recommendations

Coordinate with AC Transit

AC Transit is currently preparing a Major Corridor Study as part of the 2014 TPI, which will prioritize AC Transit's major corridors for capital investment and improvement and enable AC Transit to compete for funding by ensuring that deserving projects are included in the e far-side of Countywide Transit Plan and Regional Transportation Plan. The Major Corridor Study along with the Alameda Countywide Transit Plan are scheduled to be completed in 2016. The Major Corridor Study will evaluate AC Transit's nine highest ridership corridors, including E. 14th Street/ Mission Blvd. through the Plan Area. Alameda County will continue to collaborate with AC Transit to improve bus service along E. 14th/Mission Alameda County will coordinate with AC Transit to improve bus service along E. 14th/Mission by incorporating the following recommendations into its TPI:

- Locate bus stops on far-side of intersections to improve service times and reduce bus/auto conflicts at intersections.
- Create curb extensions to accommodate in-line stops that enhance bus service times and provide adequate space for bus stop amenities.
- Improve bus stop amenities (shelters, benches, real-time transit arrival displays, route maps/ schedules, trash receptacles, etc.) to enhance user experience.
- Increase the length of bus stops and red curb to 80 feet to meet AC Transit standards
- Install Transit Signal Priority (TSP) at signalized intersections along E. 14th/Mission to improve bus travel times by prioritizing signal green times for approaching buses.



Example of an In-Line Bus Stop at the Far Side of the Intersection on Southbound E. 14th Street at 163rd Avenue.

- Continue to explore the feasibility of implementing Bus Rapid Transit (BRT) along E. 14th/Mission through the Plan Area. BRT feasibility along E. 14th/Mission will be evaluated as part of AC Transit's Major Corridor Study and Alameda CTC's Countywide Transit Plan development, therefore Alameda County staff should continue to collaborate with AC Transit and Alameda CTC to determine if BRT is a feasible option within the Plan Area.

The majority of bus stops are located on the far-side of intersections. This is ideal, as the bus need not stop at an intersection after picking up riders. The existing near-side bus stops at the following intersections should be relocated to the far side:

- Southbound E. 14th Street at Fairmont Drive (within the Bayfair Corridor)
- Southbound E. 14th Street at 170th Avenue (within the West Eden Corridor)
- Southbound and northbound Mission Blvd.. at E. Lewelling Boulevard (within the West Eden Corridor)
- Southbound Mission Boulevard at Blossom Way (within the Cherryland Corridor)

Curb-extensions can also be implemented at bus stops to accommodate in-line stopping operations. Bus bulb outs can reduce bus travel times and improve travel reliability by preventing buses from pulling out of the stream of traffic to stop and then having to wait for gaps in the traffic flow to pull back into the stream of traffic. These changes along with those listed above will enhance the transit experience in the Plan Area Districts, Corridors, and Neighborhoods by providing more comfortable and convenient bus stops and reducing bus travel times along E. 14th/Mission.



Improve Connections to BART

BART connects the Plan Area to the larger Bay Area region. The nearest BART stations to the Plan Area are Bay Fair station, about one-third of a mile from the northern end of the Plan Area, and Hayward station, about two-thirds of a mile from the southern end of the Plan Area. The Bay Fair BART Station is located a short, flat walk from the northern boundary of the Plan Area. The Hayward BART station is generally too far from most of the Plan Area for convenient walking.

The City of San Leandro and City of Hayward are in the initial stages of preparing specific plans for the Bay Fair BART Transit Village and Downtown Hayward, respectively. Each specific plan will develop a multi-modal access plan to improve pedestrian, bicycle and transit access to the respective BART stations and surrounding neighborhoods. Alameda County will coordinate multi-modal access improvements between the Plan Area and nearby BART stations with the cities of San Leandro and Hayward.

Alameda County should coordinate revitalization efforts in the Plan Area with additional efforts to enhance key connections between the Plan Area and the Bay Fair and Hayward BART stations to provide a seamless and welcoming pedestrian connection to and from the BART Station.

3.2.7 Transportation Demand Management Strategies

Introduction

This section will provide an overview of Transportation Demand Management (TDM) strategies that can be implemented to better manage traffic congestion and parking demand within the Plan Area. TDM strategies presented in this section comply with the recommended TDM strategies and measures presented in Alameda County's 2014 *Community Action Plan*.

Recommendations

As previously discussed, various elements of the Plan Area Districts, Corridors, and Neighborhoods have been designed to encourage walking, biking and transit use. This section provides additional strategies that, if implemented, will benefit all travelers to the Plan Area and can reduce traffic congestion and parking demand in the Districts, Corridors, and Neighborhoods. Area residents and employees will benefit the most. These groups are more likely to modify their commute patterns as they

regularly commute to and from the Plan Area. However, these strategies will also benefit non-regular visitors to the area, such as shoppers and medical office visitors.

Implement a Wayfinding Signage Program

Provide wayfinding signage designed for pedestrians, bicyclists, autos, and transit users. Signage should be branded and be prioritized on key pedestrian routes to and from BART, bus stops, key destinations in the Plan Area Districts and Corridors and key bicycle routes. The purpose of improved wayfinding signage is to direct visitors to areas of interest (e.g. Ashland, Cherryland, and Four Corners Districts) while making it easier to access, and use active transportation modes such as public transit. Auto-oriented wayfinding should also be provided for parking areas to reduce cruising for parking. The wayfinding signage program can be implemented in coordination with other wayfinding programs in the County.



Wayfinding Signage Can Direct Pedestrians, Bicyclists, and Autos to Area Amenities, Parks, Transit Lines, and Other Nearby Destinations. Branded Signage Creates a Sense of Place and Informs the Visitor to Their Location Within the Community.

Provide Bicycle Support/Sharing Facilities

In addition to bicycle parking facilities discussed in Section 3.2.4, bicycle support facilities that encourage bicycling may include repair facilities at major destinations and potentially a bike sharing or rental program to facilitate regional connections. The appropriate management entity can operate or oversee these bicycle support facilities.

MTC is the lead agency in charge of operating the Bay Area Bike Share and is currently rolling Phase II improvements to the proposed bike share system, which will increase the number of bike share pods in existing areas and expand bike share to northern Alameda County. While the Plan Area is not likely to be an early phase of a larger Bay Area Bike Share system, it is likely that bike share will eventually be implemented in the Plan Area.

Implement a Car Sharing Program

Car-sharing is a neighborhood-based, short-term vehicle rental service that makes cars easily available to members (e.g., ZipCar, City Car Share). Car-sharing can eliminate the need for automobile ownership, especially if the car-share “pods” are located near quality transit service and mixed-use developments. Car-sharing can also be used by area employees who may need a car during business hours. While car-share services are not likely to be implemented in the near future within the Plan Area, it is likely that car-share services will eventually be implemented as planned development in the Plan Area occurs, making car-share services more feasible.

Employers may also include car-share memberships for their employees as an element of their TDM Program. For larger housing developments, car-share vehicles may be provided in residential garages. The appropriate management entity should monitor the use of the car-share program and adjust the number and location of dedicated spaces based on observed demand.

Encourage Local Employers to Implement TDM Programs

Elements of employer sponsored TDM programs may include:

- Commuter Benefits program for tax-free paycheck deductions of transit and bicycle commuter expenses
- AC Transit’s EasyPass program which will provide unlimited bus use at a discount bulk rate
- Carpool/vanpool ride-matching and preferential parking for carpool/vanpools
- Guaranteed Ride Home Program
- Compressed work weeks, flex time, and telecommuting options.

3.3 Parking

3.3.1 Introduction

A key challenge for urban mixed-use developments is providing the appropriate balance of parking. Providing too much parking unnecessarily adds to development costs, wastes valuable land, and further encourages driving to the Plan Area since parking is likely to be available; providing inadequate parking may result in excessive circulation by drivers looking for parking, parking spillover into adjacent residential streets, and discourage potential shoppers from visiting the Plan Area.

The ACBD SP Update recognizes parking as a key element of an integrated access management strategy for the Plan Area Districts, Corridors, and Neighborhoods that supports goals such as “walkability,” congestion management and the promotion of active transportation modes. Parking is part of a multimodal approach to developing Plan Area transportation infrastructure. Parking management strategies complement the enhancements to pedestrian, bicycle, and transit facilities, and incentivize non-auto access to, from, and within the Plan Area. These strategies and their potential effect on parking supply are discussed below. In addition, implementation of TDM strategies, discussed in Section 3.2.7, will also reduce parking demand in the Plan Area.

3.3.2 Current Setting

The Plan Area provides the following on-street parking regulations:

- E. 14th Street within the Bayfair Corridor, Ashland District and West Eden Corridor generally has a 2-hour on-street parking limit between 8:00 AM and 6:00 PM every day except Sundays and holidays
- Mission Boulevard within the West Eden Corridor, Cherryland District and Corridor generally has a 2-hour on-street parking limit between 8:00 AM and 6:00 PM every day except Sundays and holidays
- On-street parking is prohibited on Lewelling Boulevard between Hesperian Boulevard and Meekland Avenue within the Four Corners District, Central Lewelling Corridor and Neighborhood
- On-street parking is allowed without time restrictions on E. Lewelling Boulevard between Meekland Avenue and Mission Boulevard within the West Eden Corridor

Parking meters are not generally provided on either roadway segment within the Plan Area. Many businesses within the Plan Area provide off-street parking facilities which encourage patrons and workers to park in off-street lots instead of parking on-street.

3.3.3 Vision

Parking supply within the Plan Area Districts, Corridors, and Neighborhoods will support businesses and stimulate economic growth, while not promoting excessive driving. On-street parking within the Districts and Corridors will be a valuable source of parking for new and existing businesses along E. 14th Street/Mission Boulevard, and Lewelling/E. Lewelling, where available. This parking resource will be monitored and managed through the use of time restricted parking (Districts, Corridors, and Neighborhoods), parking permits (neighborhoods only), or metered parking (Districts and Corridors only), if warranted. Implementation of the Multimodal Access Plan and Transportation Demand Management Strategies (see Section 3.2) can reduce parking demand by encouraging the use of active transportation modes. Given the reduced demand for off-street parking, businesses within the Districts and Corridors should have the option to supply parking on-site, or pay an in-lieu fee to support future parking improvements, including potential shared parking lots. Shared lots will provide adequate parking to all local businesses, while encouraging visitors in the area to stop, park, and walk around the high-intensity activity centers within Ashland, Cherryland, and Four Corners Districts, consistent with the ACBD vision for a walkable commercial environment. Higher intensity multi-family residential development throughout the Districts and Corridors will provide adequate parking for residents and take advantage of shared parking options. Parking in Plan Area Neighborhoods will be buffered from commercial overflow, as needed.

3.3.4 Recommendations

Establish a Parking Benefit District (PBD)

A PBD can be established where all or a portion of parking revenue generated from on-street meters, on-street parking permits, and/or off-street parking facilities in the Plan Area Districts, Corridors, and Neighborhoods is used to fund improvements in those areas. The County or another entity will be responsible for administering the PBD in the Plan Area and managing the on-street parking spaces and public off-street parking facilities.

If warranted, the appropriate management entity (e.g., County or other) will be responsible for establishing prices for parking, collecting the revenue, and using revenues to fund improvements such as new parking facilities (including bicycle parking implemented through the recommendations described in Section 3.2.4), pedestrian, bicycle, transit, and streetscape improvements recommended in this Specific Plan, and/or maintenance, beautification and security in the Plan Area.

Encourage Shared Parking

Parking should be designed to be shared by all commercial uses within Plan Area Districts and Corridors. “Shared Parking” is defined as the ability to share parking spaces as the result of two conditions: variations in the accumulation of vehicles by hour, by day, or by season at individual land uses, and relationships among land uses that result in visiting multiple land uses on the same auto trip. An example of shared parking is where an office has high use during the day and a restaurant uses the same spaces in the evening. This will reduce the overall number of required parking spaces.

“Unbundle” Cost of Parking from Multi-Family Housing

When parking is bundled (a parking space is included in an apartment rent or is sold with a condominium) into apartment tenant leases or condominium prices, the true cost of parking is hidden. For example the price for an apartment with one parking space may be rented for \$1,000 per month. However, if the parking spaces were unbundled, the rent for the apartment may be \$900 per month, plus \$100 per month for the parking space. Unbundled parking will help tenants within the Plan Area Districts, Corridors, and Neighborhoods understand the cost of parking, and may influence a resident’s decision to own a car. Unbundling parking typically reduces parking demand by 10 to 15 percent. It can also make housing more affordable by not forcing residents who do not own a car to pay for parking.

Establish Parking In-Lieu Fee Program

Parking in-lieu fees will provide proposed developments having difficulty meeting on-site parking requirements - because of site constraints, financial feasibility, or both - with the flexibility to maximize development intensity over building parking. Parking in-lieu fees provide the benefit of facilitating shared parking between uses, thereby maximizing use of the existing parking supply and avoiding decentralized surface lots or garages needed for

individual development sites which can limit walkability. Similar to Parking Benefit Districts, revenues generated by an in-lieu fee program should be used to expand public parking supply through the construction of new parking facilities, or to fund improvements that reduce automobile parking demand, such as pedestrian, bicycle, transit, and streetscape improvements recommended in the ACBD SP Update.

Monitor Parking Demand and Supply

The appropriate management entity should monitor parking demand in the parking facilities and adjust parking management strategies to reflect the observed parking demand throughout the Plan Area Districts, Corridors, and Neighborhoods.

Attention should be paid to impact on parking supply in Plan Area Neighborhoods. Since the proposed ACBD SP Update may provide a limited parking supply and parking demand may exceed parking supply, it is recommended that a Residential Parking Permit (RPP) program on the residential streets within one-half mile of Plan Area Districts and Corridors be discussed with area residents, and if needed or approved, implemented to discourage parking spillover from Plan Area Districts and Corridors into the surrounding residential neighborhoods.

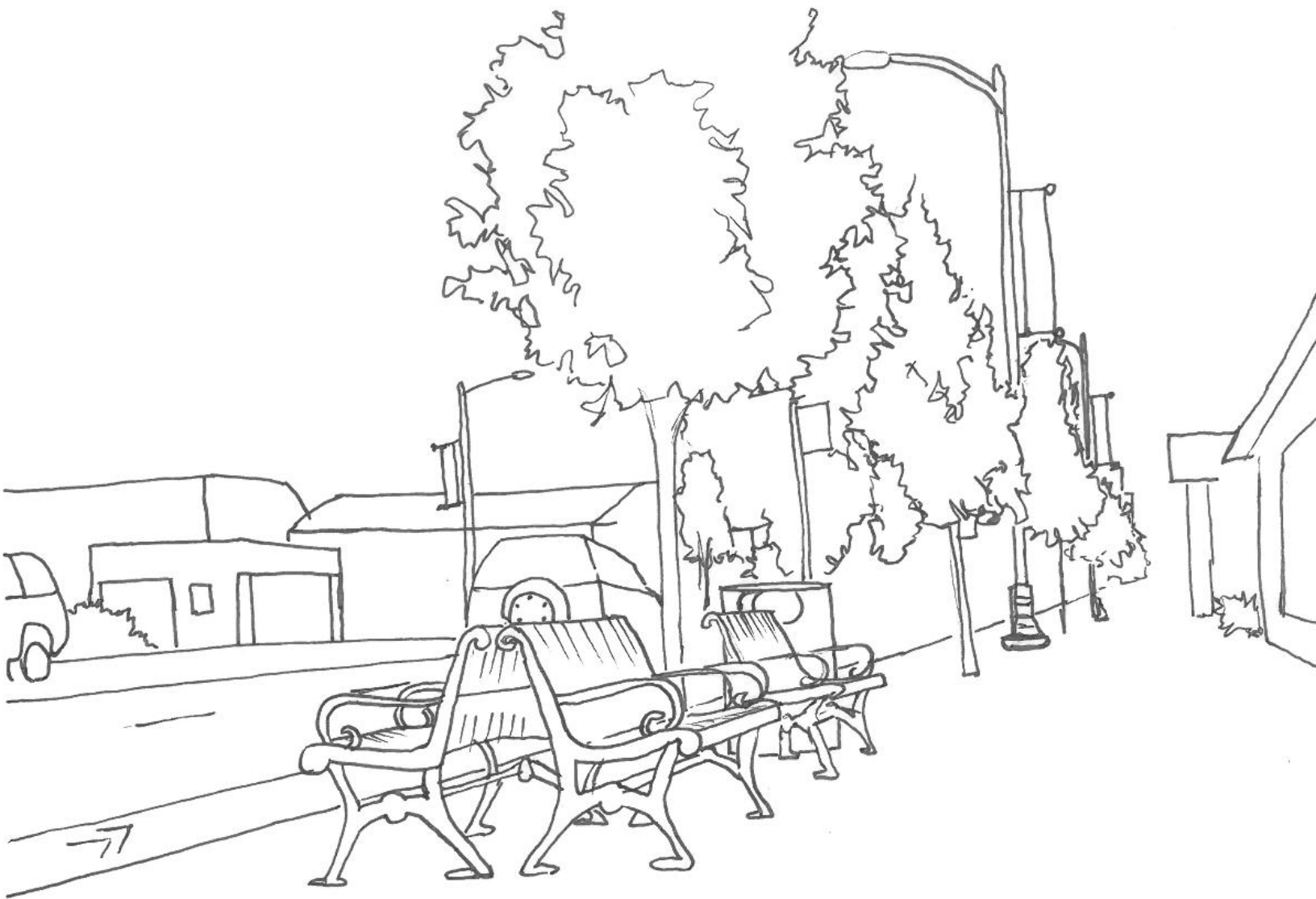
Manage Parking Demand

Alameda County will continue to monitor parking demand along E. 14th/Mission and E. Lewelling Boulevard and if warranted, will consider implementing parking pricing strategies within Plan Area Districts and Corridors. Parking pricing strategies can encourage area residents and employees to walk, bike, or use transit. The effectiveness of pricing strategies on parking demand varies depending on the parking fee and the cost and availability of parking in the surrounding area. Parking pricing for retail customers must also account for competition with other regional retail centers that do not charge for parking. Setting reasonable short-term parking rates and high long-term (over six hours) rates can discourage employees from driving to the Plan Area Districts and Corridors and ensure parking availability for shoppers.

Parking charges can also vary by time of day. Parking rates can be increased during peak periods when parking demand will be highest and transit service most frequent in order to encourage transit use.

Chapter 4

Infrastructure



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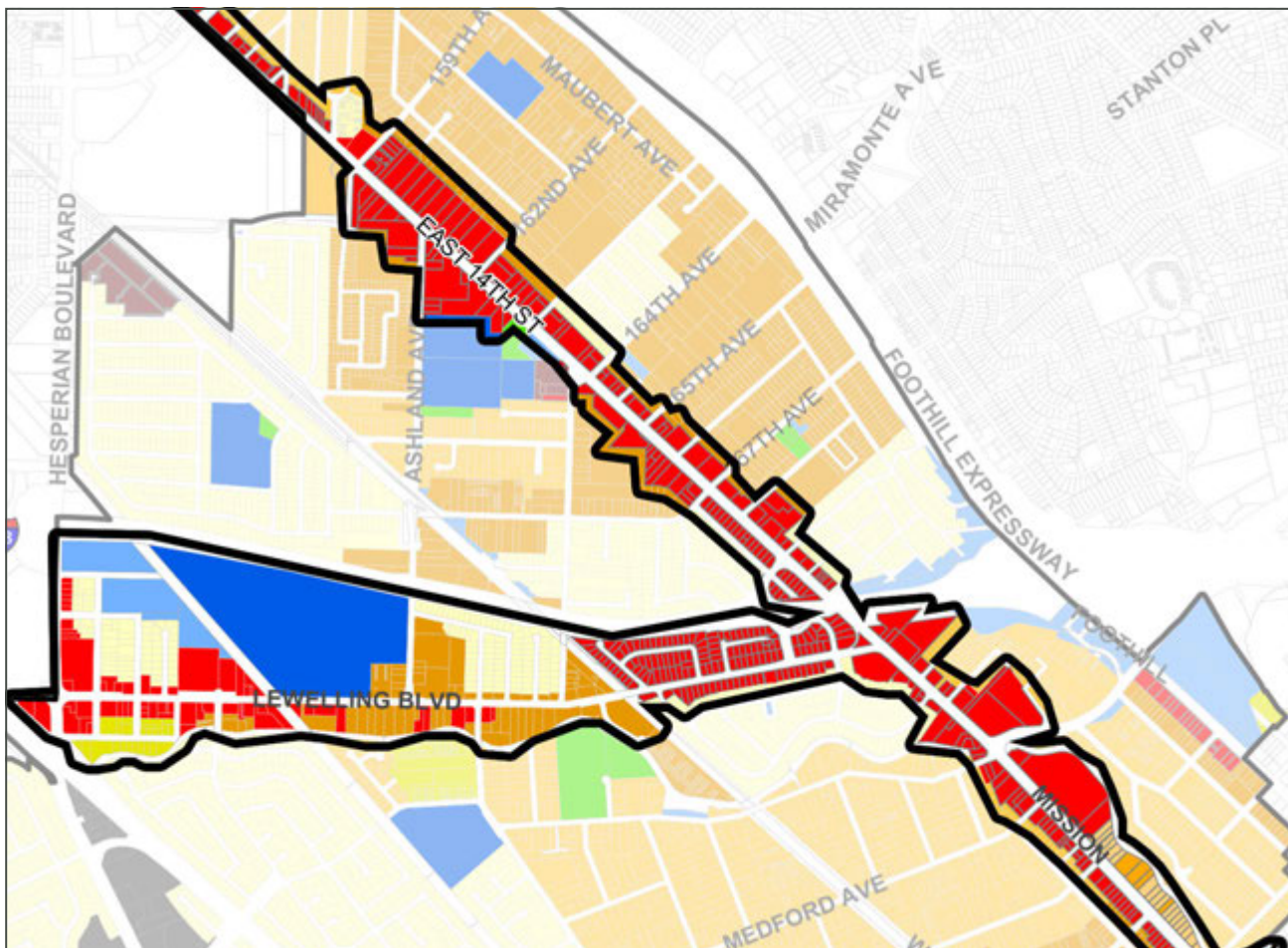
4 Infrastructure

4.1 Introduction

This chapter presents an analysis of the Plan Area's present infrastructure systems to accommodate the ACBD SP. Although many buildout scenarios are feasible under the ACBD SP, only one is presented here for purposes of this infrastructure analysis. Consistent with the projections studied under the Eden Area General Plan Environmental Impact Report (EIR) (2006), this chapter assumes the following buildout: 570,000 square feet of commercial use and 983 residential units over the next 20

years. These figures represent a tool for analysis, not an aspiration of the ACBD SP. As shown the below, the EIR did not require additional improvements to the infrastructure facilities discussed in this chapter. Because the ACBD SP is designed to be consistent with the 2010 Eden Area General Plan, the ACBD SP will not likely require additional infrastructure improvements.

The infrastructure analysis presented discusses existing capacity and any needed improvements for infrastructure systems.



Source: Alameda County Eden Area General Plan, 2010

4.2 Infrastructure Capacity

4.2.1 Water

Capacity

Water to the Plan Area is provided by the East Bay Municipal Utility District (EBMUD), which serves approximately 1.3 million people across 325 square miles.¹ EBMUD's facilities have a maximum capacity of 320 million gallons per day (mgd).² During fiscal year 2012, EBMUD's average and maximum water production stood at 178 million gallons per day (mgd) and 251 mgd respectively.³ For calendar year 2012, EBMUD customers used approximately 161 mgd.⁴ For 2020, EBMUD forecasts a demand of 277 mgd absent its proposed recycling and conservation programs or 229 mgd with such programs in place.⁵

Improvements

The EIR found that the water supply generated by EBMUD and other sources could sufficiently accommodate the programs and policies under the 2010 Eden Area General Plan.⁶ As shown in Table 4.1 below, buildout under the ACBD SP is expected to create approximately 0.26 mgd of water demand.

This additional water demand is minimal compared to EBMUD's forecast for 2020 (229 to 277 mgd) and its maximum capacity (320 mgd). Because the ACBD SP is designed to be consistent with the 2010 Eden Area General Plan, the Plan Area likely requires no additional infrastructure improvements to address water demand.

TABLE 4.1 WATER DEMAND GIVEN ACBD SP BUILDOUT

| Use | ACBD SP Buildout | | Water Demand Factor | | Expected Demand | |
|---|------------------|---------------|---------------------|---------------|-----------------|-------------------------------|
| | | | Gallons Per Day | Unit | Gallons Per Day | Million Gallons Per Day (mgd) |
| Commercial | 59,100 | Square Ft. | 0.11 | Square Ft. | 6,501 | 0.0065 |
| Retail | 510,900 | Square Ft. | 0.11 | Square Ft. | 56,199 | 0.0562 |
| Residential | 938 | Dwelling Unit | 215.00 | Dwelling Unit | 201,670 | 0.2017 |
| Total | | | | | 264,370 | 0.2644 |
| The water demand factors are standard. Contra Costa LAFCO, 2008, Water and wastewater municipal services review for West Contra Costa County, p. 9-1. | | | | | | |

¹ Alameda County Community Development Agency, 2006, Eden Area general plan EIR, p. 4.4-1.

² Contra Costa LAFCO, 2008, Water and wastewater municipal services review for West Contra Costa County, p. 9-1.

³ East Bay Municipal Utility District, 2013, Back to basics: East Bay Municipal Utility District 2012-2013 biannual report, p. 17.

⁴ East Bay Municipal Utility District, 2012, East Bay water: A status report on local water use & water supplies, p. 2.

⁵ Alameda County Community Development Agency, 2006, p. 4.4-2.

⁶ Alameda County Community Development Agency, 2006, p. 4.4-10.

4.2.2 Wastewater

Capacity

The Oro Loma Sanitary District (OLSD) provides wastewater collection and treatment services for 12.8 square miles including the Plan Area. In 2007, OLSD completed its Wastewater Treatment Plant Capacity Restoration Project to restore the plant's treatment capacity to 20 mgd in compliance with newer regulations.⁷ The plant treats approximately 15 mgd per day.⁸

Improvements

Given the completion of the OLSD's Wastewater Treatment Plant Capacity Restoration Project as anticipated, the DEIR found that the existing wastewater infrastructure is sufficient to accommodate projected development under the 2010 Eden Area General Plan.⁹ As shown in Table 4.2 below, buildout under the ACBD SP is expected to generate approximately 0.13 mgd.

As with the water demand, this additional sewage generation is minimal compared OLSD's current treatment (15 mgd) and capacity (20 mgd). Because the ACBD SP is designed to be consistent with the 2010 Eden Area General Plan, the Plan Area likely requires no additional infrastructure improvements to address sewage generation.

4.2.3 Stormwater Drainage

Capacity

In its capacity as the Flood Control and Water Conservation District, the Alameda County Public Works Agency is responsible for stormwater drainage of the Eden Area, including the Plan Area. Stormwater not infiltrating to the subsurface is directed to a drainage system composed of crowned streets, curbside gutters, drainage inlets, subsurface pipes, and engineered canals and creeks.¹⁰

TABLE 4.2 SEWAGE GENERATION GIVEN ACBD SP BUILDOUT

| Use | ACBD SP Buildout | | Sewage Generation Factor | | Expected Generation | |
|--|------------------|---------------|--------------------------|---------------|---------------------|---------------------------|
| | | | Gallons/Day | Unit | Gallons Per Day | Million Gallons/Day (mgd) |
| Commercial | 59,100 | Square Ft. | 0.10 | Square Ft. | 5,910 | 0.0059 |
| Retail | 510,900 | Square Ft. | 0.05 | Square Ft. | 25,545 | 0.0255 |
| Residential | 938 | Dwelling Unit | 105.00 | Dwelling Unit | 98,490 | 0.0985 |
| Total | | | | | 129,945 | 0.1299 |
| The sewage generation factors are standard. Contra Costa LAFCO, 2008, Water and wastewater municipal services review for West Contra Costa County, p. 9-1. | | | | | | |

⁷ Alameda County Community Development Agency, 2006, p. 4.4-12; Oro Loma Sanitary District, 2007, Oro Loma news (44), p. 3

⁸ Alameda County Community Development Agency, 2006, p. 4.4-12

⁹ Alameda County Community Development Agency, 2006, p. 4.4-11

¹⁰ Alameda County Community Development Agency, 2006, p. 4.9-5

4.2.4 Solid Waste

Capacity

The Alameda County Waste Management Authority (ACWMA) oversees solid waste and recycling collection in the county. ACWMA contracts with OLSA to provide direct collection services for certain areas in the county, including the Plan Area. Of the two active landfills serving the county—Altamont Landfill Resource Recovery Facility and Vasco Road Sanitary Landfill—waste collected by OLSA is deposited at Altamont. Altamont’s remaining capacity stands at 45.7 million cubic yards¹¹ and Vasco Road’s stands at 8 million cubic yards.¹²

Improvements

According to the EIR, the growth projected in the Eden Area (16,000 people) is a minimal relative to the county’s remaining landfill capacity.¹³ Table 4.3 below shows the maximum and remaining capacity for the Altamont and Vasco Road landfills.

Because the ACBD SP is designed to be consistent with the 2010 Eden Area General Plan, the Plan Area likely requires no additional infrastructure improvements to address stormwater drainage.

TABLE 4.3 COUNTY-SERVING LANDFILL CAPACITY

| Site | Max Permitted Throughput (Tons per Day) | Max Permitted Capacity (Cubic Yards) | Remaining Capacity (Cubic Yards) |
|---|---|--------------------------------------|----------------------------------|
| Altamont Landfill Resource Recovery Facility | 11,500 | 62,000,000 | 45,720,000 |
| Vasco Road Sanitary Landfill | 2,250 | 32,970,000 | 7,959,079 |
| Total | 13,750 | 94,970,000 | 53,679,079 |
| CalRecycle., 2014a, Facility/Site Summary Details: Altamont Landfill & Resource Recovery (01-AA-0009). Retrieved November 20, 2014, from http://www.calrecycle.ca.gov/SWFacilities/Directory/01-AA-0009/Detail/ ; CalRecycle, 2014b, Facility/Site Summary Details: Vasco Road Sanitary Landfill (01-AA-0010). Retrieved November 20, 2014, from http://www.calrecycle.ca.gov/SWFacilities/Directory/01-AA-0010/Detail/ . | | | |

¹¹ CalRecycle, 2014a, Facility/Site Summary Details: Altamont Landfill & Resource Recovery (01-AA-0009).

¹² CalRecycle, 2014b, Facility/Site Summary Details: Vasco Road Sanitary Landfill (01-AA-0010).

¹³ Alameda County Community Development Agency, 2006, p. 4.4-24.

4.2.5 Public Facilities

Schools

Capacity

Ashland and Cherryland fall into two different school districts—Hayward Unified School District and San Lorenzo School District—and the attendance areas of 10 schools shown in Table 4.4 below.

43 percent of Ashland residents under the age of 18 and 67 percent of Cherryland residents under the age of 18 live in walking distance (0.5 miles or less) from a school.¹⁴

Improvements

According to the EIR, buildout expected under the Eden Area General Plan would not result in the need of new or improved school facilities.¹⁵ As shown in Table 4.5 below, change enrollment at the Ashland and Cherryland attended schools from 2008-2009 to 2013-2014 has varied from school to school, with only a 0.14 percent increase across all schools.

Because the ACBD SP is designed to be consistent with the 2010 Eden Area General Plan, the Plan will not likely require additional infrastructure improvements in this area.

| Hayward Unified School District | San Lorenzo Unified School District |
|---------------------------------|-------------------------------------|
| Burbank Elementary | Colonial Acres Elementary |
| Cherryland Elementary | Hesperian Elementary |
| Strobridge Elementary | Hillside Elementary |
| Bret Harte Middle | Edendale Middle |
| Winton Middle | San Lorenzo High School |
| Hayward High | |

Alameda County Community Development Agency., 2015, Ashland and Cherryland community health and wellness general plan element (revised public draft), p. 33

| School | 2008-2009 | 2013-2014 | % Change |
|-------------------------------------|--------------|--------------|--------------|
| Hayward Unified School District | | | |
| Burbank Elementary | 755 | 766 | 1.46% |
| Cherryland Elementary | 774 | 765 | -1.16% |
| Strobridge Elementary | 542 | 653 | 20.48% |
| Bret Harte Middle | 620 | 625 | 0.81% |
| Winton Middle | 649 | 540 | -16.80% |
| Hayward High | 1,754 | 1,638 | - 6.61% |
| San Lorenzo Unified School District | | | |
| Colonial Acres Elementary | 579 | 706 | 21.93% |
| Hesperian Elementary | 719 | 745 | 3.61% |
| Hillside Elementary | 485 | 519 | 7.01% |
| Edendale Middle | 717 | 666 | -7.11% |
| San Lorenzo High School | 1,495 | 1,469 | -1.74% |
| Total | | | |
| | 8,315 | 8,327 | 0.14% |

California Department of Education., 2015, K-12 public school enrollment. Retrieved September 23, 2015, from <http://dq.cde.ca.gov/dataquest/page2.asp?level=School&subject=Enrollment&submit1=Submit>

¹⁴ Alameda County Community Development Agency, 2014, pp. 18-19.

¹⁵ Alameda County Community Development Agency, 2006, pp. 4.2-19 to 4.2-21.

Police

Capacity

Like other unincorporated communities in the county, police services in the Ashland and Cherryland are provided by the Alameda County Sheriff's Office. As of 2012, the office is composed of 1,599 authorized personnel including 959 sworn personnel.¹⁶ The office maintains three facilities from which it serves the ACBD SP: Community Crime Prevention Unit (1530 167th Ave., San Leandro), Emergency Services Dispatch Center (2000 150th Ave., San Leandro), and Eden Township Substation (15001 Foothill Blvd., unincorporated San Leandro). The Eden Township Substation provides patrol services for the unincorporated communities in the county, including Ashland and Cherryland. As of 2012, the substation is staffed with 164 authorized officers including 147 sworn officers.¹⁷



Improvements

As explained in the EIR, the Sheriff's Office estimates the expected Eden Area build out of 16,560 people over the next 20 years will likely increase the demand for police services.¹⁸ This increase in demand may call for an additional 16 sworn personnel and two non-sworn staff.¹⁹ However this potential increase in demand is accounted for in the new 220,000 square foot law enforcement complex to be proposed by the Eden Area General Plan for 2700 Fairmount Drive in San Leandro.²⁰ Because the ACBD SP was designed to be consistent with the 2010 Eden Area General Plan, the ACBD SP development program will not likely require additional infrastructure improvements in this area.

¹⁶ Local Agency Formation Commission of Alameda County, 2012, Extended police protection community service area municipal service review final, p. 7.

¹⁷ Local Agency Formation Commission of Alameda County, 2012, p. 7.

¹⁸ Alameda County Community Development Agency, 2006, p. 4.2-3.

¹⁹ Alameda County Community Development Agency, 2006, p. 4.2-4.

²⁰ Alameda County Community Development Agency, 2006, p. 4.2-4.

²¹ Alameda County Fire Department, 2010, Fire & emergency services strategic business plan 2010-2017, p. 7.

²² Alameda County Fire Department, 2010, p. 7.

Fire Protection

Capacity

The Alameda County Fire Department (ACFD) provides fire protection services for Ashland and Cherryland. As of 2010, the ACFD's service area includes approximately 506 square miles and 384,000 in population.²³ The ACFD maintains 28 fire stations staffed by 405 personnel.²⁴ Three ACFD fire stations are located in or just outside the Ashland and Cherryland communities: Station 22 (427 Paseo Grande, San Lorenzo), Station 23 (109 Grove Way, Cherryland), and Station 24 (1430 164th Avenue, Ashland). To meet the service needs of the area and to comply seismic requirements, replacement of the existing Station 23 is currently underway. The new Station 23 will be located at 19745 and 19755 Meekland

Avenue in Cherryland, approximately one block north of the existing Station 23.²⁵ The new fire station is expected to be completed by Spring 2016 and estimated to cost approximately \$9.6 million.²⁶

Improvements

Increases in emergency response demand from buildout under Eden Area General Plan are expected to be minimal.²⁷ As the ACBD SP and Eden Area General Plan are implemented over the next 20 years, the County and community may revisit the fire protection service and facility capacity for the Plan Area. Because the ACBD SP is designed to be consistent with the 2010 Eden Area General Plan, the Plan Area likely requires no additional infrastructure improvements to address fire protection.



Station 23 Renderings, Images Courtesy of RossDrulisCusenbery Architecture, Inc.

²³ Alameda County Fire Department, 2010, Fire & emergency services strategic business plan 2010- 2017, p. 7.

²⁴ Alameda County Fire Department, 2010, p. 7.

²⁵ Alameda County General Services Agency, 2014, Cherryland Fire Station 23 replacement project: Initial study & negative declaration, p. 1.

²⁶ Alameda County Community Development Agency, 2015, Memorandum to Board of Supervisors' Transportation and Planning Committee Regarding Cherryland Fire Station Replacement Project, pp. 1, 3.

²⁷ Alameda County Community Development Agency, 2006, pp. 4.2-9 and 4.2-11; Alameda County General Services Agency, 2014, p. 55.

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Chapter 5

Implementation + Financing



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5 Implementation + Financing

5.1 Introduction

The ACBD SP aims to achieve economic revitalization and equitable build out of beautified Districts, Corridors, and Neighborhoods that are comfortable to pedestrians, bicyclists, and motorists of all ages and backgrounds. By embracing Plan Area’s ethnic and niche-auto cultures, the Plan Area looks to become an identifiable destination for residents and visitors.

Chapter 5 serves as a road map to implementing the ACBD SP Vision described in Chapters 2, 3, and 4. This chapter presents goals, policies, and programs for implementing the ACBD SP; mechanisms for increasing government and business representation; and funding sources for implementation.

5.2 Goals, Policies, and Programs

This section identifies goals, policies, and programs that implement the ACBD SP Vision. Goals are the end results to be achieved by the ACBD SP. Policies offer direction to accomplish the goals. Programs are action items guided by the policies and are steps toward accomplishing the goals. The recommended programs presented are described conceptually and are to be flushed out for enactment by the community and local government.



Unique, Local Restaurant with Outdoor Seating.

The goals, policies, and programs presented encompass the multiple components of the ACBD SP—land use, economic revitalization, and mobility, among others. Many of the goals, policies, and programs are consistent with the 1995 ACBD SP, but others have been modified or created to reflect current plan area conditions. Consistent with the comprehensive and holistic nature of the ACBD SP, the goals, policies, and programs below are not organized by plan component, but in relation to each other.

Further, some programs in this section reference modification to the existing Zoning Code. These changes are performed in Chapter 6, Development Standards, and will be adopted by incorporation into the Zoning Code.

In total, this section sets nine goals, creates 48 policies, and recommends 126 programs. The nine goals of the ACBD SP address the following:

- Goal 1. Economic Revitalization
- Goal 2. A Visitor and Customer Destination
- Goal 3. Public and Private Improvements
- Goal 4. E. 14th Street/Mission Boulevard as a Mixed-use, Transit-oriented Place
- Goal 5. Landscaping and Open Space Supporting Public Life
- Goal 6. Enhanced Residential and Commercial Quality, Conservation, and Compatibility
- Goal 7. Maintained and Improved Infrastructure
- Goal 8. A Balanced and Complete Circulation Network
- Goal 9. Livable Neighborhoods

Section 5.2 is divided into nine components that each discuss one of the above goals and the policies and programs that accompany the goal. Each goal is identified and then followed by a summary listing of programs and policies that relate to that goal. A detailed narrative of each policy and program follows the summary listing.

Goal 1: Economic Revitalization

Goal 1: The economic revitalization of the Ashland and Cherryland Business District Specific Plan Area.

The Plan Area presents untapped unique opportunities for economic development, particularly in the retail, restaurant, and commercial services industries. (For a detailed discussion of existing economic and market conditions, please see the Ashland Cherryland Business District Specific Plan Existing Conditions and Background Report (May 2014).) Goal 1 enables the County to take full advantage of increased economic activity that results from increased growth in retail, restaurant, and commercial service industries, among other uses.

Policies and programs that pertain to Goal 1 include:

Policy 1.1. Increase Community Voice in Revenue Generation

- Program 1.1.1 Establish greater governance mechanisms.

Policy 1.2. Support Formation of Business and Merchant Organizations

- Program 1.2.1 Initiate formation of Property and Business Improvement District (PID).
- Program 1.2.2 Formation of associations supporting unique local markets.

Policy 1.3. New and Enhanced Commercial Districts

- Program 1.3.1 Recruit large ethnic markets, discount-variety retailers, and other anchors.

Policy 1.4. Encourage Temporary Uses and Structures for New Business Opportunities

- Program 1.4.1 Temporary Use Permits (TUP).
- Program 1.4.2 Farmer's markets that create neighborhood scale.
- Program 1.4.3 Intermittent food truck fairs and infill use.
- Program 1.4.4 Semi-permanent or "pop-up" structures for business incubation.
- Program 1.4.5 Connect new short-term businesses and non-profits with owners of vacant commercial space.
- Program 1.4.6 Partnerships with local

organizations to create temporary community recreation areas or community gardens.

- Program 1.4.7 Incentives for temporary and permanent outdoor eating, coffee, and retail development.

Policy 1.5. Support Business, Retention, Expansion, and Infill Development

- Program 1.5.1 Continue the role of the Economic and Civic Development Department.
- Program 1.5.2 Initiate formation of associations supporting unique local markets.
- Program 1.5.3 Promote "second-generation" use of existing retail structures.
- Program 1.5.4 Modify Zoning Code to allow for redevelopment, retrofits, change of use, and upgrade improvements of substandard lots.
- Program 1.5.5 Modify Zoning Code to streamline development review.

Policy 1.6. Attract Visitors by Offering an Array of Retail, Dining, Employment, Commercial Service, and Entertainment Uses

- Program 1.6.1 Limit prohibited uses and allow more uses by right.
- Program 1.6.2 Continue conditional use permits for uses of concern to public health and safety.
- Program 1.6.3 Increase number of high quality convenience and carry-out food establishments.
- Program 1.6.4 Recruit high-customer-traffic generating retailers.

Policy 1.7. Encourage Opportunities to Lead the Region in Innovation and Business Incubation

- Program 1.7.1 Partnership with non-profit developer of business incubators. Program 1.7.2 Small Business Financial Assistance Fund.
- Program 1.7.3 Install of fiber optic cable technology.

Policy 1.8. Focus on Alternative Approaches to Catalyze Retail Development

- Program 1.8.1 Expand of niche retail market: auto-related uses, cultural cuisine, and gathering spaces.
- Program 1.8.2 Cluster auto-industry uses to create “Critical Mass”.
- Program 1.8.3 Market Plan Area to key small businesses.

Policy 1.9. Encourage Combination of On-Site Retailing and Production

- Program 1.9.1 Modify Zoning Code to allow on-site retailing and production.

Policy 1.10. Encourage Development of Opportunity Sites

- Program 1.10.1 Incentives for development of opportunity sites.
- Program 1.10.2 Modify Zoning Code to facilitate lot mergers.

Policy 1.1. Increase Community Voice in Revenue Generation

Policy 1.1: Increase the community voice in decision-making and use of revenue generated within the Plan Area for projects and improvements that support revitalization of the Ashland and Cherryland communities.

As discussed in Chapter 1, Ashland and Cherryland are unincorporated communities with greater challenges in revenue generation than their neighboring incorporated jurisdictions. Accordingly, economic revitalization in Ashland and Cherryland will be bolstered by new governance mechanisms.

This policy guides the programs below.

Program 1.1.1 Establish Greater Governance Mechanism

As part of larger Ashland and Cherryland community revitalization efforts, Program 1.1.1 considers supporting community efforts toward implementation of the ACBD SP through new governance mechanisms. Recommended by the Eden Area Livable Initiative Blue Ribbon Steering Committee, governance mechanisms that could be considered include a Community Manager (CM), Municipal Advisory Councils (MACs), Community Services District (CSD), and Enhanced Infrastructure Financing District (EIFD). (See Section 5.3 for a detailed discussion of the above options.)

Policy 1.2 Support Formation of Business and Merchant Organizations

Policy 1.2: Support formation of business and merchant organizations.

Business and merchant leaders of Plan Area play a key role in the area’s economic revitalization. Certain organizations can be formed to promote their interests and those of the community-at-large.

This policy guides the programs below.

Program 1.2.1 Initiate formation of Property and Business Improvement District

Under Program 1.2.1, the community should consider initiating the process to form a Property and Business Improvement District (PBID). (See Section 5.3 for a detailed discussion.)

Program 1.1.2. Initiate formation of Associations supporting Unique Local Markets

As part of or in addition to the proposed PBID under Program 1.2.1, Program 1.2.2 calls for local businesses to form associations that support and promote the unique commercial markets of the Plan Area. Local Ashland and Cherryland associations should coordinate efforts with the larger Eden Area Chamber of Commerce.

Policy 1.3 New and Enhanced Commercial Districts

Policy 1.3: Encourage new and enhanced anchor points for commercial centers in the Districts.

Presently, the ACBD SP's neighboring communities offer customers more choices for entertainment and brand name stores. However, the Plan Area can capitalize on its niche markets to attract more business and potentially anchor stores for its Districts. Plan Area characteristics have the potential to draw budget-oriented anchor tenants that would also generate significant volumes of customer traffic for smaller, entrepreneurial businesses in the Plan Area. The area is also a draw for ethnic populations that can prove a strategic asset in context of services and retail development.

This policy guides the programs below.

Program 1.3.1. Recruit Large Ethnic Markets, Discount-Variety Retailers, and other anchors

Under Program 1.3.1, the County and business organizations should recruit large ethnic markets, discount-variety retailers, and other niche businesses to serve as possible commercial anchors.

Policy 1.4. Encourage Temporary Uses and Structures for New Business Opportunities

Policy 1.4: Encourage temporary uses and structures for vacant or underutilized lots that can serve as vibrant community focal points and opportunity for new business. Temporary uses will generally be discouraged from becoming a permanent use.

Underutilized and vacant lots in the Plan Area have the potential to provide locations for new businesses to set up shop on a temporary basis. These sites have the ability to create vibrant, community focal points with relatively low start-up costs. Food-based businesses or small markets

would temporarily showcase entrepreneurial ventures within the Plan Area. Temporary space supplies areas with low overhead and risk for small businesses to sell their products. Primary examples of temporary uses and structures that should be encouraged include farmers markets, food-trucks, and semi-permanent pop-up sites. These uses will be regulated through Temporary Use Permits.

This policy guides the programs below.

Program 1.4.1. Temporary Use Permits (TUP)

Program 1.4.1 modifies the Zoning Code to establish a Temporary Use Permit (TUP) for temporary uses and structures. The TUP will provide standards and procedures such as the types of allowed uses, maximum duration of the temporary use, operational standards, level of approval, and opportunities for public hearings and appeals.

Program 1.4.2. Farmer's Markets that Create Neighborhood Scale

Program 1.4.2 modifies the Zoning Code to allow farmer's markets that create neighborhood-scale gathering places where residents can access local produce and healthy food. The pop-up, canopy-style farmer's market allows for certain types of retail and food vendors to utilize parking lots, vacant lots, or closed streets to sell goods on designated days of the week or month. Often run by community-based non-profits, farmer's markets, like those in nearby Berkeley, San Leandro, and San Lorenzo, foster a sense of neighborhood cohesion and increase livability of an area.

Program 1.4.3. Intermittent Food Truck Fairs and Infill Use

Program 1.4.3 modifies the Zoning Code to allow mobile outdoor businesses, such as food trucks, in all zones with a temporary use permit. Food trucks and other mobile vendors act as intermittent uses that promote destination-based infill use of vacant and underutilized lands, and provide community gathering spaces. Through the temporary use permit process, food trucks and mobile businesses will be allowed to operate in an affordable and regulated location, with limitations to the duration and impact of such uses provided in the Code. With the ability to travel to the consumer and have lower operating and overhead costs than a brick- and-mortar restaurant, food trucks are becoming increasingly popular attractions.

Program 1.4.4. Semi-Permanent or “Pop-Up” Structures for Business Incubation

Program 1.4.4 encourages a semi-permanent approach to incubating new business by allowing small “pop-up” structures or spaces that allow for short-term use. Small, portable “pop-up” structures such as portable canopies, multi-purpose campers, and refurbished shipping containers allow for new retail and food establishments to test and improve their business with less initial investment and risk. The uses can occupy vacant or underutilized land to generate economic activity until permanent development arises. While similar in nature to food truck parks, these sites have the ability to accommodate various retail vendors and art installations. These types of sites can also be a combination of all three uses (food, retail, art). The County should itself establish or work with a non-profit developer to execute a “container mall” or canopy site on County property to provide low-rent, short-term space to incubator-stage businesses.

Program 1.4.5. Connect New Short-Term Businesses and Non Profits with Owners of Vacant Commercial Space

Program 1.4.5 connects new businesses with owners of vacant commercial building spaces willing to offer short-term leases at affordable rates. By creating a program to connect businesses with owners of vacant brick-and-mortar commercial spaces with short-term leases, new or expanding businesses can test the market with less initial investment and risk.

Temporary uses also help property owners maintain the viability of commercial spaces throughout the Plan Area by demonstrating active use of sites to attract long-term tenants. Temporary uses can include, but are not limited to: art installations, theaters, restaurants, retail, office space, event space, etc.

Program 1.4.5. Partner with Local Organizations to Create Temporary Community Recreation Areas or Community Gardens

Program 1.4.6 creates partnerships with local schools or other organizations, such as Hayward Area Recreation and Park District, to create temporary community recreation areas or community gardens on public or private land at strategic locations along the Corridors. Community gardens, parks, and parklets are often catalysts for neighborhood and community development. These projects can aid the Plan Area in transforming a series of spaces into a model for healthy communities.

Program 1.4.7 Incentives for Temporary and Permanent Outdoor Eating, Coffee, and Retail Development

Program 1.4.7 explores mechanisms to incentivize development of outdoor eating, coffee, and retail establishments. Mechanisms could include a fund to assist such developments with sewer and/or water hook-up fees. See also Program 7.2.1, which explores creation of a fund to assist developers and property owners with sewer capacity studies when required by Oro Loma Sanitary District (OLSD) for new projects.

Policy 1.5 Support Business, Retention, Expansion, and Infill Development

Policy 1.5: Support business retention, expansion, and infill development throughout the Plan Area.

Along with recruitment of new commercial anchors, economic revitalization includes supporting existing businesses and developments.

This policy guides the programs below.

Program 1.5.1 Continue Role of the Economic and Civic Development Department

Program 1.5.1 continues the role of the Economic and Civic Development Department to help businesses and property owners obtain needed financing. Promoting economic vitality is a two-part effort: (1) Provision of a built environment that is conducive to business activity, and (2) connecting current or prospective business owners and entrepreneurs with the tools they need to conduct business. A primary tool of owning or operating a business is financing. One of the Department's key roles is to connect the business and property owners with a variety of financing sources.

Program 1.5.2. Promote “Second-Generation” Use of Existing Retail Structures

Program 1.5.2 reduces prevalence of vacant and underutilized commercial buildings in the Plan Area by promoting “second-generation” (when a previous tenant made building improvements that are reusable by the next tenant, such as walls, doors, or lights) use of existing commercial structures and advertising property to owner-users. Current market dynamics make new construction

challenging, as low rents in the ACBD SP do not support the costs of new development. The Plan emphasizes second-generation use of existing structures, targets owner-users to lessen vacancies in the Plan Area, fosters on-going retail and commercial activity until market dynamics change.

Program 1.5.3. Modify Zoning Code to Allow for Redevelopment, Retrofits, Change of Use, and Upgrade Improvements of Substandard Lots

Program 1.5.3 modifies the existing Zoning Code to allow for redevelopment, retrofits, change of use, and upgrade improvements of substandard lots, which do not meet minimum lot size requirements of the County's recently updated Community Design Guidelines. The Development Standards will allow development to move forward on small lots to enable on-going retail and commercial activity.

As mentioned above, current retail and commercial rents in the Plan Area do not currently support new development that would entail lot assembly or other involved entitlement processes. The Plan Area will be well served to foster activity on small lots so as to provide a basis for market improvements that may at some point in the future support larger-scale development. Strict adherence to lot size minimums may serve to stall activity in the interim, and stall the market shift required to support larger development.

Program 1.5.4. Modify Zoning Code to Streamline Development Review

Program 1.5.4 modifies the existing Zoning Code to streamline the development review process for desirable projects that meet ACBD SP goals and contribute to long-term vision for the Plan Area.

Policy 1.6. Attract Visitors by Offering an Array of Retail, Dining, Employment, Commercial Service, and Entertainment Uses

Policy 1.6: Attract visitors to the Ashland and Cherryland communities by offering a wide array of retail, dining, employment, commercial service, and entertainment uses.

The preceding policies address enhancement of the Plan Area's capacity to attract, retain, and grow business and revenue. Another integral aspect of economic revitalization, addressed here in Policy 1.6, is the visitor and customer base.

This policy guides the programs below.

Program 1.6.1. Limit Prohibited Uses and Allow More Uses By Right

Program 1.6.1 limits the number of prohibited uses to allow more uses by right, to maximize the potential pool of commercial and retail tenants/owners that would locate in the Plan Area.

Program 1.6.2. Continue Conditional Use Permits for Uses of Concern to Public Health and Safety

Program 1.6.2 continues to require conditional use permits, and monitor adherence to conditions of approval, for uses considered to be of concern to public health and safety and that can be materially detrimental to the public welfare or injurious to property or improvements in the area.

Program 1.6.3. Increase Number of High-Quality Convenience and Carry-Out Food Establishment

Program 1.6.3 targets an increase in the number of high-quality convenience and carry-out food shops, bakeries, ethnic restaurants, coffee shops, and food markets.

Program 1.6.4. Recruit High-Customer-Traffic-Generating Retailers

Under Program 1.6.4, the community should encourage and recruit retailers that typically generate much higher volumes of customer traffic to act as a commercial anchor and help support local businesses.

Because such businesses generate higher volumes of customer traffic, "mom-and-pop" retailers, actually want to be located in close proximity to such retailers. Well-known brands serve to provide customers that in turn support small, local businesses that would locate or continue to locate in the Plan Area. Such brands need not be national chains to generate greater customer traffic. Regional businesses establishments with name recognition can build customer interest supportive of local businesses.

Policy 1.7. Encourage Opportunities to Lead the Region in Innovation and Business Incubation

Policy 1.7: Support opportunities for the Plan Area to become a regional leader in innovation and new business incubation.

Ashland and Cherryland share the Bay Area region with Silicon Valley—home to many of the nation’s largest tech-companies and countless startups. The Plan Area can harness the region’s culture and resources for innovation and business creation.

This policy guides the programs below.

Program 1.7.1. Partner with Non-Profit Developer of Business Incubators

Program 1.7.1 proposes a partnership with a non-profit developer of business incubators to establish a single location for local business owners to obtain support and information on business operation, growth, and sustainability. The County should consider creative partnerships in which it offers County property for tenancy to the non-profit business incubator.

Program 1.7.2. Small Business Financial Assistance Fund

Program 1.7.2 establishes a Small Business Financial Assistance Fund to provide promising start-ups with small matching grants or forgivable loans to offset costs of office space build-out, façade improvements, and/or signage. Such funds could be bundled with similarly targeted efforts by other Bay Area organizations. Recipients of funding should be required to participate regularly in workshops and trainings held by community and small business development partners.

Program 1.7.3 Install Fiber Optic Cable Technology

Program 1.7.3 promotes installation of state-of-the-art fiber optic cable technology as appropriate in the Plan Area to further support technology intensive businesses.

Policy 1.8. Focus on Alternative Approaches to Catalyze Retail Development

Policy 1.8: Focus on alternative approaches to catalyze retail development, thereby increasing likelihood of attracting brand retailers in the longer term.

Branded retail opportunities are limited due to lack of adequate development sites, proximity of regional competitors, and Plan Area household demographics. However, limited appeal of the Plan Area corridor to branded businesses development does not indicate a lack of local consumer demand. Economic development strategies, with regard to retail development, must include less traditional approaches for local investment.

This policy guides the programs below.

Program 1.8.1. Expand Niche Retail Market: Auto-Related Uses, Cultural Cuisine and Markets, and Gathering Places

Program 1.8.1 expands the existing niche retail market, including auto-related uses, cultural restaurants and markets, and gathering places. “Gathering place” uses—such as coffee houses, barber shops, bakeries, and pubs—create a setting, separate from home and work, where a community meets and collects. Existing cafes in and around the Plan area are routinely packed, and serve as study halls and gathering places for the area. However, certain segments within the Plan Area lack such an established gathering place.

Specialty markets and restaurants (particularly those serving traditional cuisine from diverse cultures) draw upon and market the existing ethnic and cultural diversity of the Plan Area and attract non-local visitors and customers to the Plan area. The accommodation and food service industry employs approximately 10 percent of Ashland Cherryland workers, and presents an opportunity to increase area employment options.

Program 1.8.2. Cluster Auto Industry Uses to Create “Critical Mass”

Program 1.8.2 modifies the Zoning Code to create an Auto Overlay zone to cluster auto industry uses, such as auto sales, repair, and related industry uses, in the Cherryland Corridor to create “critical mass” needed to attract customers to the area. The niche auto industry capacity for generating consumer traffic also would appeal to other complementary auto-related businesses that are geared towards a similar customer.

Program 1.8.3. Market Plan Area to Key Small Businesses

Program 1.8.3 markets the Plan Area to small businesses such as ethnic and local “mom-and-pop” entrepreneurs. The area provides an affordable commercial corridor with adequate residential densities and traffic volume to support start-up and innovation businesses.

Policy 1.9. Encourage Combination of On-Site Retailing and Production

Policy 1.9: Encourage entrepreneurs—to the extent possible, given the space, site, and surrounding uses—to combine retailing function with production and/or processing at the same location.

Diversification of job and entrepreneurial opportunities can further economic revitalization. Encouraging a combination of related uses on-site, such as retailing and production, can enable such diversity and generate customer interest.

This policy guides the program below.

Program 1.9.1. Modify Zoning Code to Allow On-Site Retailing and Production

Program 1.9.1 modifies the existing Zoning Code to allow retail businesses to craft and/or process the one-of-a-kind or artisan items being sold on-site.

Policy 1.10. Encourage Development of Opportunity Sites

Policy 1.10: Encourage development of opportunity sites.

Ashland and Cherryland has a number of underutilized and vacant parcels and buildings that represent a potential economic development opportunity. They are mostly located along Mission Boulevard / E. 14th Street and Lewelling Boulevard, and include the following:

- A large parcel owned by U-Haul and located immediately south of I-238, on the east side of Mission Boulevard
- Vacant lot on Mission Blvd. between E. Lewelling Boulevard and Paradise Boulevard
- The former Banchemo’s and the underutilized Serra property at the northeast corner of Mission and Mattox
- 20095 and 20097 Mission Boulevard at its intersection with Hampton and Mattox Roads, covering five parcels, currently owned by the Successor Agency to the former Alameda County Redevelopment Agency
- Former Orchard Supply Hardware retail location on Lewelling Boulevard
- Underutilized property behind Former Orchard Supply currently for sale
- Vacant parcel on E. Lewelling Boulevard, across from San Lorenzo High School

This policy guides the programs below.

Program 1.10.1. Incentives for Development of Opportunity Sites

Program 1.10.1 establishes incentives for development at key opportunity sites, such as a monetary benefit or expedited entitlements for regional-serving or employee-intensive development, or flexible height or density standards for mixed-use development.

Program 1.10.2. Modify Zoning Code to Facilitate Lot Mergers

Program 1.10.2 modifies the Zoning Code to encourage and facilitate lot mergers where appropriate so as to encourage larger-scale development. There exists an expressed desire for large-scale development in the Plan Area. However, many parcels in the Plan Area are small in scale. The Plan Area will be better positioned to capture larger-scale development activity if it presents a streamlined lot merger process.

Goal 2: A Visitor and Customer Destination

Goal 2: The Plan Area recognized as a destination that draws visitors and customers to the area.

The Plan Area can establish itself as a recognized destination in the region that contributes to and draws upon Bay Area culture and economic history. Policies and programs in support of this goal address area safety and perception by engaging residents and business and property owners and undertaking marketing efforts to develop a signature cultural and economic brand for the Plan Area.

Policy topics that pertain to Goal 2 include:

Policy 2.1. Support Measures to Improve Perception and Brand as a Destination

- Program 2.1.1 Increase Sheriff presence.
- Program 2.1.2 Neighborhood watch programs.
- Program 2.1.3 Enhance wayfinding signage
- Program 2.1.4 Gateway signage and monuments
- Program 2.1.5 Encourage creative signage

Policy 2.1. Support Measures to Improve Perception and Brand as a destination

Policy 2.1: Support programs and measures that improve the perception of the Plan Area and brand the Plan Area as a destination.

As discussed above, the Plan Area can offer visitors and customers a wealth of cultural and economic amenities.

This policy guides the programs below.

Policy 2.2. Promote E. 14th Street and Mission Boulevard Districts as Cultural and Economic Centers

- Program 2.2.1 Advertise diverse cultural cuisine as part of the Plan Area brand.
- Program 2.2.2 Integrate agricultural heritage into the built environment.
- Program 2.2.3 Local events that create community.
- Program 2.2.4 Clearinghouse of commercial information.
- Program 2.2.5 Market the Plan Area as business-friendly.
- Program 2.2.6 Local business leader ambassador program.
- Program 2.2.7 Economic development leader outreach initiative.

Policy 2.3. Engage Business and Property Owners in Marketing Efforts

- Program 2.3.1 Business owner survey.
- Program 2.3.2 Creative branding and marketing campaign.

Policy 2.4. Support Businesses that Serve Adjacent Residents and the Area At-large

- Program 2.4.1 Resident-serving business committee as part of the bid.

Program 2.1.1. Increase Sheriff Presence

Program 2.1.1 increases Sheriff presence in the area. The Eden Township Substation provides patrol services for the unincorporated communities in the County, including Ashland and Cherryland. Increased staffing to the substation to accommodate more patrol through Plan Area would bolster confidence in the area as a downtown-style visitor destination.

Program 2.1.2. Neighborhood Watch Programs

Program 2.1.2 supports neighborhood watch programs. Neighborhood watch programs work closely with local law enforcement to educate residents about neighborhood safety and security and to report criminal activity.

Program 2.1.3. Enhance Way-Finding Signage

Program 2.1.3 enhances way-finding signage to draw customers and visitors into the area from adjacent highways to community parks, local transit, historic sites, and public parking. For example, although the Plan Area is located along main freeways, it lacks direction signage on I-580, I-880, I-238, and SR 185. Signage directing visitors to area assets would encourage retail shopping and day-trips to the area. Way-finding signage will increase connectivity within the Plan Area for residents and visitors alike.

Program 2.1.4. Gateway Signage and Monuments

Program 2.1.4 creates gateway signage or monuments at key locations to signify the sense of arrival at a destination. While the signage recommended in Program 2.1.3 concerns way-finding to reach the Plan Area and specific destinations within, the signage suggested here addresses the signaling of arrival that occurs after visitors and residents have sought out or found the Plan Area. For example, signage at monuments that identifies the monument and provides descriptive information would enhance the visitor experience.

Program 2.1.5. Encourage Creative Signage

Under Program 2.1.5, the community would review and consider modified sign standards to loosen restrictions for business signage and allow for creative advertising and wayfinding signage that would enhance area branding and marketing while remaining consistent with MUCTD and Caltrans standards. Reach out to and encourage participation on this front from non-profit organizations such as REACH.

Policy 2.2. Promote Plan Area Districts as Cultural and Economic Centers

Policy 2.2: Promote the ACBD SP Districts as business friendly, and the cultural and economic centers of the Ashland and Cherryland communities.

The Districts provide a historic and commercial infrastructure to serve as the fulcrum for the community's economic and cultural revitalization and branding. Policy 2.2 highlights the cultural make-up and diversity of the Plan Area to engage "cultural tourists", persons who visit the areas to experience the local culture, food, and events.

Attracting large ethnic markets as possible commercial centers, as suggested in Program 1.3.1, and creating local events (Program 2.2.2), along with promoting the existing ethnic restaurants (Program 2.2.3), would help establish the Plan Area as a hub for cultural tourism and related events.

This policy guides the programs below.

Program 2.2.1. Advertise Diverse Cultural Cuisine as Part of the Plan Area Brand

Program 2.2.1 advertises restaurants serving foods from different cultures that are represented in and around the Plan Area as a component of the Plan Area marketing and branding strategy, and as a catalyst of retail revitalization by promoting cultural tourism.

Program 2.2.2. Integrate Agricultural Heritage into the Built Environment

Program 2.2.2 serves to integrate the agricultural past of the Plan Area into the built environment and to encourage events related to the harvest. For example, the community could plant fruit trees in street medians such as that proposed for E. 14th Street/Mission Boulevard, which can then be harvested and sold in heavily-publicized events.

Program 2.2.3. Local Events that Create Community

Program 2.2.3 establishes local events to create a sense of community and to attract new visitors, such as ethnic street fairs along E. 14th Street/Mission Blvd..

Program 2.2.4. Clearinghouse of Commercial Information

Program 2.2.4 creates a clearinghouse of pertinent commercial information for the area that would include an inventory of sites for rent or further development, a directory of local businesses and organizations, and a calendar of local events. These items would be found on a new website or a page on the County's website.

Program 2.2.5. Market the Plan Area as Business-Friendly

Program 2.2.5 markets the Plan Area as business-friendly and advertises development incentives, maintain lower tax rates (than neighboring jurisdictions), streamlined entitlements, and local area amenities.

Program 2.2.6. Local Business Leader Ambassador Program

Program 2.2.6 would create a local leader ambassador program to serve as the faces and voices of the Plan Area business community in business recruitment and economic outreach.

Program 2.2.7. Economic Development Leader Outreach Initiative

Program 2.2.7 would create an initiative to identify and educate local, regional, and national leaders about the Ashland and Cherryland communities.

Policy 2.3. Engage Business and Property Owners in Marketing Efforts

Policy 2.3: Engage business and property owners in any community marketing efforts.

Marketing efforts, initiated by an established Business Improvement District or other entity, must involve the community's business and property owners. Aside from the benefit of their understanding of the area and its interests, the business and property owners are the faces of the community's economic revitalization.

This policy guides the programs below.

Program 2.3.1. Business Owner Survey

Program 2.3.1 conducts a survey of business owners on demographic characteristics and shopping habits of core customers.

Program 2.3.2. Creative Branding and Marketing Campaign

Program 2.3.2 initiates a creative branding and marketing campaign spearheaded either by the County, the established Property and Business Improvement District, or other local group (such as the Cherryland Association) and coordinated with the Eden Area Chamber of Commerce. A creative branding and marketing campaign could include improving signage for local businesses along the main freeways, re-naming E.14th/Mission Blvd, marketing "downtown Ashland" and/or "downtown Cherryland", working with business owners to develop marketing materials and branding concepts, and promotion of businesses at local events, among other options as determined through public outreach and participation.

Policy 2.4 Support Businesses that Serve Adjacent Residents and the Plan Area at-large

Policy 2.4: Support businesses that serve adjacent residents and the Plan Area at-large.

Building the Plan Area into a destination for neighboring and regional customers means highlighting, not changing, the community's character. Businesses that draw visitors and customers to the area should still reflect and serve the local community.

This policy guides the program below.

Program 2.4.1. Resident-Serving Business Committee as part of the BID

As part of the BID, Program 2.4.1 would create a committee representing the interests of the community's resident-serving businesses.



Example of a Unique, Local Business.



Example of Business Signage from the Street.

Goal 3: Public and Private Improvements

Goal 3: Attractive and high quality public and private improvements along East 14th Street/Mission Boulevard and Lewelling/East Lewelling Boulevard.

In tandem with the foundational improvements addressed through Goal 1 above, improving the physical appearance along East 14th Street/Mission Boulevard and Lewelling/East Lewelling Boulevard to increase walkability and aesthetic qualities can induce positive economic impacts to the area.

Policies guiding attainment of this goal include:

Policy 3.1. Prioritize Public Realm Improvements

- Program 3.1.1 Underground power and utility lines.

Policy 3.2. Coordinate Public and Private Investment to Improve Business and Public Spaces

- Program 3.2.1 Grant funding and design assistance for private property upgrades.

Policy 3.3. Improvements to the Pedestrian Experience

- Program 3.3.1 Streetscape design plans.
- Program 3.3.2 Engage community in streetscape improvement projects.
- Program 3.3.3 Street furniture and street trees.
- Program 3.3.4 Pedestrian-scale street lighting.
- Program 3.3.5 Maintain raised street landscape median along E. 14th Street/Mission Boulevard.

Policy 3.4. Strictly Enforce Standards for Home Occupations and Commercial Uses in House-Form Buildings

- Program 3.4.1 Update standards for commercial uses in residential building types.
- Program 3.4.2 Modify Zoning Code for home occupations.

Policy 3.5. Establish High-Amenity, Safe Pedestrian and Bicycle Connections

- Program 3.5.1 Pedestrian and bicycle trail adjacent to railroad tracks and pedestrian bridge to Meek Estate.
- Program 3.5.2 Easement with direct, line-of-site access to Bayfair BART Station.
- Program 3.5.3 Pedestrian pathways.

Policy 3.1. Prioritize Public Realm Improvements

Policy 3.1: Prioritize public realm improvements in the Districts to create lively, active, and safe pedestrian friendly places to shop, play, and do business.

The public realm creates the places and environment for a business and customer-friendly community. Public realm improvements including pedestrian amenities and safety programs will encourage and attract visitors and customers to the area.

This policy guides the program outlined below.

Program 3.1.1. Underground Power and Utility Lines

Program 3.1.1 moves power and utility lines on East 14th Street/Mission Boulevard and Lewelling/East Lewelling Boulevard underground.

Moving the power and utility lines underground along the main streets of the area will reduce visual clutter and lay the foundation for other improvements.

Policy 3.2. Coordinate Public and Private Investment to Improve Business and Public Spaces

Policy 3.2: Coordinate public and private investment to improve the quality and appearance of existing businesses and public spaces within the Plan Area.

The public and private improvements called for to attain Goal 3 require resources best harnessed through coordination of both public and private investment.

This policy guides the program outlined below.

Program 3.2.1. Grant Funding and Design Assistance for Private Property Upgrades

Under Program 3.2.1, the community should pursue grant funding and design assistance to help and assist property owners to undertake cosmetic upgrades for their properties.

This program should focus first on auto-businesses and mid-century structures, which contribute much in the way of the historic and aesthetic character of the area.

Policy 3.3. Improvements to the Pedestrian Experience

Policy 3.3: Improve the pedestrian experience by implementing streetscape and landscape improvements.

The pedestrian experience can be a major component in attraction and customers and economic revitalization.

This policy guides the programs outlined below.

Program 3.3.1. Streetscape Design Plans

Under Program 3.3.1, the community should develop and implement a streetscape design plan for East. 14th Street/Mission Boulevard and for Lewelling/East Lewelling Boulevard that is reflective of the unique character of the surrounding Ashland and Cherryland communities and is consistent with Alameda County Complete Streets policies (see County Resolution No. R-2012-398) to accommodate all roadway users. Implementing a unique streetscape design would serve to beautify the public realm and

bolster the Plan Area identity. Such plans will incorporate accessible design for people with disabilities and the elderly.

Program 3.3.2. Engage Community in Streetscape Improvement Projects

Program 3.3.2 engages community members in a series of meetings for streetscape improvement projects along E. 14th and Mission sponsored by the County Public Works Agency.

Program 3.3.3. Street Furniture and Street Trees

Program 3.3.3 provides street furniture and consistent street tree plantings along E. 14th Street/Mission Blvd. and Lewelling/East Lewelling Boulevard.

Program 3.3.4. Pedestrian-Scale Street Lighting

Program 3.3.4 provides pedestrian-scale street lighting along all streets in the Plan Area, and focuses particularly on streets with commercial or school frontage.

Program 3.3.5. Maintain Raised Street Landscape Median along E. Street/Mission Boulevard

Program 3.3.5 explores using Property and Business Improvement District (PBID), Community Service District (CSD), and/or Enhanced Infrastructure Financing District (EIFD) funds to provide and maintain raised landscape median along E. 14th Street/Mission Boulevard.

Policy 3.4. Strictly Enforce Standards for Home Occupations and Commercial Uses in House-Form Buildings

Policy 3.4: Strictly enforce standards for home occupations and develop design and site planning standards for commercial uses in house-form buildings.

As discussed in Policy 1.9, diversity of job and entrepreneurial opportunities can further economic revitalization of the area. Standards and guidelines for home occupation and commercial uses in house-form buildings can contribute to the character of the area as an attractive destination.

This policy guides the program outlined below.

Program 3.4.1. Update Standards for Commercial Uses in House Form Buildings

Program 3.4.1 entails an update to the Zoning Code for commercial uses within house-form buildings to address neighborhood compatibility, parking, landscaping, signage, and screening designs.

Following construction of I-238 through the Plan Area and changes in County land use policy, several residential homes converted to commercial uses. Such conversions are especially pronounced along E. Lewelling Blvd., between Meekland Avenue and Mission Blvd.. While commercial uses may be appropriate in this portion of the Plan Area, these commercial uses have had a negative impact on the aesthetic environment along E. Lewelling Blvd. and contributed to deteriorated property values. For example, many commercial uses that operate out of single-family homes paved over front yards to make up for inadequate parking supply. To ensure that uses within the area are compatible, any future conversions should be reviewed and approved based on conformance to the goals and policies of the Specific Plan, the requirements of the ACBD SP Development Standards, and other County policy. The County will monitor residential conversions, and if problems persist, pursue additional measures to remedy the conflicting uses. Such measures may include added approval criteria or amendments to the Zoning Code that would prohibit incompatible uses.

Program 3.4.2. Modify Zoning Code for Home Occupations

Program 3.4.2 involves an update to the Zoning Code for home occupations to address employees, storage, parking, signage, among other potential topics. The objective is to allow home occupations, but to minimize impacts of such uses on primarily residential areas.

Policy 3.5. Establish High-Amenity, Safe Pedestrian and Bicycle Connections

Policy 3.5: Establish high-amenity, safe pedestrian and bicycle connections between East 14th Street/Mission Boulevard and Lewelling/East Lewelling Boulevard, and the adjacent neighborhoods and parks.

Safe pedestrian and bicycle connections are key to generating foot traffic and to increasing the area customer base.

This policy guides the programs outlined below.

Program 3.5.1. Pedestrian and Bicycle Trail Adjacent to Railroad Tracks and Pedestrian Bridge to Meek Estate

Program 3.5.1 develops a pedestrian and bicycle trail adjacent to the Union Pacific railroad tracks and a pedestrian bridge to the Meek estate that is visible from East Lewelling Boulevard.

Program 3.5.2. Easement with Direct, Line-Of Site Access to Bayfair BART Station

Program 3.5.2, develops a new easement that will provide direct, line-of-site access to the Bayfair BART station area along Coelho Drive.

Program 3.5.3. Pedestrian Pathways

To facilitate walkability of the Ashland and Cherryland Districts, Program 3.5.3 provides pedestrian pathways that bisect long lots to allow access to adjacent residential neighborhoods. Such paths should be well lit and provide safe passage between commercial areas and residential areas, For example, a pedestrian extension from Ashland Avenue east to Mateo Street would be constructed when larger properties on the east side of E. 14th Street between 159th and 162nd Avenues are redeveloped.



Existing ACBD SP Pedestrian Pathway.

Goal 4: 14th Street/Mission Boulevard as a Place for Higher Intensity Uses

Goal 4: Development of E. 14th Street/Mission Boulevard as a place for higher intensity uses.

As explained further in Goal 9 below, the ACBD SP is carried out in accordance with intents and requirements of the Priority Development Area (PDA) designation that encompasses much of the Plan Area. The goal of the PDA is to foster complete neighborhoods centered around transit and that provide access to a mix of uses and activities needed for daily life. Further, as discussed in Goal 2 above, E. 14th Street/Mission Boulevard is primed to become a cultural and economic center. Developing E. 14th Street/Mission Boulevard into a mixed-use transit oriented place is an important component of not only the PDA complete neighborhood concept but also Goal 2 policies.

Policy topics that pertain to Goal 4 include:

Policy 4.1. Promote High-Intensity, Clustered Development Supporting Increased Transit Use

- Program 4.1.1 High-density infill of complementary uses.

- Program 4.1.2 Development standards that create feasible project sites for higher intensity, mixed-use development.
- Program 4.1.3 Appropriate transitions from higher intensity, mixed-use development to adjacent residential neighborhoods.

Policy 4.2. Provide Transit Supportive Development

- Program 4.2.1 Development Standards that support ground-floor storefront commercial space.
- Program 4.2.2 Commercial Development Standards that allow appropriate mix of uses.
- Program 4.2.3 Monitor availability of housing stock served by public transit.
- Program 4.2.4 Existing residential uses as confirming uses in commercial areas.

Policy 4.3. Encourage Pedestrian Scale Development

- Program 4.3.1 Define street edge with buildings.
- Program 4.3.2 Uses supporting public use of sidewalks.
- Program 4.3.3 Reduce driveways and curb-cuts.
- Program 4.3.4 Redevelopment of sites and shopping centers into pedestrian oriented activity centers.

Policy 4.1. Promote High-Intensity, Clustered Development Supporting Increased Transit Use

Policy 4.1: Promote high-intensity, clustered development within the Districts along East 14th Street/Mission Boulevard that support increased transit use.

The ACBD SP presents a “place-based” approach to land use. In lieu of identifying specific land uses, the ACBD SP focuses on the intensity and character, of three place types: Districts, Corridors, and Neighborhoods. Each

District, Corridor, or Neighborhood may allow a variety of uses, at different development intensities, depending on the unique vision, character, and existing conditions of the area. By focusing development intensity in the Districts, the ACBD SP looks to focus investment and create multiple communities with recognizable, unique, and marketable identities within the larger Plan Area.

This policy guides the programs outlined below.

Program 4.1.1. High-Density Infill of Complementary Uses

Program 4.1.1 calls for high-density in-fill development of complementary commercial, office, and residential mixed-uses in the Ashland and Cherryland Districts by allowing the maximum residential densities for High Density mixed-use development, per the General Plan.

Program 4.1.2. Development Standards that Create Feasible Project Sites for Higher Intensity, Mixed-Use Development

Program 4.1.2 serves to create feasible project sites for higher intensity, mixed-use commercial and office or mixed-use residential development in the Ashland and Cherryland Districts by modifying the Zoning Code to include incentives for lot consolidation, such as increased density, increased height, reduced parking, and/or reduced landscaping requirements. Lot sizes and configurations in the Ashland and Cherryland Districts prove challenging for new development under current market conditions. The County will promote higher intensity, mixed-use development most effectively and directly by encouraging lot-mergers.

Program 4.1.3. Appropriate Transitions from Higher-Intensity, Mixed Use Development to Adjacent Residential Neighborhoods

Under Program 4.1.3, the County will update the Zoning regulations to maintain appropriate transitions between residential neighborhoods and higher density mixed-use development in the Districts.

Policy 4.2. Provide Transit Supportive Development

Policy 4.2: Provide for transit supportive development at the Districts along the East 14th Street/Mission Boulevard. Transit supportive development includes a mixture of residential, commercial, and employment opportunities that will benefit from and promote high access transit service.

Policy 4.1 above encourages uses that will increase transit use. Given the intended increase of demand of transit use, the area should support that demand with corresponding development.

This policy guides the programs outlined below.

Program 4.2.1. Development Standards that Support Ground-Floor Storefront Commercial Space

To influence the development program for key projects at or near the Cherryland and Ashland Districts, Program

4.2.1 modifies Zoning regulations to support marketable, ground-floor, storefront space for offices or retail.

Program 4.2.2. Commercial Development Standards that Allow Appropriate mix of Uses

Program 4.2.2 modifies existing commercial zoning in the Plan Area to allow an appropriate mix of office, commercial, and residential uses within each zone.

Program 4.2.3. Monitor Availability of Housing Stock Served by Public Transit

Program 4.2.3 monitors availability of adequate housing stock in the Plan Area. Monitoring would be accomplished through the periodic Housing Element update process that is required by the State. If a critical need arises, consider allowing residential as a primary use in the Bayfair Corridor across from the Bayfair BART station or the Ashland District.

Program 4.2.4. Existing Residential Uses as Conforming Uses in Commercial Areas.

Program 4.2.4 clarifies non-conforming use provisions to ensure existing residential uses in commercial areas should be considered conforming uses, contributing to the overall mixed-use character of the area.

Program 4.2.5. Amend Alameda County Housing Element Development Standard.

Program 4.2.5 amends the Alameda County Housing Element (2015-2023) Policy 3.3 to allow a maximum building height of 55 ft. in the Bayfair Corridor and a maximum building height of 75 feet in the Ashland, Cherryland, and Four Corners Districts. Policy 3.3 of the Housing Element currently allows 40 feet maximum building height in transit-oriented areas and requires a Conditional Use Permit for exceptions.

Program 4.2.6. Amend Eden Area General Plan Floor Area Ratio Standard

Program 4.2.6 amends the Eden Area General Plan (2010) standards to increase the current 1.0 Floor Area Ratio (FAR) development standard to 2.5 FAR in the Ashland and Cherryland Districts and the Bayfair Corridor. As identified in the ACBD SP, these areas are appropriate for high-intensity commercial and mixed-use development.

Policy 4.3. Encourage Pedestrian Scale Development

Policy 4.3: Encourage pedestrian scale development along the Districts to promote increased activity and one-stop shopping.

Pedestrian scale streetscapes constitute a key element to mixed-use and transit-oriented places. A pedestrian that feels comfortable and safe walking in a neighborhood will be more apt to walk to neighborhood businesses and use transit than he or she would be to get in a car and drive outside that neighborhood. This policy guides the programs outlined below.

Program 4.3.1. Define Street Edge with Buildings

Program 4.3.1 improves site planning so that development defines the street edge with buildings. A defined street edge can provide the pedestrian with a comfortable sense of enclosure.

Program 4.3.2. Uses Supporting Public Use of Sidewalks

Program 4.3.2 allows for sidewalk dining, outdoor seating, and other outdoor uses that promote the public use of sidewalks.

Program 4.3.3. Reduce Driveways and Curb-Cuts

Program 4.3.3 modifies the Zoning Code to reduce number of driveways and curb-cuts along commercial street frontage to allow for safer pedestrian travel.

Program 4.3.4. Redevelopment of Sites and Shopping Centers into Pedestrian Oriented Activity Centers

Program 4.3.4 modifies the Zoning Code and guidelines and creates incentives for redevelopment of existing auto-oriented sites and shopping centers into pedestrian-oriented activity centers.



Pathway at the Meek Estate.

Goal 5. Landscaping and Open Space Supporting Public Life

Goal 5: ACBD SP landscaped areas, parks, open space, and trails that are supportive of the public life of the community and part of the Plan Area revitalization.

There are two broad objectives to Goal 5. The first objective is to promote “crime prevention through environmental design” (CPTED), which incorporates principals of landscape, building, and urban design that reduces the incidents and fear of crime. The second objective is to further support the Plan Area’s identity, branding, and economic development efforts.

Policy topics that pertain to Goal 5 include:

Policy 5.1. Key Intersection Improvements that Create Public Spaces

- Program 5.1.1 Community meeting place at Ashland Avenue and E. 14th Street.

Policy 5.1. Key Intersection Improvements that Create Public Spaces

Policy 5.1: Develop public area improvements at key intersections that reinforce their function as Districts— Places that establish civic and community meeting places, and create new commercial and residential centers to attract reinvestment.

As discussed in Chapter 2, the ACBD SP establishes Districts, Corridors, and Neighborhoods within the Plan Area. Each serves a different, important function that increases community vitality. Efficient, pedestrian friendly intersections constitute a defining quality of the Districts.

This policy guides the program outlined below.

Policy 5.2. Promote Public Open Space in the Form of Pocket Parks, Neighborhood Parks, Parklets, and Walking and Biking Trails

- Program 5.2.1 Visual access to San Lorenzo Creek and trail access along flood channel.
- Program 5.2.2 Public plazas in districts.
- Program 5.2.3 Parklets along corridors.
- Program 5.2.4 Connect Plan Area to the East Bay Greenway.

Policy 5.3. Promote Use of Certain Public and Private Facilities and Organizations as Community Resources

- Program 5.3.1 Visible public access to the Meek Estate and grounds.

Policy 5.4. Identify, Conserve, and Restore Historic Resources

- Program 5.4.1 Historic preservation program for church and cemetery in College Street area.

Policy 5.5. Enhance Public Transit Landscape Areas and Facilities with Identity Planting and Public Art

- Program 5.5.1 PBID, CSD, and, or EIFD funds to improve transit stops.
- Program 5.5.2 Small scale aesthetic improvements.

Program 5.1.1. Community Meeting Place at Ashland Avenue and E. 14th Street

Program 5.1.1 encourages the development of a community meeting place and enhanced streetscape at Ashland Avenue and East 14th Street that would follow the recommended intersection realignment. Public areas including open space and public plazas placed along main streets such as Ashland Avenue and East 14th Street allow for greater awareness of events on the street and pedestrian destinations.

Policy 5.2. Promote Public Open Space in the Form of Pocket Parks, Neighborhood Parks, Parklets, and Walking and Biking Trails

Policy 5.2: Promote development of public open space and recreation in the form of pocket parks, neighborhood parks, parklets, and walking and biking trails.

To further Goal 5 of supporting public life, open space must be of a particular character and location to attract visitors and create opportunities to build community.

This policy guides the programs outlined below.

Program 5.2.1. Visual Access to San Lorenzo Creek and Trail Access Along Flood Channel

Program 5.2.1 creates visual access to San Lorenzo Creek and, where possible, trail access and public open space along the flood channel.

Developing visual access to San Lorenzo Creek accomplishes two components of Goal 5: improve visual access to allow for greater community awareness of activity along the creek, which can deter criminal activity, and enable scenic attributes of the creek to contribute to the area's aesthetics and image.

Program 5.2.2. Public Plazas in Districts

Program 5.2.2 provides public plazas or open space at each District that is accessible by walking or biking from the Neighborhoods and Corridors. On undeveloped and underutilized sites and as larger sites develop and lot mergers occur, the County will look for opportunities to create public plazas.

Program 5.2.3. Parklets Along Corridors

Program 5.2.3. encourages and allows for the use of public space and right-of-way for parks and parklets along the Corridors. Much like the pop-up places discussed under Goal 1, the use of public space for parks and parklets—small spaces on a sidewalk or parking space offering pedestrian amenities like outdoor furniture or green space—can invite more foot traffic along Corridors.

Program 5.2.4. Connect Plan Area to the East Bay Greenway

Program 5.2.4 coordinates efforts to connect the Plan Area to the East Bay Greenway, which is proposed to extend along the BART tracks and bisect the Plan Area at E. Lewelling Blvd. between Wickman Court and Paradise Boulevard. The East Bay Greenway is a planned bicycle and pedestrian pathway extending from Oakland to Hayward. Connecting the Plan Area to the East Bay Greenway would bring new customers to the area and further establish the area as an intra-Bay Area destination.

Policy 5.3. Promote Use of Certain Public and Private Facilities and Organizations as Community Resources

Policy 5.3: Promote the identity and use of the schools, religious institutions, service organizations, and the Meek Estate as community resources.

Through partnerships with other entities, certain public and private facilities can be employed as community resources that promote public life.

This policy guides the program outlined below.

Program 5.3.1. Visible Public Access to the Meek Estate and Grounds

Program 5.3.1 works to enhance visible public access to the Meek Estate and its grounds, especially from E. Lewelling Blvd., to recognize the estate as a valuable part of the open space framework for the Plan Area and as a unique community resource. One possibility that would improve visibility from E. Lewelling Blvd. is illustrated in Chapter 2.

Policy 5.4. Identify, Conserve, and Restore Historic Resources

Policy 5.4: Identify, conserve, and restore historic resources, including buildings and places such as the cemetery in the Four Corners Neighborhood, that have value and importance to the identity of the community.

ACBD SP's historic resources contribute to the community's economic and cultural identity as well as aesthetic value.

This policy guides the program outlined below.

Program 5.4.1. Historic Preservation Program for Church and Cemetery in College Street Area

Program 5.4.1 initiates an historic preservation program for both the church and cemetery in the College Street area. Preservation of these valuable resources reinforces cultural identity of the area and increases pride in the community.

Policy 5.5. Enhance Public Transit Landscape Areas and Facilities with Identity Planting and Public Art

Policy 5.5: Enhance Caltrans, AC Transit, and BART landscape areas and facilities that front on E. 14th Street/Mission Boulevard and that are adjacent or proximate to Lewelling/E. Lewelling Boulevard. Such areas create opportunities for identity planting and public art.

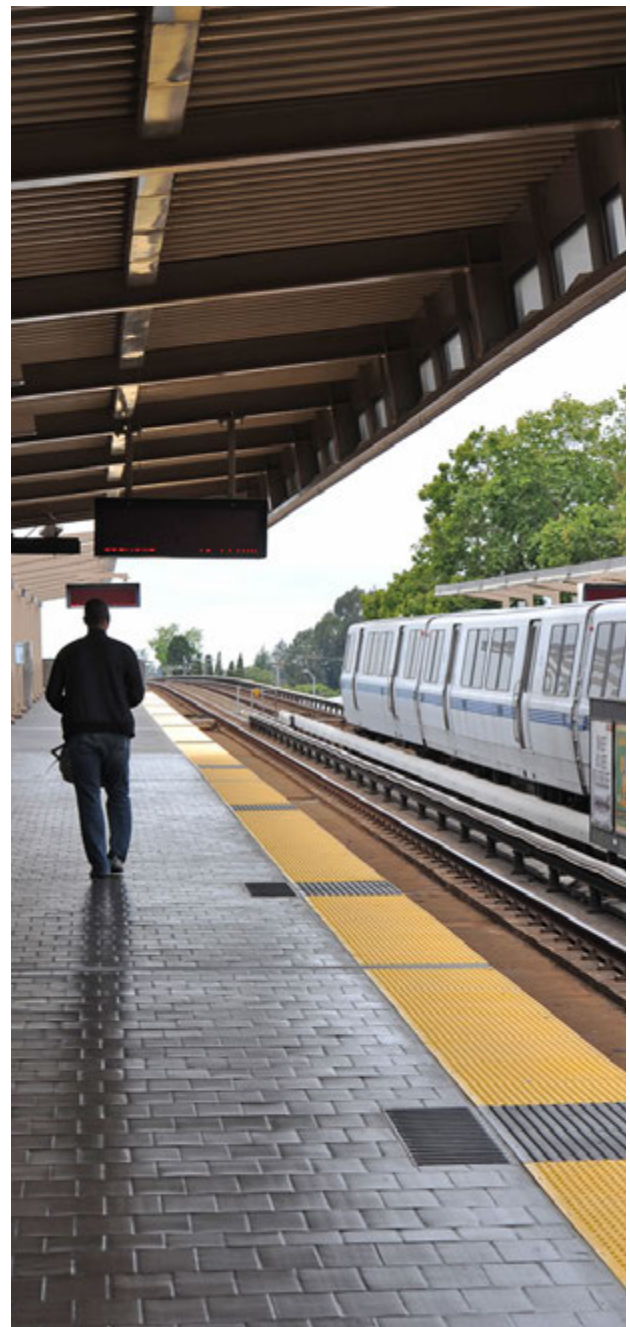
As discussed in Chapter 3, public transit areas are an important element to the character of the Plan Area. The landscaping and aesthetic appeal of public transit areas play a key role in the promotion of public life in the community and in bolstering transit ridership. This policy guides the programs outlined below.

Program 5.5.1. PBID, CSD and/or EIFD Funds to Improve Transit Stops

Program 5.5.1 explores using Property and Business Improvement District (PBID), Community Services District (CSD), and/or Enhanced Infrastructure Financing District (EIFD) funds to develop special corner area landscaping and improvements to enhance and beautify AC Transit stops. AC Transit stops should be easily identifiable, safe, and inviting locations for public transit and multi-modal commuters. These sites should include outdoor furniture, greenery, and weather coverings.

Program 5.5.2. Small Scale Aesthetic Improvements

Program 5.5.2 explores small-scale initiatives, such as painting utility boxes, among other initiatives, that contribute to the aesthetics character of the Plan Area's streetscape and residential areas.



Hayward BART Station.

Goal 6. Enhanced Residential and Commercial Quality, Conservation, and Compatibility

Goal 6: Enhanced quality and conservation of Plan Area residential neighborhoods, improved compatibility between residential and commercial uses, and increased mixed-use development that improves the edge between business districts and adjacent residential areas.

The vitality of the Plan Area requires not only a thriving commercial sector, but a livable and attractive residential sector. Compatibility between the commercial and residential sectors will ensure and enhance the quality of both uses.

Policy topics that pertain to Goal 6 include:

Policy 6.1. Preserve and Protect Existing Residential Development Areas

- Program 6.1.1 Funding and lot consolidation to mitigate I-238 conflicts with residential area.
- Program 6.1.2 Reinforced viability of Central Lewelling Corridor residential development.
- Program 6.1.3 Signage, traffic calming measures, and parking permit program.

Policy 6.1. Preserve and Protect Existing Residential Development Areas

Policy 6.1: Preserve and protect existing areas of residential development near San Lorenzo High School and directly adjacent to commercial uses along E. 14th Street, Mission Boulevard, and Lewelling/E. Lewelling Boulevard.

Policy 6.2. Encourage Diversity of Housing

- Program 6.2.1 Housing that meets needs of changing demographics.
- Program 6.2.2 Expand housing opportunities for persons with disabilities.
- Program 6.2.3 Preserve existing affordable housing stock.

Policy 6.3. Maintain Balance of Rental Units in Housing Stock

Policy 6.4. Attract Market-Rate Housing for Complete Neighborhoods and Economic Revitalization

- Program 6.4.1 Low-interest loans to encourage mixed-income developments.
- Program 6.4.2 Neighborhood marketing campaign.
- Program 6.4.3 Brochures highlighting Plan Area vision and opportunities.
- Program 6.4.4 Monitor changes in housing affordability.
- Program 6.4.5 Incentives to attract market rate housing.

Policy 6.5. Maintain and Enhance Nearby Community Facilities and Services

- Program 6.5.1 Development impact fees for residential development.
- Program 6.5.2 Update Zoning Code to allow day care centers in commercial zones.

Policy 6.6. Encourage residential development built to maximum density allowed in the General Plan.

- Program 6.6.1 Define maximum residential densities

Residential neighborhoods are a vital component of complete communities. The ACBD SP recognizes the importance of ensuring that development resulting from Plan goals, policies, and programs is sensitive to the needs of the Ashland and Cherryland community residents.

This policy guides the programs outlined below.

Program 6.1.1. Funding and Lot Consolidation to Mitigate I-238 Conflicts with Residential Area

Program 6.1.1 provides economic assistance for measures to mitigate conflict between existing residential areas and I-238. When a suitable development project becomes feasible, this program will support the consolidation of properties for new development along both sides of East Lewelling Boulevard and north to I-238 in a manner that does not create isolated residential pockets or have negative impacts on adjacent residential areas.

Interstate 238 bisects the Plan Area and established residential neighborhoods north of E. Lewelling Boulevard. Residential areas adjacent to high volume roadways, such as I-238, face environmental and aesthetic impacts due to increased noise, dust, and light associated with freeway operation. Overtime, the County should support the conversion of property abutting I-238 to non-residential uses, which are compatible with adjacent residential areas.

Program 6.1.2. Reinforced Viability of Central Lewelling Corridor Residential Development

Program 6.1.2 reinforces and increases the viability of the Central Lewelling Corridor for residential development consistent with the General Plan. The Central Lewelling Corridor, located adjacent to existing residential areas and San Lorenzo High School, is an appropriate location for additional residential development in the Plan Area. Low to medium density residential, consistent with the existing residential areas, will be an allowed use.

Program 6.1.3. Signage, Traffic Calming Measures, and Parking Permit Program

Program 6.1.3 buffers residential development adjacent to Districts from spill-over parking and traffic through measures such as signage and traffic calming, which deter cut-through traffic. As part of this effort, the County may establish a residential parking permit program if the need arises.

Policy 6.2. Encourage Diversity of Housing

Policy 6.2: Encourage a diverse range of residential unit types at different levels of affordability, such as live-work space, mixed-use, apartments, and single family homes, to meet the needs of all households including seniors, large families, single persons, and persons with special needs.

The Plan Area and the greater surrounding communities of Ashland and Cherryland are home to a diverse population. Residential needs of these diverse groups vary, and the Plan Area should provide a variety of housing options to meet these needs that span income levels and household types. Residential unit types should include; but are not limited to: single family homes with enough room for large families, one bedroom and studio apartments, modified dwelling units to accommodate persons with disabilities, affordable units, single room occupancy units, community care facilities which provide a range of assistance including fully independent living, assisted living, and nursing care, and State registered group homes.

This policy guides the programs outlined below.

Program 6.2.1. Housing that Meets the Needs of Changing Demographics

Consistent with the General Plan, Program 6.2.1 encourages housing that meets needs of changing demographics and that focuses on housing that is geared towards seniors and multi-generational households. As the Ashland and Cherryland residents continue to age, it is important that there are housing options appropriate to meet the needs of this population. Seniors have special housing needs related to income, accessibility, and proximity to daily goods and services. Senior housing facilities should be encouraged throughout the Plan Area to provide needed care for this special population group.

Program 6.2.2. Expand Housing Opportunities for Persons with Disabilities

Program 6.2.2 expands housing opportunities for persons with disabilities in new and existing single family and multifamily developments. As the housing supply increases in the Ashland and Cherryland communities, it is important that there are housing options available to meet the needs of residents with disabilities.

Program 6.2.3. Preserve Existing Affordable Housing Stock

Program 6.2.3 maintains and preserves the existing affordable housing stock. For subsidized developments at risk of conversion to market rate, pursue funding to maintain affordability and prevent displacement of existing residents. As the Plan Area community grows, and the number of residents increases, it is important to maintain and preserve the community's affordable housing stock. Affordable housing will prevent the displacement of existing residents and continue to encourage a diverse residential area that supports the Ashland and Cherryland community character.

Policy 6.3. Maintain Balance of Rental Units in Housing Stock

Policy 6.3: Maintain a balance of rental units as part of the available housing stock.

More than two-thirds of the Ashland and Cherryland communities are renters. While adequate options for home ownership should be encouraged, the Plan Area should maintain enough rental housing options to avoid displacement of existing residents.

Policy 6.4. Attract Market-Rate Housing to Achieve Complete Neighborhoods and Economic Revitalization

Policy 6.4: As part of a complete neighborhood, attract market rate and affordable housing development in a balanced mix to contribute to overall economic revitalization of the Plan Area.

Complete neighborhoods and a diverse housing stock require a balance of market-rate and affordable housing options that serve all income levels. The Plan Area maintains an existing inventory of below-market rate housing along E. 14th/Mission and Lewelling/E. Lewelling. Maintaining, reserving, and enhancing this inventory, as recommended in Program 6.2.3, along with attracting market rate housing will move the Plan Area toward the housing balance of a complete neighborhood.

This policy guides the programs outlined below.

Program 6.4.1. Low-Interest Loans to Encourage Mixed-Income Developments

Program 6.4.1 provides low-interest acquisition or predevelopment loans to developers of mixed-income housing projects that provide market rate and affordable units. Attaining funding for land acquisition and entitlement costs presents a key challenge in undertaking residential development projects that have an affordable unit component. Such funding is often not available. Providing low-interest acquisition and predevelopment financing would plug a funding gap that would serve to increase feasibility of mixed-income housing developments.

Program 6.4.2. Neighborhood Marketing Campaign

Program 6.4.2 creates a neighborhood marketing campaign to publicize community amenities, recent public improvement projects, employment opportunities, and access to public transit in order to attract market rate housing developers.

Program 6.4.3. Brochures Highlighting Plan Area Vision and Opportunities

Program 6.4.3 prepares brochures to highlight community vision, local demographics, and unique opportunities in the Plan Area. Brochures should also contain maps and images of parks, school, employment centers, and transit stops.

Program 6.4.4. Monitor Changes in Housing Affordability

As a companion to the monitoring program discussed below in Program 9.2.1, Program 6.4.4 monitors change in housing affordability so as to evaluate the potential for displacement of existing residents. As need arises, the community and County should consider programs to maintain housing affordability for areas residents.

Program 6.4.5. Provide Incentives to Attract Market Rate Housing

Program 6.4.5 sets forth a series of incentives to attract market rate, for sale housing, including financing packages and/or property tax abatements for developments that include a certain percentage of market rate housing until such a point that the area achieves a healthy balance of affordable and market rate housing.

Policy 6.5. Maintain and Enhance Nearby Community Facilities and Services

Policy 6.5: Maintain and enhance nearby community facilities and services, such as roads, public services, schools, and day care centers that are supportive of households with children.

The ACBD SP anticipates build-out of commercial and residential uses to accommodate population growth and demographic change. This build-out will produce a corresponding increase in infrastructure demand that must be addressed to ensure continued, adequate quality of community facilities and services.

This policy guides the programs below.

Program 6.5.1. Development Impact Fees for Residential Development

Program 6.5.1 continues the County's requirement for development to pay impact fees that are determined by the County. Impact fees are used to fund improvements such as new roads, sewers, and schools. Frequently, jurisdictions allow for reduced impact fees as incentives for new development. Residential development should be excluded from any such incentive programs because residential uses present significant new demand for County services that are necessarily to be funded largely by the development itself.

Program 6.5.2. Update Zoning Code to Allow Day Care Centers in Commercial Zones

Program 6.5.2 updates the Zoning Code to allow day care centers in commercial zones. State law requires that small family day cares, those serving seven or fewer children, must be allowed by right, with no discretionary review, in any zone that allows residential uses. Given the Plan Area is predominately designated for commercial, and

not residential use, the County will update the Zoning Code to allow small family day cares in additional zones. An adequate supply of day cares increases livability for a range of income levels and household types, and especially for single-parent families.

Policy 6.6. Encourage residential development

Policy 6.6: Encourage residential development built to maximum density allowed in the General Plan

Program 6.6.1 Define maximum residential densities

Program 6.6.1 modifies the zoning ordinance to establish maximum residential densities in the Plan Area consistent with the General Plan. The following densities shall be established:

- Low Density Residential - 9 du/ac
- Low Medium Density Residential - 12 du/ac
- Medium Density Residential - 22 du/ac
- Medium High Density Residential - 43 du/ac
- High Density Residential - 86 du/ac



Attending to the Local Housing Market.



Community Services.

Goal 7. Maintained and Improved Infrastructure

Goal 7. Maintained and improved Plan Area infrastructure that matches infrastructure levels in newer parts of the County.

As explained in Chapter 4, development projected under the ACBD SP is not expected to require significant improvements to the area's public utilities, facilities, and services. However, it is still the goal of the ACBD SP to maintain and improve the infrastructure as needed to achieve a level commensurate with newer areas of the county.

Policy topics that pertain to Goal 7 include:

Policy 7.1. Repair, Resurface, Landscape, and Maintain Streetscape

Policy 7.2. Provide Utility, Water, and Sewer Line Capacity Supportive of Build-Out

- Program 7.2.1 Sewer capacity study assistance fund.

Policy 7.1. Repair, Resurface, Landscape, and Maintain Streetscape

Policy 7.1: Repair, resurface, landscape, and maintain public streets and alleys.

"Wear and tear" is an inevitable aspect of a streetscape design lifetime, and therefore maintenance is necessary under existing or projected conditions under the ACBD SP

Policy 7.2. Provide Utility, Water, and Sewer Line Capacity Supportive of Build-Out

Policy 7.2: Provide utility, water, and sewer line capacity supportive of planned urban development intensities.

As discussed in Chapter 4, the Plan Area's existing infrastructure can likely accommodate the projected build-out under the plan. As new buildings are constructed and others redeveloped, it is still important to ensure adequate utility, water, and sewer line capacity. This policy guides the program below.

Program 7.2.1. Sewer Capacity Study Assistance Fund

Program 7.2.1 establishes a fund to assist developers and property owners with sewer capacity studies when required by Oro Loma Sanitary District (OLSD) for new projects. The County should work with OLSD to make exempt from the sewer capacity studies small projects (under 10,000 sq. ft.) in the Plan Area, and would prevent the entire burden of down-stream improvements from being placed solely on a project that tips existing capacity from adequate to inadequate. Any such project would be responsible for only its fair-share allocation of the total downstream infrastructure upgrade cost.

Policy P3 under Goal PF-10 of the 2010 Eden Area General Plan states:

"All new development shall demonstrate to the County that the downstream sanitary sewer system is adequately sized and has sufficient capacity to accommodate anticipated sewage flows. If the downstream mains are found to be inadequate, the developer shall provide additional facilities to accept the additional sewage expected to be generated by the development."

Further, Section 4-10 of Ordinance 35-15 of the Oro Loma Sanitation District (OLSD) provides the district's regulations for financing and approving sewer upsizing and construction of excess capacity. In the event that OLSD determines that new sewer connections may exceed existing capacity, the project developers or property owners are required to contract out-of-pocket for an engineering firm to conduct a capacity study.

Sewer capacity studies and follow-on improvements that serve the community as a whole are expensive and often cannot be born by smaller-scale development. This

fund, which could be generated by impact fees or other funding mechanisms discussed in Section 5.4, would assist developers and property owners in paying for the required capacity studies and infrastructure upgrades, so smaller development is not rendered infeasible as a result of the financial burden caused by such studies or improvement costs.



Urban Infrastructure in the ACBD Plan Area.



Goal 8. A Balanced and Complete Circulation Network

Goal 8: A balanced and complete circulation network that creates a strong economy and vibrant community and accommodates the internal and external transportation needs of the Plan Area by promoting walking, biking, and transit while continuing to serve automobile traffic.

An elemental characteristic of the ACBD SP multi-model access plan discussed in Chapter 3 is a balanced and complete circulation network.

Policy topics that pertain to Goal 8 include:

Policy 8.1. Ensure Efficient and Managed Vehicle Access

- Program 8.1.1 Investment in Traffic Signal Synchronization and Traffic Management
- Program 8.1.2 Street Network Design Discouraging Cut-throughs and Encouraging use of Freeways and Major Arterials
- Program 8.1.3 Street Network Design Managing Automobile Speed, Safety, and Comfort

Policy 8.2. Promote Safe and Efficient Bicycle Network Connections

- Program 8.2.1 Enhanced Bicycle Facilities at Key Intersections
- Program 8.2.2 Completion of the Bicycle Network Envisioned in the Alameda County's 2012 Bicycle and Pedestrian Master Plan for Unincorporated Areas
- Program 8.2.3 Bicycle Parking Program
- Program 8.2.4 Bicycle Parking Requirement for New Developments

Policy 8.3. Create a Safe and Aesthetically Pleasing Walkable Environment

- Program 8.3.1 Eliminate or Consolidate Driveways and Curb-Cuts Along Key Pedestrian Streets
- Program 8.3.2 Eight-Foot Usable Sidewalk Minimum

Policy 8.4. Support Projects and Programs Improving Pedestrian Safety

- Program 8.4.1 Remove Unneeded Channelized Right-Turn Lanes
- Program 8.4.2 Pedestrian Safety Devices
- Program 8.4.3 Reduce Street Crossing Distance and Increase Pedestrian Visibility

Policy 8.5. Enhance Transit Efficiency and Effectiveness

- Program 8.5.1 Collaboration with AC Transit
- Program 8.5.2 Explore Feasibility of Bus Rapid Transit
- Program 8.5.3 Advocate for Enhancements of Key Connections between Plan Area and BART Stations
- Program 8.5.4 Work with City of San Leandro on Bay Fair BART Transit Village and Other Improvements

Policy 8.6. Encourage Walking, Biking, and Transit to Balance Driving Demand

- Program 8.6.1 PBID, CSD and/or EIFD to Fund Bicycle Support Facilities
- Program 8.6.2 Dedicated Car-Sharing Spaces
- Program 8.6.3 Transportation Demand Programs

Policy 8.7. Flexibility in Parking Requirement Satisfaction

- Program 8.7.1 Parking Benefit District
- Program 8.7.2 Parking In-Lieu Fee Program
- Program 8.7.3 PBD Funds for County Construction of Parking Lots
- Program 8.7.4 Protect and Enhance On-Street Parking
- Program 8.7.5 Encourage Shared Parking Within and Between Developments

Policy 8.8. Parking Supply Will Support Businesses and Residents

- Program 8.8.1 Require Residential Developments to Unbundle Costs of Parking From Costs of Housing
- Program 8.8.2 On -Street Parking Time Limit Strategies
- Program 8.8.3 PBID, CSD and/or EIFD Funds to Purchase Municipal Parking Lots
- Program 8.8.4 Amend Zoning Code and Modify Parking Requirements for Consistency with ACBD SP

Policy 8.9. Monitor Parking Supply and Demand

- Program 8.9.1 Parking Pricing Strategy

Policy 8.1. Ensure Efficient and Managed Vehicle Access

Policy 8.1: Ensure efficient and managed vehicle access in the Plan area.

Vehicular access is an important component of the ACBD SP Multimodal Access Plan. While other travel modes, such as bicycling, walking, and public transit are encouraged, the Plan understands that private automobiles will remain an important travel mode for Plan Area residents and visitors. Vehicle access should be balanced with other transportation modes to ensure safety of all roadway users.

This policy guides the programs below.

Program 8.1.1. Invest in Traffic Signal Synchronization and Traffic Management

Program 8.1.1 optimizes the efficiency of the E. 14th/ Mission and Lewelling/E. Lewelling Boulevard corridors in the Plan Area by continuing to invest in traffic signal synchronization and timing, and managing strategies to improve flow within existing roadways. Signal synchronization is the process of timing intersection stop lights to turn green at specified times. This synchronization optimizes travel efficiency by reducing stop times at key intersections for vehicles traveling at appropriate speeds. Intersection timing during peak travel times allows for reduced travel times and reduced roadway congestion.

Program 8.1.2. Street Network Design Discouraging Cut-throughs and Encouraging use of Freeways and Major Arterials

Program 8.1.2 designs the street network to discourage cut-through trips and encourage people making regional auto trips to rely on the freeway system and major arterials. E. 14th Street/Mission Boulevard is the main arterial in the Plan Area and is designed to serve local and regional trips. Conversely, collector roads and local streets are not designed to accommodate higher roadway capacities, and should be reserved for local residents and visitors to the Plan Area. Preventing spill-over traffic from major arterials and highways to collector roads and local streets will maintain the character, safety, and quality of neighborhood streets. Reducing Plan Area speed limits, utilizing traffic calming devices, preserving on-street parking, and providing appropriate signage to direct regional traffic to highways and major arterials are strategies that discourage use of local streets for cross-through traffic.

Program 8.1.3. Street Network Design Managing Automobile Speed, Safety, and Comfort

Program 8.1.3 manages automobile speeds to ensure comfort and safety for other roadway users by implementing strategic roadway designs. A managed roadway network accommodates automobile traffic and at the same time provides safe passage for other travel modes. Current roadway features in the Plan Area, such as protected right turn lanes and wide lane widths enable vehicles to travel faster than the posted speed limit. Managing vehicle speed increases safety for automobile drivers and other roadway users.

Policy 8.2. Promote Safe and Efficient Bicycle Network Connections

Policy 8.2: Promote safe and efficient bicycle network connections to major destinations within the Plan Area and throughout the region.

Another important component of the ACBD SP Multi-modal Access Plan are safe and efficient bicycle network connections. Public transit riders use bicycles to travel between transit stops and their final destination, and local residents use bicycles for near-by trips within the Plan Area. In order to increase the travel-mode split for Plan Area residents and visitors and facilitate a truly multi-modal circulation network, bicycle travel needs to become a safe and efficient alternative to driving.

This policy guides the programs below.

Program 8.2.1. Enhance Bicycle Facilities at Key Intersections

Program 8.2.1 enhances bicycle facilities at key intersections that accommodate high bicycle and automobile traffic. Potential changes may include facilities such as bicycle signal actuation and advanced stop bars. Less experienced bicyclists may be discouraged from using cycling as a viable transportation option if roadway conditions are perceived as too dangerous. Allowing bicyclists to stop in front of vehicular traffic (advanced stop bars) increases cyclists' visibility and reduces potential collision with vehicles. Bicycle signal actuation enables bicyclists to trigger intersection signals, similar to vehicles, without a vehicle present.

Program 8.2.2. Complete the Bicycle Network Envisioned in the Alameda County's 2012 Bicycle and Pedestrian Master Plan for Unincorporated Areas

Program 8.2.2 completes the bicycle network in the Plan Area and surrounding areas as envisioned in Alameda County's 2012 Bicycle and Pedestrian Master Plan for Unincorporated Areas, and any future updated version. Incomplete bicycle paths deter bicycle transportation, forcing cyclists to either share lanes with vehicular traffic or ride along the sidewalk, impacting pedestrian mobility and safety. A complete bike path network improves safety and efficiency of bicycle travel.

Program 8.2.3. Bicycle Parking Program

Program 8.2.3 develops a bicycle parking program to

increase bicycle parking supply in the public realm. Convenient bicycle parking further encourages people to ride a bicycle rather than to drive a vehicle.

Program 8.2.4. Bicycle Parking Requirement for New Developments

Program 8.2.4 requires new development projects to provide bicycle parking. Convenient bicycle parking further encourages people to choose the bicycle over other modes of travel.

Policy 8.3. Create a Safe and Aesthetically Pleasing Walkable Environment

Policy 8.3: Create a safe and aesthetically pleasing environment that encourages walking and accommodates increased pedestrian activity.

Also discussed in Policy 1.3, a safe and aesthetically pleasing walkable environment is integral to both commercial vitality and a balanced and complete circulation network.

This policy guides the programs below.

Program 8.3.1 Eliminate or Consolidate Driveways and Curb-Cuts Along Key Pedestrian Streets

Program 8.3.1 eliminates or consolidates, to the extent feasible, existing driveways and curb-cuts along key pedestrian streets including E. 14th Street/Mission Boulevard and Lewelling/East Lewelling Boulevards. Frequent curb-cuts for driveways increase the possibility of pedestrian collision with vehicles entering or exiting the driveway. Reducing the number of curb-cuts by encouraging shared access driveways for businesses minimizes this risk.

Program 8.3.2 Eight-Foot Usable Sidewalk Minimum

Program 8.3.2 provides or continues to provide a minimum of eight feet of usable sidewalk width along E. 14th Street/Mission Boulevard and Lewelling/East Lewelling Boulevards. Sidewalks should extend along all streets in the Plan Area, with no breaks or interruptions. Wider sidewalks allow for installation of street furniture, street trees, and lighting, and provide enough space for pedestrians to walk comfortably away from vehicles.

Policy 8.4. Support Projects and Programs Improving Pedestrian Safety

Policy 8.4: Support projects and programs that improve pedestrian safety; such as those that shorten pedestrian crossing times and reduce vehicle speeds.

Walkability of an area depends not only on the destination, the stores and shops within walking distance, but the perception of the public realm as a safe and inviting place to walk. Current conditions in the Plan Area are an impediment to increased pedestrian activity. High speed vehicle traffic and inadequate pedestrian crossings make the environment appear unsafe for pedestrians. Improving the perception of the Plan Area as pedestrian friendly can increase foot traffic for local businesses by encouraging visitors to park, walk, and shop; encourage walking as a viable transportation option for shorter trips; and improve the pedestrian experience for local residents and visitors to the area.

This policy guides the programs below.

Program 8.4.1 Remove Unneeded Channelized Right-Turn Lanes

Program 8.4.1 removes channelized right-turn lanes that are not needed at East Lewelling / Mission Boulevards and Mattox Road/Mission Boulevard. The reclaimed public right-of-way can be used to create pedestrian plazas and other improvements to enhance the pedestrian experience. Channelized, or protected, right turns facilitate excessive vehicular turning speeds, reduce visibility of pedestrians crossing the street, increase crossing distance, and negatively impact the perception of safety along the roadway. Removing the protected right turns will still allow for efficient vehicular movement, and will decrease crossing distance and increase pedestrian safety.

Program 8.4.2 Pedestrian Safety Devices

Program 8.4.2 improves pedestrian crossings by installing appropriate pedestrian safety devices such as RRFBs (Rectangular Rapid Flash Beacons) or signals at crossings, installing high-visibility crosswalks at controlled or uncontrolled crossings, and as the need arises, provide mid-block crossings to reduce distance between pedestrian crosswalks. Rectangular Rapid Flashing Beacons and high visibility crosswalks attract

attention to pedestrian crossings by signaling vehicles to stop and to look for pedestrians. These devices are appropriate at controlled (signalized) and uncontrolled (Unsignalized) intersections. Currently, distances between marked pedestrian crossings can exceed more than 750 feet, and force pedestrians to illegally cross or walk long distances for safe crossing. As pedestrian activity in the area increases, the County should consider installing mid-block crossings to provide a safe way to cross the street in absence of an intersection.

Program 8.4.3 Reduce Street Crossing Distance and Increase Pedestrian Visibility

Program 8.4.3 reduces street crossing distances and increases pedestrian visibility by installing bulb-outs and crosswalk markings at intersections on key pedestrian streets along E. 14th Street/Mission Boulevard and Lewelling/East Lewelling Boulevards.

Policy 8.5. Enhance Transit Efficiency and Effectiveness

Policy 8.5: Enhance the efficiency and effectiveness of transit in the Plan Area.

Public transit is another key component of the ACBD SP Multimodal Access Plan.

This policy guides the programs below.

Program 8.5.1 Collaborate with AC Transit

Program 8.5.1. calls for collaboration with AC Transit to improve bus service along E. 14th Street/Mission Boulevard and to support ACBD SP objectives by incorporating the following recommendations into its Transit Performance Initiative:

- Locate bus stops on far side of intersections to improve service times and reduce bus/ auto conflicts at intersections.
- Create curb extensions to accommodate in-lane stops that enhance bus service times and provide adequate space for bus stop amenities.
- Improve bus stop amenities (shelters, benches, real-time transit arrival displays, route maps/ schedules, trash receptacles, etc.) to enhance user experience.

- Increase the length of bus stops and red curb to 80 feet to meet AC Transit standards.
- Install Transit Signal Priority (TSP) at signalized intersections along E. 14th/Mission to improve bus travel times by prioritizing signal green times for approaching buses.

Program 8.5.2 Explore Feasibility of Bus Rapid Transit

Program 8.5.2 continues to explore the feasibility of implementing Bus Rapid Transit (BRT) along E. 14th Street/Mission Boulevard through the Plan Area. AC Transit is currently performing a study regarding Bus Rapid Transit (BRT) service along E. 14th Street/Mission Boulevard. It is yet undetermined if AC Transit will pursue BRT along the corridor. As this study is completed, the County should maintain contact with AC Transit to discuss opportunities and constraints regarding BRT in the Plan Area. Topics of discussion should include, but are not limited to:

- Assess how implementation of BRT affects existing transit service in the Plan Area, including number and frequency of bus trips of bus lines currently in operation.
- Identify the number and location of proposed BRT stops to ensure BRT stops at key locations within the Plan Area.
- Evaluate the effect of BRT on other modes of travel that include bicycle, walking, and vehicles.

Program 8.5.3 Advocate for Enhancements of Key Connections between Plan Area and BART Stations

Program 8.5.3 advocates for and coordinates revitalization efforts in the Plan Area with additional efforts to enhance key connections between the Plan Area and the Bay Fair and Hayward BART stations. This effort is intended to provide a seamless and welcoming pedestrian connection to and from the BART Station. Neighboring Cities of Hayward and San Leandro are currently in the process of developing long-term plans for the Hayward and Bayfair BART stations, respectively. Located within close proximity to both areas, the Plan Area is well situated to benefit from future improvements. Alameda County should work closely with these jurisdictions to identify opportunities for collaboration on improvements and to prioritize Plan Area improvements near these BART stations. Additionally, the County should be prepared to take full advantage of any increased economic activity these plans may stimulate.

Program 8.5.4 Work with City of San Leandro on Bay Fair BART Transit Village and Other Improvements

Under Program 8.5.4, the community and government should continue to work with the City of San Leandro on planning the Bay Fair BART Transit Village and station area multi-modal access improvements.

Policy 8.6. Encourage Walking, Biking, And Transit to Balance Driving Demand

Policy 8.6: Encourage walking, biking, and transit and balance the current demand for driving for Plan Area residents, workers, shoppers, and visitors.

Various elements of the ACBDSP are designed to encourage walking, biking and transit use. Transportation Demand Management (TDM) strategies can be implemented to further the Specific Plan objectives, reduce automobile usage, and encourage alternative modes of transportation as provided in the Multimodal Access Plan. Combined with recommended improvement in Policies 8.1 through 8.5, TDM can benefit all travelers to the Plan Area by reducing traffic congestion and parking demand in the Plan Area.

This policy guides the programs below.

Program 8.6.1 PBID, CSD and/or EIFD to Fund Bicycle Support Facilities

Program 8.6.1 explores using Property and Business Improvement District (PBID), Community Service District (CSD), and/or Enhanced Infrastructure Financing District (EIFD) funds to provide bicycle support facilities such as repair stations and/or bike sharing/rental programs.

Program 8.6.2 Dedicate Car-Sharing Spaces

Program 8.6.2 provides dedicated car-sharing spaces throughout the Plan Area. Dedicated car share spaces can be provided on-street or in publicly accessible parking facilities and can be administered by the appropriate management entity.

Car-sharing can eliminate the need for automobile ownership, especially if the car-share “pods” are located near quality transit service and mixed-use developments. Car-sharing can also be used by area employees who have taken alternate modes of travel to work, but may need a car during business hours.

Program 8.6.3 Transportation Demand Programs

Program 8.6.3 establishes and promotes transportation demand management (TDM) programs that support the use of transit and facilitate walking and bicycling through incentives and disincentives. The programs will be marketed to employers in the Plan Area. Transportation Demand Management (TDM) is a method employed to decrease automobile usage by promoting alternative modes of travel for local and regional trips. Incentives, such as employer tax benefits or employer purchased bus passes, and disincentives, such as parking fees, can be utilized in combination. TDM programs should be encouraged Countywide, however, marketing programs to local employers can decrease the influx of autos into the area as the Plan Area develops.

Policy 8.7. Flexibility in Parking Requirement Satisfaction

Policy 8.7: Allow parking requirements to be met through a variety of approaches that include offsite accommodation or through in-lieu fee contributions.

As a means to encourage development consistent with the ACBD SP and to ensure sufficient parking for the community, the County should consider greater flexibility for satisfying development parking requirements.

This policy guides the programs below.

Program 8.7.1 Parking Benefit District

Program 8.7.1 establishes a Parking Benefit District (PBD) to manage the on-street and off-street parking supply and uses the parking revenue to fund additional parking facilities, and/or improve circulation and transportation in the Plan Area. A PBD can be established where all or a portion of parking revenue generated from on-street meters, on-street parking permits, and/or off-street parking facilities in a geographic area is used to fund improvements in that area. The County or other entity will be responsible for administering the PBD in the Plan Area and managing the on-street parking spaces and public off-street parking facilities. The appropriate management entity (e.g., County or another entity) will be responsible for establishing parking prices, collecting revenue, and using revenues to fund improvements such as new parking facilities, pedestrian, bicycle, transit, and

streetscape improvements recommended in this Specific Plan, and/or maintenance, beautification and security in the Plan Area.

Program 8.7.2 Parking In-Lieu Fee Program

Program 8.7.2 establishes a parking in-lieu fee program so developers have the option of either constructing off-street parking consistent with the Development Standards or reducing the amount of required parking and paying parking in-lieu fees. The parking in-lieu fees would allow projects that cannot meet on-site parking requirements because of site constraints and/or financial feasibility the flexibility to maximize development intensity. Parking in-lieu fees facilitate shared parking between uses, maximize use of the existing parking supply, and support construction of a centralized parking structure (see Program 8.8.1).

Program 8.7.3 PBD Funds for County Construction of Parking Lots

Program 8.7.3 explores using funds from a PBD for County construction of parking lots (with support from in-lieu fee funds and future parking revenue) in strategic locations to meet cumulative project parking demand. The County should pursue options to fund a parking structure in the Plan Area in combination with other, identified parking strategies. Revenue from the PBD or parking in-lieu fees (see Program 8.7.1) and parking structure revenue can repay upfront costs of construction. Providing a parking structure within walking distance to major commercial areas reduces need for businesses to provide parking on-site, offsets loss in off-street parking given reduced parking requirements, and furthers other Plan objectives by encouraging visitors to park and walk around the Plan Area. Visitors who must park and walk to a business create sense of vibrancy on the street and often visit other stores along the way, ones they would not have if they parked on site.

Program 8.7.4 Protect and Enhance On-Street Parking

Program 8.7.4 protects and enhances on-street parking and establishes additional public areas available to merchants for off-site parking. To augment any loss of on-street parking that may result from implementation of bicycle or pedestrian facilities, parking lots may be considered an augmentation to on-street parking supply. Parking lots should be located within convenient walking distance to area retail and business establishments.

Program 8.7.5 Encourage Shared Parking Within and Between Developments

To the extent feasible, Program 8.7.5 encourages shared parking within each development and between different developments that are not directly adjacent. Shared parking occurs when the parking needs of one use can be met through the parking supply of an adjacent or nearby use. For shared parking to be effective, the parking demand for each use should occur at different times of the day or the uses should be similar to the point where one parking spot could be used by one driver visiting both uses. An example would be an office building and a restaurant. The office closes around 5pm, and thus is able to 'share' the available parking spaces with the restaurant, which is busiest during the evening hours. Shared parking can reduce parking costs and ensure adequate availability of off-street parking.

Policy 8.8. Parking Supply Will Support Businesses and Residents

Policy 8.8: Parking supply will support Plan Area businesses and residents and stimulate economic growth, to balance current demand for driving with new opportunities for mobility by means of walking, bicycling, and use of public transit.

A key challenge for urban mixed-use developments is providing the appropriate balance of parking. Providing too much parking unnecessarily adds to development costs, wastes valuable land, and further encourages driving to the Plan Area; providing inadequate parking may result in excessive circulation by drivers looking for parking, parking spillover into adjacent residential streets, and discourage potential shoppers from visiting the Plan Area. The ACBD SP recognizes parking as a key element of an integrated access management strategy for the Ashland and Cherryland Business District that supports goals such as "walkability," congestion management and the promotion of active transportation modes. Parking is part of a multimodal approach to developing neighborhood transportation infrastructure.

This policy guides the programs below.

Program 8.8.1 Require Residential Developments to Unbundle Costs of Parking From Costs of Housing

Program 8.8.1 amends the Zoning Code to require residential developments to unbundle the cost of parking from the cost of housing. As amended, the Development Standards will require unbundled parking throughout on a per-project basis through development agreements or as part of a TDM strategy that is developed in conjunction with Policy 8.1. Parking spaces take up valuable property, which would be better used for additional developable square footage. To compensate for this loss in value, developers add the cost of parking into the cost of the residential unit, hiding the true cost of parking. Unbundled parking, requiring the tenant to pay an additional fee to have a secured parking space, would help tenants understand the cost of parking, and may influence a resident's decision to own a car. Unbundling parking typically reduces parking demand by 10 to 15 percent.

Program 8.8.2 On-Street Parking Time Limit Strategies

Program 8.8.2 continues to implement on-street parking time limit strategies along the E. 14th Street/Mission Boulevard and Lewelling/East Lewelling Boulevards corridors to ensure access to on-street parking in front of businesses for use by patrons.

Program 8.8.3 PBID, CSD and/or EIFD Funds to Purchase Municipal Parking Lots

Program 8.8.3 explores using Property and Business Improvement District (PBID), Community Services District (CSD), and/or Enhanced Infrastructure Financing District (EIFD) funds to purchase municipal parking lots on certain parcels along the corridors for use by business patrons, thus allowing for reduction of individual on-site parking requirements. The acquisition of municipal parking lots could also be used as a strategy to augment and replace on-street parking that is lost unavoidably to bicycle or pedestrian facilities.

Program 8.8.4 Amend Zoning Code and Modify Parking Requirements for Consistency with ACBD SP

Program 8.8.4 amends the Zoning Code and modifies parking requirements to be consistent with goals and policies of the ACBD SP. Parking standards for the Plan Area are provided in the 1995 Specific Plan, the Alameda County Zoning Ordinance, and (for residential mixed-use) the Alameda County Residential Design Guidelines. These regulatory documents provide conflicting parking standards and include maximum and minimum requirements. Minimum parking requirements may contribute to excessive parking supply, result in extra cost to the developer, and may encourage additional automobile trips. Parking standards that are inconsistent with the vision of the Plan Area should be modified to allow for greater flexibility; either through a market based approach that allows the developer to decide how much parking to provide, through establishing parking maximums, or through a combination of these strategies.

Policy 8.9. Monitor Parking Supply and Demand

Policy 8.9: Monitor parking supply and demand in the Plan Area and implement programs to manage parking as a need arises.

Updated information on parking supply and demand in the Plan Area is key to the precise and accurate implementation of the above policies and programs that relate to parking.

This policy guides the programs below.

Program 8.9.1 Parking Pricing Strategy

Program 8.9.1 explores implementing a parking pricing strategy that encourages Plan Area employees to walk, bike, or use transit to travel to and from work. This program should be considered after non-pricing parking management strategies (Policy 8.7 and 8.8) have been explored and only if a parking demand study conducted by the County determines that such a solution is warranted. This program will also provide metered on-street parking along commercial frontages and explore opportunities to better manage the existing and proposed on-street parking supply through strategies such as smart meters, variable market-based pricing and time restrictions.



Observing Parking Demands for Various Business Types.



Goal 9. Livable Neighborhoods

Goal 9: A Plan Area comprised of complete neighborhoods, with adequate shopping, jobs, housing, infrastructure, and daily services for Plan Area residents.

Neighborhoods are hubs of community activity and help contribute to the “hometown” sense held by longtime residents. Attainment of the preceding goals, especially those concerning economic revitalization, should not preclude the Plan Area from remaining a hometown to its residents.

The ACBD SP update was funded by the Metropolitan Transportation Commission (MTC) in association with the Association of Bay Area Governments (ABAG) as part of a larger Plan Bay Area project in which PDAs are identified throughout the San Francisco Bay Area. ABAG describes Plan Bay Area as

an integrated land use and transportation plan that tackles pressing issues such as accommodating population growth while keeping the region affordable for all our residents, preserving open spaces, protecting our environment, accommodating transportation needs, and reducing greenhouse gas emissions.

ABAG defines PDAs as

areas that communities identified as possible areas to grow, nominated by the city or town council via resolution. They are generally areas of at least 100 acres where there is local commitment to developing more housing along with amenities and services to meet the day- to-day needs of residents in a pedestrian-friendly environment served by transit.

Much of the Plan Area falls within the E. 14th - Mission and Hesperian PDAs. A purpose of MTC PDA Planning Grants is to fund locally-led planning efforts that lead to development of PDAs into neighborhoods within walking distance of frequent transit service, to offer a wide variety of housing options, and to feature amenities such as grocery stores, community centers, and restaurants. As part of the ACBD SP update, the County is required to address certain topics that include among them

Anti-Displacement. Goal 9 and the corresponding policies and programs, in conjunction with preceding policies and programs of this Chapter, constitute the ACBD SP Anti-Displacement Strategies.

A key reference for derivation of Goal 9 and the following policies and programs is ABAG’s December 2009 publication titled “Development without Displacement, Development with Diversity,” which states:

Transit-oriented development [TOD] can bring multiple, synergistic benefits, including revitalized neighborhoods, greater public transit use, reduced traffic congestion and carbon emissions, and preserved open space. TOD also provides an opportunity for equitable development. Building affordable homes in new transit-oriented developments can enable low-income working families (predominantly people of color) to lower their transportation costs, live in healthy and walkable neighborhoods with shops and services, and access jobs and economic opportunities throughout the region. Equitable development is an approach to ensure that low-income residents and communities of color participate in and benefit from regional growth and development. (p. 5)

Policy topics that pertain to Goal 9 include:

Policy 9.1. Support Neighborhood and Cultural Activity Centers as Places of Community Building

- Program 9.1.1. Direct Resources to Cultural and Community Centers
- Program 9.1.2. Improve Community Outreach

Policy 9.2. Monitor Neighborhood Demographic Change and Development Impacts

- Program 9.2.1. Assessment of Community Composition and Needs

Policy 9.3. Maintain Diversity of Services and Industries

- Program 9.3.1. Reserve Areas for Auto-Related Service and Light Industrial Uses

Policy 9.4. Support Small, Mom-and-Pop, and Locally-Owned Businesses

- Program 9.4.1. Ensure ACBD SP Development Standards are User-Friendly and Allow Small Lot Development

Policy 9.1. Support Neighborhood and Cultural Activity Centers as Places of Community Building

Policy 9.1: Support neighborhood and cultural activities to foster community building for current and future residents.

As discussed in Policy 5.3 above, certain public and private institutions can serve as important community resources and facilities. Policy 9.1 introduces this concept at the neighborhood level.

This policy guides the programs below.

Program 9.1.1. Direct Resources to Cultural and Community Centers

Program 9.1.1 directs resources to enable cultural and community centers to help areas emerge as diverse and complete communities.

Program 9.1.2. Improve Community Outreach

Program 9.1.2 improves outreach to communities/groups normally absent or underrepresented in community events or the decision making process.

Policy 9.2. Monitor Neighborhood Demographic Change and Development Impacts

Policy 9.2: Monitor neighborhood demographic change and development impacts.

Understanding the relationship between the neighborhood identity and development is key to managing and maintaining livable neighborhoods.

This policy guides the program below.

Program 9.2.1. Assess Community Composition and Needs

Program 9.2.1 undertakes periodic assessments of community composition and needs by analyzing demographic data to ascertain who lives, shops, and works in the Plan Area and how the findings change over time. Information gathered from assessments shall be available to the public and decision makers.

Policy 9.3. Maintain Diversity of Services and Industries

Policy 9.3: Maintain a diversity of services and industries including auto-related and industrial uses to provide diversity in job creation opportunities.

As discussed in many of the policies above—including Policies 1.8, 1.10 and 2.2—the Plan Area is home to diverse niche economic sectors that contribute to the area's character. This diversity of services and industries can create opportunities for diverse job creation.

This policy guides the program below.

Program 9.3.1. Reserve Areas for Auto-Related Service and Light Industrial Uses

Program 9.3.1 reserves areas for auto-related service and light industrial land uses associated with job creation. Preserving auto-related light industrial uses draws upon existing businesses and preserves local access to trade job opportunities within a planned mixed-use transit-oriented corridor.

Policy 9.4. Support Small, Mom-and-Pop, and Locally-Owned Businesses

Policy 9.4: Support small, mom-and-pop, and locally-owned businesses to enhance job opportunities for local residents through neighborhood branding.

Along with diversity in business type, diversity in business ownership can contribute to job growth. Small and locally-owned business can add to the character and economy of the area. According to ABAG, “Small businesses function as default community centers, both giving identity and branding to a neighborhood and providing spaces for the integration of current and future residents.” (Development without Displacement, p. 43).

This policy guides the program below.

Program 9.4.1. Ensure ACBD SP Development Standards are User-Friendly and Allow Small Lot Development

Program 9.4.1 ensures the ACBD SP Development Standards are clear and easy to use, and allow for small lot development and continuance of second-generation commercial use. The small lot, second generation commercial and retail structures in the Plan Area provide a key source of affordable space to small and minority-owned businesses.

5.3 Governance and Business Representation

As discussed in Chapter 1, Ashland and Cherryland are unincorporated communities and therefore are under the jurisdiction of Alameda County. As of 2014, one in five Californians live in the state’s unincorporated areas (Fernández & Langhout 2014, p. 122). These areas face obstacles toward community planning and economic development beyond those experienced by California’s incorporated cities.

Since 1995, when the County adopted the previous Ashland Cherryland Business District Specific Plan, Ashland and Cherryland have attracted minimal development. Meanwhile, its incorporated neighbors—Hayward and San Leandro—and unincorporated neighbor—Castro

Valley—have experienced infill development activity. As recommended in Programs 1.1.1 and 1.1.2, Ashland and Cherryland can take steps short of incorporation to enhance its voice and representation in governance and business. Below are five such options for Ashland and Cherryland: A Community Manager (CM), Municipal Advisory Councils (MACs), Community Services Districts (CSDs), Property and Business Improvement Districts (PBIDs), and Enhanced Infrastructure Financing Districts (EIFDs).

5.3.1 Community Manager

Recommended by the EALI Blue Ribbon Steering Committee, Ashland and Cherryland could establish a Community Manager (CM) position. As the Committee explains,

The Community Manager (CM) would be selected through a public process and would serve as a liaison between residents of the unincorporated areas, the County Board of Supervisors, and County agencies and departments. The Community Manager would not be expected to make decisions for the unincorporated areas, but, rather, to represent community views as expressed by local advisory bodies and community groups (MAC, SLVHA, etc), advocate for these decisions within county government, and support long-term financial, economic and programmatic planning. Because the CM would operate independently from any one County department or district, he or she could hold the big picture and better promote collaboration and consensus building.

5.3.2 Municipal Advisory Councils

Under California law, a county board of supervisors may create and fund the operation of a Municipal Advisory Council (MAC) (Government Code Section 31030). The purpose of a MAC is to advise the board of supervisors on an array of on issues and concerns facing the community’s residents as designated by the board. MAC members can be appointed by the board of supervisors or elected by the public.

Castro Valley, a neighboring unincorporated community in Alameda County, organized its own MAC in 1981. Castro Valley’s MAC describes itself as the community’s “‘Un-City Council,’ without fiscal authority” (Castro Valley Municipal Advisory Council, 2012, p. 1).

5.3.3 Community Services Districts

Community Services Districts (CSDs) (considered a type of special district) were created by the state legislature as a remedy for problems of representation, financing and service delivery in defined unincorporated communities (Government Code Section 61000 et seq.). The County or residents of Ashland and Cherryland may initiate the process to establish a CSD, which, unlike a PBID (explained below), is a form of government—an agency of the state with corporate and tax powers. A CSD is governed by a five-member board of directors elected by residents in the district. The board of directors appoints a general manager who is responsible for implementation of district policies.

A CSD essentially takes over services for an unincorporated area that would otherwise be provided by the county. In addition to the infrastructure improvements available under a PBID, a CSD can also provide for larger-scale services such as fire and other emergency response, solid waste collection and disposal, and construction of recreation facilities. Unlike a PBID, a CSD is not authorized to engage in promotional, event, marketing, or economic development activities.

CSDs are funded by taxes paid by property owners in the district that would otherwise be paid to the county. CSDs can levy a tax of no more than 1% of property valuation, unless otherwise approved by a majority of voters in the district. However, if the district was created only to supply water for irrigation, the taxes can only be based upon land value. A CSD can also issue bonds to fund projects through debt financing. As discussed later, CSDs can also allow counties to target sales and use tax generated within the district for projects within the district.

Because CSDs are funded by taxes, not special benefits, weighted ballots are not required as in the establishment of PBIDs (explained below). Broadly, a CSD is formed after (1) The board of supervisors adopts an ordinance or a petition is signed by no less than 10% of eligible voters in the proposed district and (2) the CSD is approved by two-thirds of voters in the election.

5.3.4 Property And Business Improvement Districts

The County may establish a Property and Business Improvement District (PBID) (considered a type of benefit assessment district) pursuant to Streets and Highways Code Sections 36600 et seq. Generally, a PBID is managed

by a non-profit organization who contracts with the local government to manage and disperse collected assessments towards operation of the district. The non-profit organization managing the PBID does not become a government agency, but its board members may be elected if permitted by the organization's incorporating documents.

A PBID can fund and deliver a range of services including improvements (such as parking facilities, booths and kiosks, public restrooms, lighting, decorating, and modifying streetscapes) and activities (such as to public events, music, tourism promotion, marketing, and economic development).

PBIDs are funded by benefit assessments, not taxes. Services can be funded through business assessments, property assessments, or both. Business assessments are levied on business owners and can be calculated based on the type of business, business license fee, number of employees, gross receipts, distance from the distance core of the district, or any combination thereof. Property assessments are levied on the property owners and can be based on the value or size of the property. However, because of the effects of Proposition 13 on property valuation, basing a property assessment on property value can be far more complicated.

Because PBIDs are funded by benefit assessments, voting is weighted by the assessment paid. Broadly, there are four steps to establishing a PBID: (1) The ordinance and management plan are drafted, (2) a petition is signed by majority in the proposed district weighted by assessment, (3) the PBID is not rejected by a majority protest vote of the entire proposed district weighted by assessment, and (4) the Board of Supervisors passes the ordinance at a public hearing. If the PBID is to be funded by property assessments, Proposition 218 requires added procedures concerning notice, ballot format, and vote tabulation.

5.3.5 Enhanced Infrastructure Financing District

An Enhanced Infrastructure Financing District (EIFD) is a new funding mechanism that was approved by the State of California in 2014, and that is intended to finance public capital facilities or other specified projects of community-wide significance that would have been financed previously by redevelopment agencies.

5.4 Funding Sources

Below is a list with descriptions of potential funding mechanisms and resources, aside from the County's general fund, for the infrastructure improvements and other programs of the ACBD SP. The mechanisms and resources below are divided into five categories: (1) revenue retention, (2) revenue generation, (3) partnership opportunities, (4) available grants, and (5) loans and bonds.

5.4.1 Revenue Retention

As an unincorporated community, the Plan Area does not retain the taxes it generates to the same degree as an incorporated city. The taxes by the business and property owners in the Plan Area to the County can be dispersed throughout the other unincorporated areas. However, California law does provide mechanisms by which an unincorporated community can to a greater degree retain its tax revenue.

5.4.1.1 Property Taxes: Community Service Districts

Described in greater detail in Section 5.3 above, Community Services Districts (CSDs) are a means of retaining property tax revenue within an unincorporated area. Once established, the property owners within the district pay property taxes to the CSD that would otherwise be paid to the County. The property taxes paid to the CSD would finance services and projects within the district formally provided by the County.

5.4.1.2 Sales and Use Tax: Government Code Section 26223

Under Government Code Section 26223, a county may redirect sales and use taxes generated from within a district (e.g., a CSD) in an unincorporated area towards operation costs or any capital outlay project required by the district. Although the establishment of such a district would enable the redirection of taxes, the redirection of the tax revenue in this case is left to the discretion of the County.

5.4.2 Revenue Generation

Along with retaining existing tax revenue originating within the Plan Area, mechanisms are available for additional revenue generation.

5.4.2.1 Property And Business Improvement Districts

Described in greater detail in Section 5.3 above, Property and Business Improvement Districts (PBIDs) are a mechanism for funding infrastructure improvements and activities within a specified boundary. PBIDs are funded by business assessments, property assessments. These assessments are paid in addition to any existing business license or property tax.

5.4.2.2 Development Agreements

A development agreement is a tool for establishing a vested right to proceed with development in conformance with the policies, rules, and regulations in effect at the time of approval (Government Code Section 65864). Development agreements provide a developer with assurances for a specified length of time that the proposed project may proceed as originally approved, and not be affected by future changes in land use regulations. In exchange for this assurance, the landowner/developer may agree to public improvements, land dedications, or in-lieu fees, as negotiated with the County, as a condition of the agreement.

5.4.2.3 Development Impact Fees

The County could create a special development impact fee for the Plan area to fund infrastructure. Allowed under Government Code Section 66000 et seq., development impact fees are payments from new developments required by local governments in order to offset the cost of improving or expanding County facilities to accommodate the project.

Generally, to establish the appropriate fee amount, the County would need to determine the specific improvements to be funded and then prepare a "nexus" study to demonstrate the relationship between the proposed improvements and new development, allowing the County to calculate the appropriate fee amount for various types and sizes of development. Such a fee could be adopted by County ordinance.

5.4.2.4 Certificates of Participation

A Certificate of Participation (COP) is a funding mechanism used by government agencies for construction or improvement of public facilities. This financing technique provides long-term financing through a lease-type repayment structure, such as an option to purchase or a conditional sales agreement. COPs do not constitute debt under California law and, therefore, do not require voter approval. However, Federal law does treat these transactions as debt, which allows federal tax-exempt interest to the underwriter or holder of the security.

5.4.3 Partnership Opportunities

Partnerships with private or other public entities would allow for greater leverage and available financing for projects.

5.4.3.1 Public-Private Partnerships

The County could partner with a private entity to fund, develop, and operate infrastructure improvements and other projects. The George Deukmejian Courthouse in Long Beach provides a recent example of a public-private partnership. The State of California and the Administrative Office of the Courts partnered with Meridiam, a global investment firm, to build a new courthouse. Meridiam contributed \$49 million towards the courthouse development and in exchange will receive an annual performance-based service fee from the Judicial Council of California for 35 years. The public-private transaction leveraged private sector access to capital and management efficiency to quickly provide a state-of-the art facility that serves the Superior Court of Los Angeles County.

5.4.3.2 City-County Tax Exchange

Under Revenue and Taxation Code Section 99, a county on behalf of its unincorporated area may enter into an agreement with a city to share property taxes that would be spent towards improvements, services, etc. in the unincorporated area. Although such agreements typically serve as a prerequisite to annexation, a change in jurisdictional boundaries is not necessary for tax exchange.

5.4.4 Available Grants

Some federal and state government programs allocate grant funding for development projects. Three such programs are discussed below.

5.4.4.1 Economic Development Administration Grants

Part of the U.S. Department of Commerce, the Economic Development Administration (EDA) awards grants to local agencies to support economic development. The EDA's current investment programs include Public Works, Economic Adjustment, Partnership Planning, Trade Adjustment Assistance for Firms, University Centers, Research and National Technical Assistance, and Local Technical Assistance.

Applications for EDA programs are evaluated based on the following five guidelines: (1) Market-based and results driven, (2) strong organizational leadership, (3) advance productivity, innovation, and entrepreneurship, (4) looking beyond the immediate economic horizon, anticipating economic changes, and diversifying the local and regional economy, and (5) high degree of commitment through local government matching funds, support by local officials, cooperation between business sector and local government.

5.4.4.2 U.S. Department Of Housing And Urban Development Community Development Block Grants

The County may be eligible to receive Community Development Block Grant (CDBG) funding from the U.S. Department of Housing and Urban Development (HUD). Organizations and groups can apply annually to the County for funds from CDBG. Project types relevant to the Plan Area for which funding is allocated include public facilities and improvements, public services, commercial or industrial rehabilitation.

5.4.4.3 Strategic Growth Council Affordable Housing & Sustainable Communities

Under the Strategic Growth Council's (SCG) Affordable Housing and Sustainable Communities Program (AHSC), approximately \$120 million project funding will be available during Fiscal Year 2014-15. AHSC funds land use, housing, transportation, and land preservation projects that reduce greenhouse gas emissions by improving mobility and increasing infill development.

5.4.4.4 One Bay Area Grant Program

The OneBayArea Grant (OBAG) is a funding program designed to integrate the region's federal transportation program with California's climate law (Senate Bill 375) and the region's Sustainable Communities Strategy. Funding distribution to the counties will encourage land-use and housing policies that support the production of housing with supportive transportation investments.

5.4.5 Loans And Bonds

Loans and bonds have been used to successfully finance projects, but, unlike grants, loans and bonds register as debt.

5.4.5.1 Community Development Financial Institutions And Loan Funds

Community development financial institutions and loan funds (CDFI and CDLF) make interest-bearing loans to nonprofit organizations that benefit or provide services to low-income or underserved communities. The loans can be used for affordable housing projects, human service programs, community facilities, and worker-owned cooperatives. CDFI and CDLF use federal resources provided by the U.S. Department of the Treasury Community Development Financial Institutions Program. Organizations such as the Nonprofit Finance Fund and the Northern California Community Loan Fund provide economic development loans and technical assistance. As certified Community Development Entities, both of these organizations also utilize the federal New Markets Tax Credit Program, which encourages capital investments in low-income neighborhoods. The New Markets Tax Credit Program expired in 2014, but if approved, the proposed New Markets Tax Credit Extension Act of 2015 (federal government) would extend the program indefinitely.

5.4.5.2 California Infrastructure And Economic Development Bank's Infrastructure State Revolving Fund Program

The California Infrastructure and Economic Development Bank (I-Bank) is a state financing authority that promotes economic growth and revitalization of California communities through low-cost financing of infrastructure and economic development projects. The I-Bank requires a defined public benefit but does not require leverage or matching funds. The Infrastructure State Revolving Fund (ISRF) Program is a source of low-cost, long-term infrastructure financing available to local government entities from the I-Bank. Funds are available to finance a variety of public infrastructure projects, such as streets, public safety facilities, public transit, and recreational facilities.

ISRF financing can be leveraged with local, State, and federal grant and loan funds to complete the funding for a project. Loans range from \$250,000 to \$10,000,000 per project with fixed interest set at 67 percent of the tax-exempt "A" rated bond with a weighted average life similar

to the I-Bank financing. Amortization periods are up to 30 years or the useful life of the asset being financed, whichever is less. No local match is required — ISRF financing can be the sole source of financing for a project. The I-Bank accepts several sources of financing repayment, including general fund revenues, tax increment revenues, enterprise revenues and property assessments.

5.4.5.3 Mello-Roos Community Facility Districts

The Mello-Roos Act of 1982 is a flexible tool for local governments to finance needed community facilities and services. The legislation allows local jurisdictions to designate specific areas as Community Facilities Districts (CFD) and allow these districts to issue bonds and collect special taxes to finance public facility projects. The special tax must be approved by a two-thirds majority vote, and can be used to pay directly for facilities or services, or to pay debt service on bonds or other debt, the proceeds of which are used to finance facilities.

5.4.6 Available County Transportation Funding

There are existing Alameda County transportation funds available which allocate funds based on project adherence to the Transportation Expenditure Plan.

5.4.2.1 Measure BB

In 2014, Alameda County voters approved Measure BB—an initiative to generate \$7.79 billion for transportation improvements over 30 years (2015 to 2045) as outlined in the Alameda County Transportation Commission's 2014 Transportation Expenditure Plan. The Expenditure Plan's major areas of investment include:

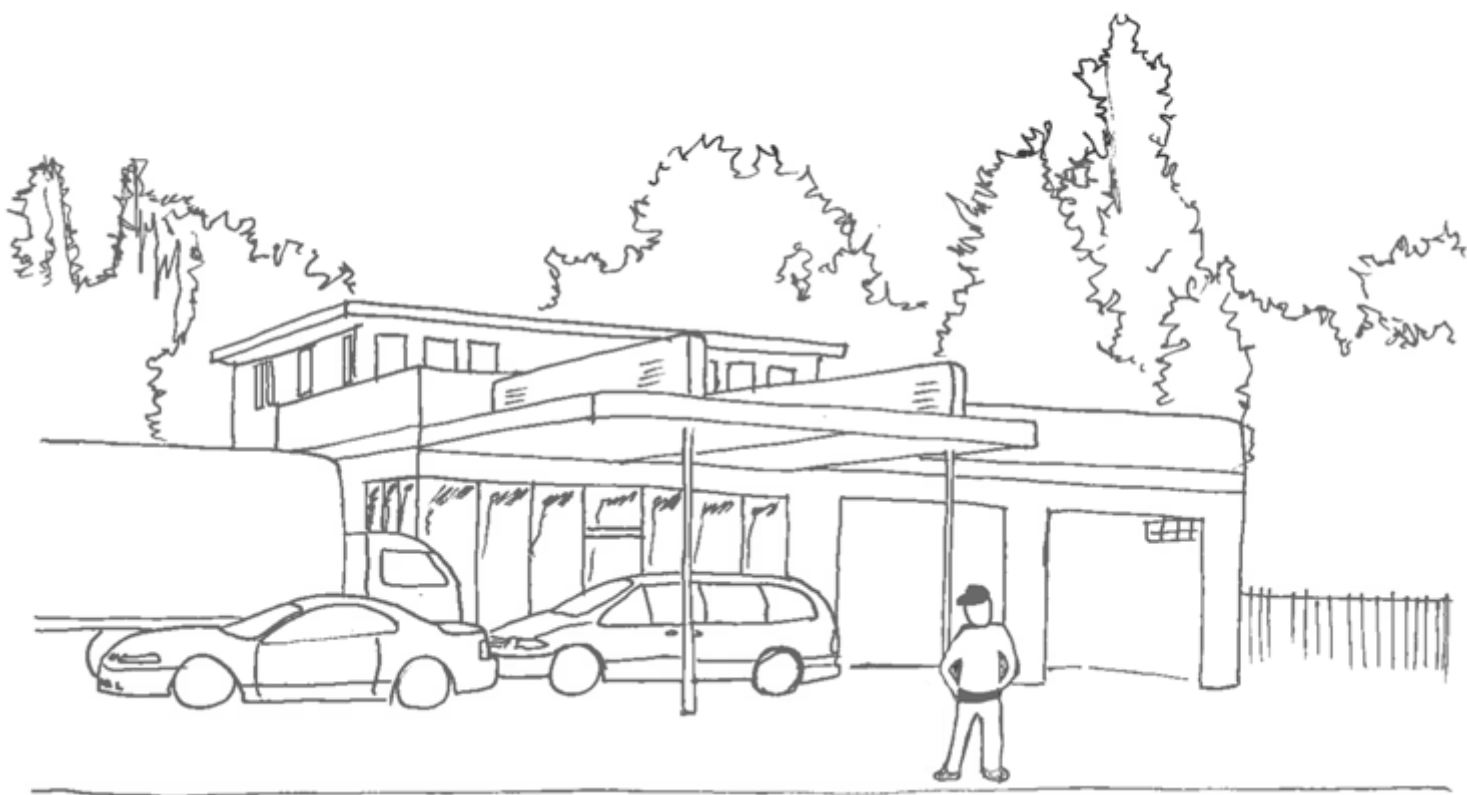
- \$2.77 billion for "BART, bus, ferry, and commuter rail for reliable, safe, and fast services;"
- \$964 million for "affordable transit for youths, seniors, and people with disabilities"
- \$3.03 billion for "traffic relief for streets and highways;" and
- \$1.03 billion "clean transportation, community development, technology, and innovation."

County municipalities and transportation agencies began receiving these funds in July 2015. Many of the ACBD Specific Plan's goals, policies, and programs are consistent with the above investment areas.

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Chapter 6

Development Code



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6.2 Specific to Zones & Allowed Uses

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6.4 Parking Standards

6.5 Sign Standards

6.6 Definitions

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6 Development Code

6.1 Applicability and Administration

6.1.1 Authority and Purpose

This Chapter of the ACBD Specific Plan is adopted as the zoning standards (“Code” or “ACBD Code”) that implement the ACBD Specific Plan.

This Code protects and promotes the public health, safety, comfort, convenience, and general welfare of the community and implements the Eden Area General Plan for the property identified in Figure 6.1 (Zoning Map). Unless otherwise specified, the zoning standards in this Chapter shall replace the zoning previously applied to the subject property in Figure 6.1

6.1.2 Applicability of Standards

A. The Code applies to any of the following within the boundaries identified in Figure 6.1:

1. Land use activity;
2. New development; and
3. Improvements/modifications of existing development.

B. All applicable provisions of Title 17 of the Alameda County General Code of Ordinances (ACGOC) that are not specifically replaced or identified as not applicable continue to apply. This Code replaces Chapter 4 (Development Standards for Mixed-Use Projects) of the Residential Design Guidelines and Standards for the Unincorporated Communities of West Alameda County (Residential Design Guidelines) (2014). Except for Section K, or where in conflict with the provisions of this Code, Chapter 5 (Design Guidelines for Residential Mixed-Use Projects) of the Residential Design Guidelines remain applicable. If a conflict arises between the requirements of this Code, the Residential Design Guidelines, and Standards, or the ACGOC, the requirements of this Code shall prevail.

1. Requirements for structures and land uses. No permit shall be issued by the County unless the proposed project complies with all applicable provisions of this Code, including applicable findings, conditions of approval, and all other applicable provisions of law.

2. Legal Parcel. The site of a proposed land use, development, modification or other improvement subject to this Code shall be on a parcel(s) legally created in compliance with the Subdivision Map Act and the County’s Subdivision Regulations.

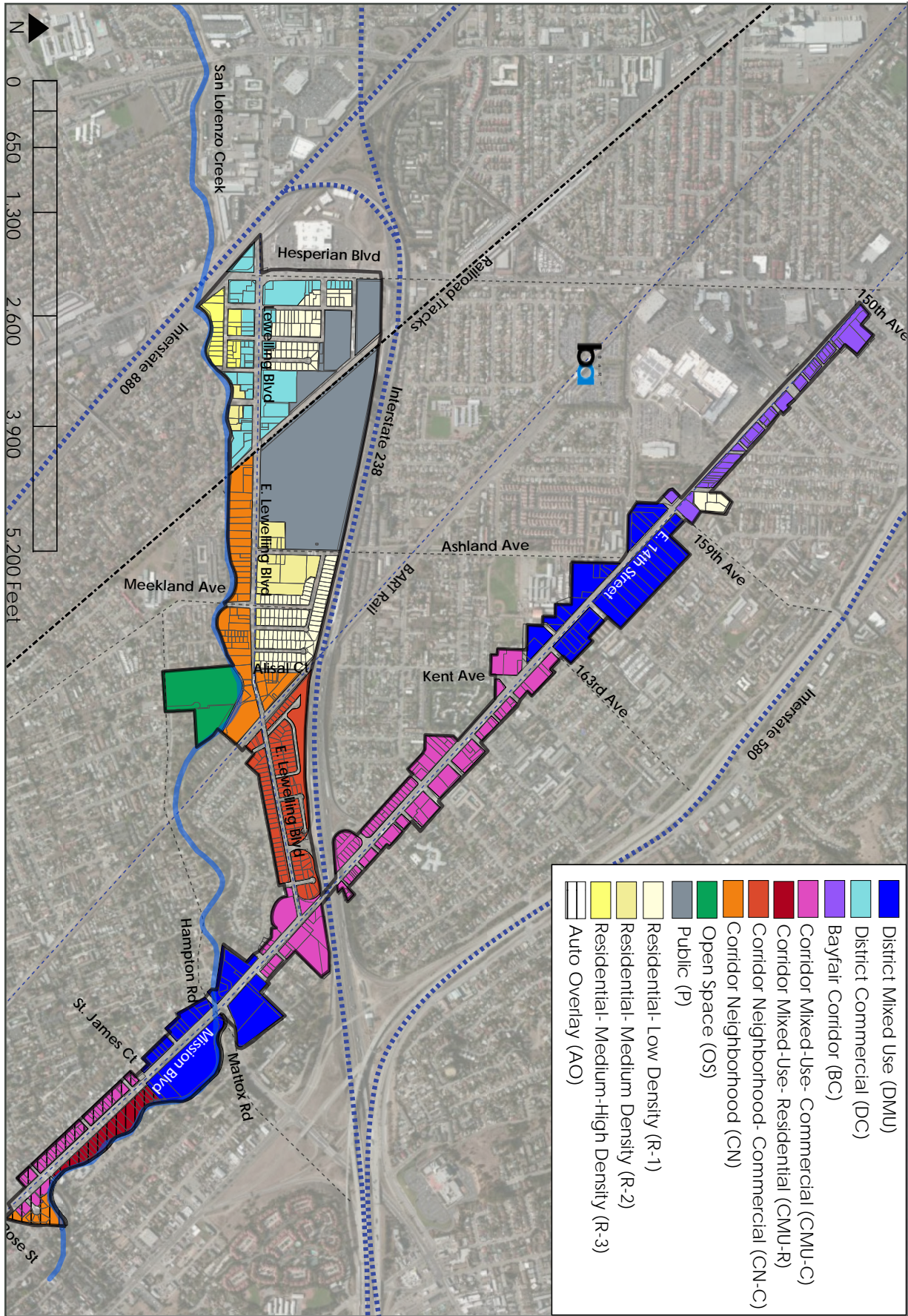
3. Minimum requirements. The provisions of this Code are minimum requirements for the protection and promotion of the public health, safety, and general welfare. When this Code provides for discretion on the part of a County official or body, that discretion may be exercised to impose conditions on the approval of any project proposed in the area subject to this Code.

4. Effect on Existing Development and Land Uses. Development and/or use(s) legally existing as of the adoption of this Code shall comply with Section 6.1.8 (Non-Conforming Provisions).

5. Design Review Process. All applications for new structures or modifications to existing structures shall be reviewed in compliance with ACGOC 17.54.210 – 17.54.290 and Section 6.1.6 (Site Development Review).

6. Residential Design Guidelines. This Code supersedes Chapter 4 (Development Standards for Mixed-Use Projects) of the Residential Design Guidelines. Other guidelines and standards from the Residential Design Guidelines are incorporated, as appropriate in Section 6.1.6 (Site Development Review) and Section 6.2.5.4 (Mixed-Use Commercial/Residential).

FIGURE 6.1 ACBD ZONING MAP



6.1.3 Organization and Use

The Code consists of the following sections:

Section 6.1- Applicability and Administration. This Section establishes the purpose for and applicability of existing and new standards to property and rights-of-way within the boundaries identified in Figure 6.1.1. This Section also provides permit and processing procedures that apply to property within the boundaries identified in Figure 6.1.1.

Section 6.2- Specific to Zones and Allowed Uses. This Section establishes and defines the zones for the ACBD SP Area and defines the allowed uses, permit requirements, and development standards for each zone. This Section also provides additional standards and requirements that apply to a specific use.

Section 6.3- Frontage Standards. This Section establishes frontage standards for the zones. The Section defines the character of the zones, and provides a table of all applicable frontage requirements.

Section 6.4- Parking Standards. This Section provides parking requirements for the ACBD Plan Area.

Section 6.5- Sign Standards. This section provides sign standards that apply to the ACBD Plan Area.

Section 6.6- Definitions. This Section provides definitions of terms and phrases used in the Code. This Section supplements or when in conflict, replaces the definitions of the ACGOC.

6.1.4 Administration

6.1.4.1 Processing

As stated in Section 6.1.1., this Chapter acts as the zoning regulations for the Plan Area. Unless specified otherwise herein, the ACBD Code shall be administered per ACGOC Title 17 and enforced by the Planning Department, West County Board of Zoning Adjustments, Planning Commission, and Board of Supervisors.

6.1.4.2 Applications

All applications for property located within the ACBD Code boundaries shall be subject to the review and approval of the review authority identified in Table 6.1.1.

6.1.4.3 Multiple Applications

Multiple applications for the same project shall be processed concurrently, and shall be reviewed, and approved or denied by the highest review authority designated by this Code for any of the permits or approvals (i.e., a project for which applications for General Plan amendment and a Minor Use Permit are filed shall have both applications decided by the Board of Supervisors, instead of the Planning Director acting upon the Minor Use Permit as otherwise required by Table 6.1.1).

6.1.4.4 Enforcement and Penalties

- A.** The ACBD Code will be enforced in compliance with ACGOC 17.58 (Enforcement).
- B.** A violation of the ACBD Code constitutes a violation of the ACGOC in accordance with ACGOC 17.58.060 (Violation-Penalty) and is subject to ACGOC 17.59 (Abatement Procedures).

6.1.4.5 Alameda County General Ordinance Code Procedures

When not in conflict with the provisions of this Code, applications for property within the ACBD Plan Area has available all of the legislative, administrative, and permit procedures, including administrative relief, as provided in the ACGOC. Such options include, but are not limited to:

- Conditional Use Permits (see ACGOC 17.54.130)
- Zoning Ordinance Amendments (See ACGOV 17.54.720)
- Variances (see ACGOC 17.54.780)
- Reasonable Accommodation (see ACGOC 17.60)

6.1.5 Minor Use Permit

6.1.5.1 Purpose

A Minor Use Permit (MUP) provides a process for reviewing uses that may be appropriate in the applicable zone, but whose effects on a site and surroundings cannot be determined before being proposed for a specific site. The purpose of a Minor Use Permit is to provide sufficient flexibility and to reduce processing times for projects that are consistent with and further the objectives of the ACBD Specific Plan.

6.1.5.2 Applicability

A Minor Use Permit is required to authorize land uses identified by Table 6.2.2 as being allowed subject to the approval of a MUP in the applicable zone.

TABLE 6.1.1 REVIEW AUTHORITY

| Type of Action | Applicable Code Section | Planning Director | West County Board of Zoning Adjustments | Planning Commission | Board of Supervisors |
|---|--|-----------------------|---|-------------------------|---------------------------------|
| Administrative and Legislative Actions | | | | | |
| General Plan Amendment | ACGOC 17.54.780 - .800 | | | Recommend | Decision |
| Interpretation | ACGOC 17.54.50 - 17.54.60 | Decision | Appeal | Appeal | |
| Specific Plan Amendment | ACGOC 17.54.780 - 17.54.800 | | | Recommend | Decision |
| Zoning Map Amendment (Figure 6.1) | ACGOC 17.54.720 - 17.54.810 | | | Recommend | Decision |
| Zoning Ordinance Amendment (ACBD Code) | ACGOC 17.54.720 - 17.54.810 | | | Recommend | Decision |
| Planning Permits and Approvals | | | | | |
| Minor Use Permit (MUP) | Section 6.1.5 | Decision | Appeal | Appeal | |
| Conditional Use Permit (CUP) | ACGOC 17.54.130 - 17.54.200 | | Decision | Decision | Appeal |
| Minor Modification | Section 6.1.9 | Decision | Appeal | Appeal | |
| Reasonable Accommodation | ACGOC 17.60 | Decision | | | Appeal |
| Site Development Review (SDR) | ACGOC 17.54.210 - 17.54.290, Section 6.1.6 | Decision (non-garage) | Decision (garage) | Recommend (billboards) | Decision (billboards) Appeal |
| Temporary Use Permit (TUP) | Section 6.1.8 | Decision | Appeal | Appeal | |
| Variance | ACGOC 17.54.780 - 17.54.120 | | Decision (all other) | Decision (w/CUP or SDR) | Appeal |
| Zoning Approval | ACGOC 17.54.10 - 17.54.40 | | | Recommend | Decision |

6.1.5.3 Review Authority

The application for a Minor Use Permit shall be reviewed and approved or denied by the Planning Director. The decision shall be final, subject to appeal in compliance with ACGOC 17.54.670 (Appeals). The Planning Director may choose to refer any Minor Use Permit application to the Planning Commission for review and final decision.

6.1.5.4 Application Filing, Processing, and Review

A. Application filing and processing.

The application shall be filed with the Alameda County Planning Department in accordance with this Section, include the information and materials specified in the most up-to-date Department handout for a Minor Conditional Use Permit, together with the required fee. It is the responsibility of the applicant to provide evidence in support of the findings required by Section 6.1.5.4. (Findings and Decision), below.

B. Application review.

Each application shall be reviewed by the Planning Director to ensure that the proposal complies with all applicable requirements of this Code.

6.1.5.5 Public Hearing and Notice

A. Public hearing.

A public hearing is not required for a Minor Use Permit decision.

B. Notice.

Before a decision on a Minor Use Permit, the Department shall provide notice in compliance with ACGOC 17.54.830.D for similar approvals which do not require a public hearing. The notice shall state that the Planning Director will decide whether to approve or deny the Minor Use Permit application on a date specified in the notice and that the decision is appealable.

C. Request for hearing.

Where the application does not require another planning permit or approval, any person may request that the Planning Director hold a public hearing on the MUP. Such request must be made in writing to the Planning Director at least fifteen (15) business days prior to the notice of decision on a MUP application. If requested, the Planning Director shall conduct a hearing on the application for the MUP within thirty (30) business days of the date of the

notice of decision for the MUP application, at which all reasonable evidence and credible testimony shall be considered. Notice for the public hearing shall be provided in compliance with ACGOC 17.54.830.B.

6.1.5.6 Findings and Decision

A. Review authority's action.

An application for a Minor Use Permit may be approved subject to conditions or denied by the review authority. The review authority may impose any conditions or time limits deemed reasonable and necessary to ensure that the approval will comply with the findings required by this Section.

B. Required findings.

The review authority may approve a Minor Use Permit only after first making all of the following findings:

1. The proposed use is consistent with the General Plan and ACBD Specific Plan;
2. The proposed use is allowed an MUP within the applicable zone and complies with all other applicable provisions of the ACGOC and ACBD Code;
3. The design, location, size, and operating characteristics of the proposed activity will be compatible with the existing and future land uses in the vicinity;
4. The site is physically suitable in terms of:
 - a. Its design, location, shape, size, and operating characteristics of the proposed use;
 - b. The provision of public and emergency vehicle (e.g., fire and medical) access;
 - c. Public protection services (e.g., fire protection, police protection, etc.);
 - d. The provision of utilities (e.g., potable water, schools, solid waste collection and disposal, storm drainage, wastewater collection, treatment, and disposal, etc.); and
 - e. The type, density, and intensity of use being proposed will not endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or general welfare, or be materially detrimental or injurious to the improvements, persons, property, or uses in the vicinity and zone in which the property is located.

6.1.5.7 Permit to Run with the Land

A Minor Use Permit approved in compliance with the provisions of this Section shall continue to be valid upon a change of ownership of the business, parcel, service, structure, or use that was the subject of the permit application in the same area, configuration, use, and manner as it was originally approved in compliance with this Section.

6.1.5.8 Post Decision Procedures

A. Duration and revocation.

1. A Minor Use Permit becomes null and void if not used within 12 months following its effective date, or within a shorter time specifically prescribed as a condition of the Minor Use Permit, or at the expiration of an associated development permit if that occurs at a later time. The applicable review authority may, without a hearing, extend the time for a maximum period of one additional 12-month period only, upon application filed with the Planning Department before the expiration of the 12-month or shorter time period.
2. In any case where the conditions of a Minor Use Permit have not been or are not being complied with, the applicable review authority shall give written notice to the permittee of intention to revoke or modify the Minor Use Permit and shall set a date for a public hearing upon the proposed revocation or modification. The notice shall be served on the owner of the subject property by mailing the notice to the owner at the address shown on the last equalized assessment roll at least 10 days before the date of the hearing, and specify the date, time, and place when and where it will be held. Following the hearing, and if the applicable review authority finds that there is good cause therefore, the review authority may revoke or modify the Minor Use Permit.
3. If a use granted under a Minor Use Permit is abandoned for a period of 6 months, the Minor Use Permit shall expire.
4. Minor Use Permit may be subject to time limits and expiration in accordance with Section 6.1.5.6.

B. Penalty for violations.

1. The violation by any person of any provision or condition of a Minor Use Permit granted under the terms of this Section is an infraction, punishable in compliance with ACGOC 17.58 (Enforcement).
2. Each person is guilty of a separate offense for each and every day during any portion of which a violation is committed, continued, or permitted, and shall be punished accordingly.

6.1.6 Site Development Review

6.1.6.1 Purpose

The purpose of this Section is to provide a Site Development Review process to ensure that all approved site and structural development:

- Promotes the orderly development of the ACBD Plan Area in compliance with the goals, objectives, and policies of the Eden Area General Plan and the ACBD Specific Plan;
- Protects and enhances property values by encouraging high quality and aesthetically pleasing development;
- Respects the physical and environmental characteristics of the site;
- Ensures safe and convenient access and circulation for pedestrians, bicycles, and motor vehicles;
- Exemplifies the high quality materials and design practices; and
- Allows for and encourages individual identity for specific structures and uses.

6.1.6.2 Applicability

A. Site Development Review required.

Unless the project is exempted under Subsection 6.1.6.3, no Building or Grading Permit shall be issued until Site Development Review is completed.

B. Other permits and approvals.

Site Development Review may also be required in compliance with this Section in connection with the granting of a Conditional Use Permit or Variance in any zone.

C. Billboards and Garage Conversions.

For Billboard relocation or garage conversions, see ACGOC 17.54.210-17.54.290

6.1.6.3 Exemptions

A. Referral to Planning Director.

The Building Official shall refer to the Planning Director all applications for Building or Grading Permits in order to determine applicability with the provisions of this Code. The referral shall result in determination of one of the following:

1. If the requested type of construction requires a Site Development Review, the review shall be filed for and conducted in compliance with this Section.
2. If the requested type of construction qualifies for an exemption specified in Subsection B.

B. Exemptions from Site Development Review.

The following types of activities are exempt from the Site Development Review provisions of this Section but shall comply with all other applicable requirements of this Code, the ACGOC, and the Alameda County Municipal Code:

1. **Residential Development.** Alterations to and new residential construction of four or fewer dwelling units located on one or more contiguous parcels under the same ownership that are not part of a mixed-use project.
2. **New/additions/remodeling of existing commercial structures.** New construction, additions or remodeling of existing commercial structures not exceeding 1,000 square feet;
3. **Fences or walls.**
 - a. Residential zones. New fences or walls located in the Residential (R) or Corridor Neighborhood (CN) Zones, on property in residential use when located and constructed in compliance with the provisions of the ACGOC and this Code;
 - b. Commercial zones. New fences or walls located in the Corridor Neighborhood Commercial (CN-C), Corridor Mixed-Use Residential (CMU-R), Corridor Mixed-Use Commercial (CMU-C), District Mixed-Use (DMU), District Commercial (DC), or Bayfair Corridor (BC) zones, when

located in interior side or rear yards not abutting a public right-of-way or residential use, and when constructed in compliance with the provisions of the ACGOC and this Code;

4. Minor façade and site plan modifications.

Minor façade and site plan modifications, including but not limited to: replacement of windows and doors where the work does not require a Building Permit, handicapped-accessible ramps, installation of bicycle lockers, landscaping, utilities with minimal above-ground structures, and minor architectural enhancements to commercial or institutional structures;

5. **Accessory structures.** Accessory structures not exceeding 120 square feet.

6. **Satellite dish antennae.** Satellite dish antennae (roof-mounted and ground-mounted) for personal use;

7. **Signs.** New signs and change of sign copy on existing signs which conform to an approved Sign Permit.

6.1.6.4 Review Authority

An application for Site Development Review shall be reviewed and approved or denied by the Planning Director. The decision shall be final, subject to appeal in compliance with ACGOC 17.54.670 (Appeals). The Planning Director may choose to refer any Site Plan Review to the Planning Commission for review and final decision.

6.1.6.5 Application Filing, Processing, and Review

A. Application filing and processing.

The application shall be filed with the Alameda County Planning Department and include the information and materials in the most current Department publication for Site Development Review applications together with the required fee. In the event a Site Development Review is requested in conjunction with another planning permit application (Conditional Use Permit, Variance, etc.), no fee shall be charged for the Site Development Review. It is the responsibility of the applicant to provide evidence in support of the findings required by Subsection 6.1.6.7. (Findings and Decision), below.

B. Application review.

Each application for a Site Development Review shall be reviewed by the Planning Director to ensure

that the application is consistent with this Section, applicable development standards and regulations of this Code, and any adopted design guidelines and policies that may apply.

During the course of the review process, the Planning Director may require the submittal of additional information or revised plans, in which case, the applicant shall be notified in writing of any revisions or additional information required. Failure to submit the required information within 30-days or within a longer period of time designated by the review authority may be cause for denial.

6.1.6.6 Public Hearing and Notice

A public hearing shall be scheduled and noticed for any complete Site Development Review application in compliance with ACGOC 17.54.830 (Public Notice).

6.1.6.7 Findings and Decision

A. Review authority's action.

The review authority may impose any conditions deemed reasonable and necessary to ensure that the approval will comply with the findings required by this Section.

B. Required findings.

In granting Site Development Review approval, the review authority shall first make all of the following findings:

1. The proposed project would be harmonious and compatible with existing development and with the overall character of the neighborhood;
2. The location, size, design, and operating characteristics of the proposed project would promote the orderly growth of the County and would not be detrimental to the public interest, health, safety, convenience, or welfare of neighboring properties or to that of the overall community;
3. Site and architectural design and functional plan of the structure(s) and related improvements, including landscaping, are of reasonable aesthetic quality and implement the objectives of the ACBD Specific Plan;
4. Structure(s) and related improvements, including access and parking, are suitable for the proposed use of the property, consistent with the intent of the applicable zone, promote orderly development in

the vicinity of the subject site, and provide adequate consideration of the existing and contemplated uses of land; and

5. The design and layout of the proposed project are consistent with the General Plan, the ACBD Specific Plan, and the development standards of this Code.

6.1.6.8 Issuance of Other Required Permits, Approvals

A. Permits for grading, structures, and uses.

Upon approval or conditional approval of a Site Development Review, or a revised Site Development Review, subsequent permits may be issued for grading, structures, and uses.

B. Compliance with Site Development Review.

Grading shall not be commenced and no structure shall be altered, enlarged, erected, moved, or rebuilt subject to the provisions of this Section, except in compliance with the approved Site Development Review and the conditions imposed.

C. Determination by Planning Director.

Compliance shall be determined by the Planning Director, or in the case of disagreement with the applicant, by the applicable review authority.

6.1.6.9 Minor Changes by the Planning Director

Modifications to an approved Site Development Review or any condition set forth in the action of approval shall be heard and decided on by the Planning Director, subject to the same procedure and regulations as those applicable to the original application.

6.1.6.10 Post Decision Procedures

A. Duration. A Site Development Review becomes null and void if not used within 12 months following its effective date, or within a shorter time specifically prescribed as a condition of the Site Development Review, or at the expiration of an associated development permit if that occurs at a later time. The applicable review authority may, without a hearing, extend the time for a maximum period of one additional 12-month period only, upon application filed with the Department before the expiration of the 12-month or shorter time period.

B. Revocation. In any case where the conditions of a Site Development Review have not been or are not being complied with, the Planning Director shall give written notice to the permittee of intention to revoke or modify the Site Development Review and shall set a date for a public hearing for the proposed revocation or modification. The notice shall be served on the owner of the subject property by mailing the notice to the owner at the address shown on the last equalized assessment roll at least 10 days before the date of the hearing, and specify the date, time, and place when and where it will be held. Following the hearing, and if the applicable review authority finds that there is good cause therefore, the review authority may revoke or modify the Site Development Review.

C. Penalty for violations.

The violation by any person of any provision or condition of a Site Development Review granted under the terms of this Section is an infraction, punishable in compliance with ACGOC 17.58 (Enforcement) and 17.59 (Abatement Procedures)..

6.1.7 Temporary Use Permit

6.1.7.1 Purpose

This Section establishes procedures and standards for Temporary Use Permits for the short-term activities specified in this Section. These are activities that may not be appropriate as permanent uses, but may be acceptable because of their temporary nature and potential to contribute to the objectives of the ACBD Specific Plan, if reviewed and appropriately conditioned in compliance with this Section.

6.1.7.2 Applicability

A Temporary Use Permit is required to allow the short-term activities specified in Section 6.2.5.7 (Temporary Uses).

6.1.7.3 Review Authority

The application for a Temporary Use Permit shall be reviewed and approved or denied by the Planning Director. The decision shall be final, subject to appeal in compliance with ACGOC 17.54.670 (Appeals).

6.1.7.4 Application Filing, Processing, and Review

A. Application filing and processing.

The application shall be filed with the Alameda County Planning Department and include the information and materials in the most current Department publication for Temporary Use Permit applications together with the required fee. It is the responsibility of the applicant to provide evidence in support of the findings required by Subsection 6.1.7.8. (Findings and Decision), below.

B. Application review.

Each application shall be reviewed by the Planning Director to ensure that the proposal complies with all applicable requirements of this Code.

6.1.7.5 Public Hearing and Noticing

A. Public hearing.

A public hearing is not required for a Temporary Use Permit decision.

B. Notice.

Before a decision on a Temporary Use Permit, the Department shall provide notice in compliance with ACGOC 17.54.830.D for similar approvals that do not require a public hearing. The notice shall state that the Planning Director will decide whether to approve or deny the Temporary Use Permit application on a date specified in the notice and that the decision is appealable.

C. Request for hearing.

Where the application does not require another planning permit or approval, any person may request that the Planning Director hold a public hearing on the TUP. Such request must be made in writing to the Planning Director at least fifteen (15) business days prior to the notice of decision on a Temporary Use Permit application. If requested, the Planning Director shall conduct a hearing on the application for the Temporary Use Permit within thirty (30) business days of the date of the notice of decision for the Temporary Use Permit application, at which all reasonable evidence and credible testimony shall be considered. Notice for the public hearing shall be provided in compliance with ACGOC 17.54.830.B.

6.1.7.6 Findings and Decisions

The Planning Director may approve a Temporary Use Permit subject to making all of the following findings:

- A.** The location, operation and time period of the temporary use will not constitute a hazard to the public interest, health, safety, or general welfare.
- B.** The operation of the temporary use will not be detrimental to adjoining properties through the creation of excessive dust, light, noise, odor, or other objectionable characteristics.
- C.** The proposed lot is adequate in size and shape to accommodate the temporary use without detriment to the enjoyment of other properties located adjacent to and in the vicinity of the subject lot.
- D.** The proposed lot is adequately and safely served by streets having sufficient capacity and improvements to accommodate the quantity of traffic that the temporary use will or could reasonably be expected to generate.
- E.** Adequate temporary parking to accommodate vehicular traffic to be generated by the use will be available either on-site or at an acceptable off-site location.
- F.** The location of the temporary use is within private property as authorized by the property owner and will not occur within public right-of-way.

6.1.7.7 Conditions of Approval

In approving a Temporary Use Permit application, the Planning Director may impose conditions that are deemed reasonable and necessary to ensure that the permit would be in full compliance with the findings required by Section 6.1.7.6 (Findings and Decision). This may include conditions from other County departments (e.g., Public Works) that may have a direct effect on the operation of the temporary use. Conditions may address any pertinent factors affecting the operation of the temporary event or use to ensure that the operation of the proposed event or use is temporary in nature.

6.1.7.8 Condition of the Site Following Temporary Use

Each site occupied by a temporary use shall be cleaned of debris, litter, or any other evidence of the temporary use upon completion or removal of the use.

6.1.7.9 Post Decision Procedures

A. Duration and revocation.

- 1.** A Temporary Use Permit becomes null and void if not used within 6 months following its effective date, or within a different time specifically prescribed as a condition of the Temporary Use Permit, or at the expiration of an associated development permit if that occurs at a later time. The applicable review authority may, without a hearing, extend the time for a maximum period of one additional 6-month period only, upon application filed with the Department before the expiration of the 6-month or shorter time period.
- 2.** In any case where the conditions of a Temporary Use Permit have not been or are not being complied with, the applicable review authority shall give written notice to the permittee of intention to revoke or modify the Temporary Use Permit and shall set a date for a public hearing upon the proposed revocation or modification. The notice shall be served on the owner of the subject property by mailing the notice to the owner at the address shown on the last equalized assessment roll at least 10 days before the date of the hearing, and specify the date, time, and place when and where it will be held. Following the hearing, and if the applicable review authority finds that there is good cause therefore, the review authority may revoke or modify the Temporary Use Permit.
- 3.** If a structure or use granted under a Temporary Use Permit is abandoned for a period of 30-days, the Temporary Use Permit shall expire.

B. Penalty for violations.

- 1.** The violation by any person of any provision or condition of a Temporary Use Permit granted under the terms of this Section is an infraction, punishable in compliance with ACGOC 17.58 (Enforcement).
- 2.** Each person is guilty of a separate offense for each and every day during any portion of which a violation is committed, continued, or permitted, and shall be punished accordingly.

6.1.8 Nonconforming Provisions

All provisions lawfully existing before the adoption of the ACBD Code shall comply with the applicable provisions of this Section.

6.1.8.1 Purpose and Intent

A. Purpose.

This Section provides regulations for nonconforming land uses, structures, and parcels that were lawful before the adoption, or amendment of the ACBD Code, but which would be prohibited, regulated, or restricted differently under the current terms of the ACBD Code or a future amendment that changed applicable requirements.

B. Intent.

1. In order to limit the number and extent of nonconforming uses, structures, and parcels created by adoption of the ACBD Code, it is the County's intent to generally allow nonconformities to continue until they are removed, but not to encourage their long-term survival.
2. It is further the intent of this Section that, except in compliance with this Section, nonconformities shall not be altered, enlarged, expanded, extended, moved, reconstructed, or reestablished after abandonment or discontinuance or restored after involuntary destruction.
3. This Section shall not apply to any use or structure established in violation of the previously adopted Zoning Ordinance or the 1995 ACBD Specific Plan and Code, unless the use or structure presently conforms to the provisions of the ACBD Code.

6.1.8.2 Proof of Legal Nonconformity

The property owner has the burden to prove the claim of legal nonconformity and the related protected status that comes with that claim as specified in this Section.

A. Property owner's responsibility.

The property owner shall provide sufficient evidence to the satisfaction of the Planning Director that the subject property is a legal nonconformity as specified in this Section.

B. County is not responsible.

The County is not responsible to prove the absence of legal nonconformity.

C. Appeal of determination.

The Planning Director's determination of legal nonconformity shall be appealable to the Planning Commission.

6.1.8.3 Restrictions on Nonconforming Uses and Structures

A legal nonconforming land use and the use of a legal nonconforming structure, as those terms are defined in Section 6.5 (Definitions) may be continued, including transfers of ownership, provided that their continuation shall comply with the requirements of this Section. See Section 6.1.8.4 (Residential Exemptions), below for exceptions regarding certain residential uses and structures.

A. Nonconforming uses.

1. Continuance of a legal nonconforming use. The continuance of a legal nonconforming use shall be allowed subject to all of the following provisions:

- a. Change of ownership. Change of management, ownership, or tenancy of a nonconforming use shall not affect its nonconforming status, provided that the use and intensity of use, as determined by the Planning Director, does not change.
- b. Exterior improvements. Minor exterior improvements (e.g. façade improvements) of any property on which a nonconforming use exists is allowed, provided the improvements are consistent with the goals of the ACBD SP and the square footage of the building or the number of dwelling units is not increased.
- c. Additional development. Additional development (e.g., alteration, enlargement, extension, or reconstruction) of any property on which a nonconforming use exists shall require that all new development be in compliance with the applicable provisions of the ACBD Code.
- d. Conversion of a nonconforming use. If a nonconforming use is converted to a conforming use, no nonconforming use may be resumed.

e. Changes of use. A nonconforming use shall not be established or replaced by another nonconforming use, nor shall any nonconforming use be expanded or changed, except as provided in this Section.

f. Nonconforming sale of alcoholic beverages. A nonconforming use engaged in the sale of alcoholic beverages shall comply with ACGOC 17.52.695 (Nonconforming sale of alcoholic beverages).

2. Use of lands without structures.

a. If any lands upon which no structure of any kind is located are used for a purpose which is not in compliance with the regulations of the zone in which the property is located, the use may continue for a period of up to five years from the date of the adoption of the ACBD Code.

b. After the expiration of the five-year period, the lands shall be used only in compliance with the regulations of the zone in which it is located.

B. Nonconforming structures.

1. Alteration. Nonconforming structures shall not be altered so as to increase the difference between the existing nonconforming conditions and the development standards of the ACBD Code specified in the regulations for the zone in which the structure is located.

2. Enlargement or moving. Nonconforming structures shall not be enlarged, extended, moved, or reconstructed unless the new location or enlargement, extension, or reconstruction conforms to the current development standards for the zone in which the structure is located.

3. Change of use. A business conducted within a nonconforming structure may change to a new use in compliance with ACGOC 17.52.060 (Nonconforming Building-Exception).

4. Ordinary maintenance, repairs, and replacements. Nonconforming structures may undergo ordinary maintenance, minor repairs and partial replacements, so long as the cost of replacement in any period of

twelve (12) months does not exceed forty (40) percent of the assessed value of the building according to the assessment thereof by the County Assessor for the fiscal year in which the work is done, and provided further that square footage of the building or the number of dwelling units is not increased.

6.1.8.4 Residential Exemptions

An involuntarily damaged or destroyed nonconforming single- or multifamily dwelling unit may be reconstructed or replaced with a residential structure with the same use, footprint (including preexisting nonconforming setbacks), height, and number of dwelling units, in compliance with current Building and Fire Code requirements.

6.1.8.5 E. Loss of Nonconforming Status

A. Termination by discontinuance.

1. Nonconforming use. If a nonconforming use is discontinued for a continuous period of six (6) or more consecutive months, the use shall lose its legal nonconforming status, and the continued use of the property shall be required to be in compliance with the applicable provisions of the ACBD Code. Discontinuance includes cessation of a use regardless of the intent to resume the use

2. Nonconforming structure. If the use of a nonconforming structure is discontinued for a continuous period of six (6) months, the structure shall lose its legal nonconforming status, and shall be removed or altered to conform to the applicable provisions of the ACBD Code.

3. Evidence to support the claim of discontinuance. The use of a nonconforming use or structure shall be considered discontinued when any of the following apply:

a. The intent of the owner to discontinue use of the nonconforming use or structure is apparent, as determined by the Planning Director;

b. Where characteristic furnishings and equipment associated with the use have been removed and not replaced with equivalent furnishings and equipment during this time, and where normal occupancy and/or use has been discontinued; or

- c. Where there are no expense or sales receipts available for the discontinued period.

B. Termination by destruction.

If a nonconforming structure, or a conforming structure occupied by a nonconforming use, is involuntarily damaged or destroyed as a result of an accident or by earthquake, fire, flood, or other acts of nature, the following regulations apply, except as provided by Subsection 6.1.8.4 (Residential Exemptions) above. The proportion of damage or partial destruction shall be based upon the ratio of the estimated cost of restoring the building to its prior condition to the estimated cost of duplicating the entire structure as it existed prior thereto. Estimates for this purpose shall be made by the building official.

1. **75 percent or less.** If the cost of repairing or replacing the damaged portion of the structure is 75 percent or less of the appraised value of the structure immediately before the damage, the structure may be restored to no more than the same size, building envelope, and use, and the use continued, provided that such restoration is permitted by the County Building Code and is started within one year after such damage and diligently prosecuted to completion.
2. **Exceeds 75 percent.** If the cost of repairing or replacing the damaged portion of the structure exceeds 75 percent of the appraised value of the structure immediately before the damage, or the structure is voluntarily razed or is required by law to be razed, the structure shall not be restored except in full compliance with the applicable regulations for the zone in which it is located and the nonconforming use shall not be resumed.

6.1.8.6 F. Effect of Conditional/Minor Use Permit Requirements

A. Absence of Conditional/Minor Use Permit.

A use lawfully existing without the approval of a Conditional Use Permit or Minor Use Permit that would be required by the ACBD Code shall be deemed conforming only to the extent of its previous lawful use (e.g., maintaining the same site area boundaries, hours of operation, etc.). Any change in use would require the approval of a Conditional Use Permit or Minor Use Permit as required by the ACBD Code.

B. Previous Conditional/Minor Use Permit in Effect.

A use that was authorized by a Conditional Use Permit or Minor Use Permit but is not allowed by the ACBD Specific Plan in its current location may continue, but only in compliance with the original Conditional Use Permit or Minor Use Permit conditions of approval.

6.1.9 Minor Modification

6.1.9.1 Purpose

The purpose of a Minor Modification is to streamline and expedite the permitting process involving minor deviations to Zoning Code requirements that may be appropriate due to parcel size, access constraints, existing conditions on adjacent parcels, and adaptive reuse of existing structures, among other circumstances. The Planning Director shall have the authority to grant minor modifications to certain development standards and regulations of this Code when such requests constitute a reasonable use of the property not permissible under a strict interpretation of this Code.

6.1.9.2 Modification Allowed

When the strict interpretation of this Code precludes a reasonable use and enjoyment of the property not otherwise permissible under the existing regulations, the Planning Director may grant approval of Minor Modifications listed in Table 6.1.2 (Minor Modification Allowed) that do not increase the height, number of dwelling units, or intensity of use.

6.1.9.3 Public Hearing and Notice

A. Public hearing.

A public hearing is not required for a Minor Modification decision.

B. Notice.

Before a decision on a Minor Modification, the Department shall provide notice in compliance with ACGOC 17.54.830.D for similar approvals that do not require a public hearing. The notice shall state that the Planning Director will decide whether to approve or deny the Minor Modification request on a date specified in the notice and that the decision is appealable.

C. Request for hearing.

Where the application does not require another planning permit or approval, any person may request that the Planning Director hold a public hearing on

| TABLE 6.1.2 MINOR MODIFICATION ALLOWED | |
|--|---|
| Type of Minor Modification Allowed | Maximum Modification |
| Decrease/increase in required front setback | 5%, or 2 feet, whichever is lower |
| Decrease/increase in required rear or side setback | 10% |
| Increase in driveway width | 10% |
| A decrease or increase in the number of parking spaces | Determined on a case-by-case basis. See also Section 6.4 for parking reduction and modification procedures. |
| A reduction in the landscaping requirements for mixed-use projects | Determined on a case-by-case basis |
| A decrease or increase in the minimum FAR | 10%, not to exceed maximum FAR |

the Minor Modification. Such request must be made in writing to the Planning Director at least fifteen (15) business days prior to the notice of decision on a Minor Modification. If requested, the Planning Director shall conduct a hearing on the request for Minor Modification within thirty (30) business days of the date of the notice of decision for the Minor Modification, at which all reasonable evidence and credible testimony shall be considered. Notice for the public hearing shall be provided in compliance with ACGOC 17.54.830.B.

6.1.9.4 Findings and Decision

The Planning Director may approve a Minor Modification subject to making all of the following findings:

A. The minor modification will not increase the height, number of dwelling units, or intensity of use.

B. The maintenance or operation of the use, building or structure shall not be detrimental to the health, safety and general welfare of persons residing or working within the immediate vicinity or to property and improvements in the neighborhood and vicinity,

C. The maintenance or operation of the use, building or structure shall be consistent with the ACBD SP, Eden Area General Plan and compatible in architecture and design with existing and anticipated development in the vicinity, including the aspects of site planning, land coverage, landscaping, appearance, scale of structures and open space and any other applicable features relative to a compatible and attractive development of the area,

D. Granting the minor modification would not grant special privileges not enjoyed by surrounding property owners.

6.2 Specific to Zones and Allowed Uses

6.2.1 Purpose

This Section establishes the zones and standards for each zone based on the intent of the Ashland and Cherryland Business District Specific Plan.

Figure 6.1 identifies the applicable zones and the parcels within their boundaries.

6.2.2 Form Based Code and the Transect Approach

6.2.2.1 Intent

Form-Based Codes are an alternative approach to traditional “use-based”, or Euclidean Zoning, that reinforces walkable, sustainable, mixed-use environments and development and builds upon the character of a place. Form- Based Codes, which rely on form rather than use to achieve a desired result or vision, may have more predictable results than Euclidean Zoning Codes, while also allowing a greater degree of development flexibility to catalyze change and promote economic development. The certainty in the entitlement process afforded by Form-Based Codes translates to reduced time and cost to the applicant, helping attract new investment and stimulate growth.

“Form-based codes foster predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code. They are regulations, not mere guidelines, adopted into city or county law. Form based codes offer a powerful alternative to conventional zoning.”

~ Form-Based Codes Institute

6.2.2.2 The Urban to Rural Transect

The transect is an organizing principle often used in Form-Based Coding that focuses first on the intended character and type of place and second on the mix of uses within. This differs from the framework found in conventional or Euclidean zoning in which use, rather than form, is the primary focus.

“The Rural-to-Urban Transect is a means for considering and organizing the human habitat in a continuum of intensity that ranges from the most rural condition to the most urban. It provides a standardized method for differentiating between the intentions for urban form in various areas using gradual transitions rather than harsh distinctions. The zones are primarily classified by the physical intensity of the built form, the relationship between nature and the built environment, and the complexity of uses within the zone.”

~ Form-Based Codes: A Guide to Planners, Urban Designers, Municipalities, and Developers, by Parolek and Crawford

The model transect for American cities is divided into six transect zones or T-zones: Natural (T1), Rural (T2), Sub-urban (T3), General Urban (T4), Urban Center (T5), and Urban Core (T6), together with a Special District (SD) designation for areas with specialized purposes (e.g., heavy industrial, transportation, entertainment, or university districts, among other possibilities). The ACBD Code is based on this urban to rural transect approach, and adapted to meet the conditions, vision, and needs of the ACBD Plan Area. The ACBD Plan Area fits within the T3 to T5 transect zones, where the residential areas are similar to the T3 zone, the corridors similar to the T4 zone, and the Districts similar to the T5 zone.

6.2.2.3 ACBD Specific Plan Framework

The Transect approach is applied to the ACBD District, Corridor, and Neighborhood framework of the ACBD Specific Plan. Properties subject to the ACBD Code are regulated by the Zones in Table 6.2.1.

| TABLE 6.2.1 ZONES | |
|--|---|
| Zone | Description |
| District Mixed Use [DMU] | General applicability. Ashland and Cherryland Districts. Intent. To provide a vibrant, walkable urban main street mixed-use commercial environment that supports public transportation alternatives and provides locally- and regionally-serving commercial, retail, and entertainment uses, as well as a variety of urban housing choices. |
| District Commercial [DC] | General applicability. Four Corners District. Intent. To provide a vibrant, walkable urban main street commercial environment that serves as the focal point for the surrounding neighborhoods and provides locally- and regionally-serving commercial ,retail, and entertainment uses. |
| Bayfair Corridor [BC] | General applicability. Bayfair Corridor Intent. To provide a vibrant mixed-use environment adjacent to public transit that strengthens present and future commercial opportunities, serves daily needs of surrounding neighborhood residents, and accommodates growth and infill. |
| Corridor Mixed-Use - Residential [CMU-R] | General applicability. Cherryland Corridor Intent. To provide an urban form that can accommodate a very diverse range of uses, including mixed-use and commercial services, to encourage revitalization and investment. Commercial allowed as a secondary use. |
| Corridor Mixed-Use - Commercial [CMU-C] | General applicability. West Eden and Cherryland Corridors Intent. To support neighborhood-serving commercial uses on small and medium-sized lots in various structures, including house form building types. Residential allowed as a secondary use. |
| Corridor Neighborhood - Commercial [CN-C] | General applicability. West Eden Corridor Intent. To support neighborhood-serving commercial uses on small and medium-sized lots in various structures, including house form building types. Residential allowed as a secondary use. |
| Corridor Neighborhood [CN] | General applicability. Central Lewelling Corridor Intent. To accommodate a variety of uses appropriate in a neighborhood setting such as medium density housing choices and a limited amount of retail, commercial, and office uses as allowed in the Eden Area General Plan. |
| Residential [R] | General applicability. Four Corners and Central Lewelling Neighborhoods Intent. To preserve existing and allow new small-to-medium lot detached homes and reinforce their role within a walkable neighborhood. |
| Public [P] | General applicability. San Lorenzo High School, San Lorenzo Cemetery Intent. To allow for public serving uses such as schools. |
| Open Space [OS] | General applicability. Meek Estate Park Intent. To preserve land for parks and open space for active or passive recreational use. |
| Auto Overlay [A-O] | General applicability. Cherryland Corridor Intent. To establish an area where auto related businesses are allowed by right in order to implement policies and programs in the Ashland and Cherryland Business District Specific Plan. The zone will accommodate a variety of uses and jobs to reduce displacement and concentrate auto uses. |

6.2.3 Allowed Land Uses and Permit Requirements

| TABLE 6.2.2 ALLOWED LAND USES (1) | | | | | | | | | | | |
|--|------------------------|------|-----|-----|-------|-----------|------|---------|-----|---|-----|
| Land Use Type | Specific Use Standards | Zone | | | | | | | | | |
| | | DMU | DC | BC | CMU-C | CMU-R (2) | CN-C | CN (3) | R | P | OS |
| Key: P = Allowed by Right MUP = Minor Use Permit Required - = Use Not Allowed CUP = Conditional Use Permit Required TUP = Temporary Use Permit Required | | | | | | | | | | | |
| Entertainment and Recreation | | | | | | | | | | | |
| Adult entertainment activity | | - | - | - | - | - | - | - | - | - | - |
| Health/Fitness facility <5,000 sf | | MUP | MUP | MUP | MUP | - | - | - | - | - | - |
| Health/Fitness facility >5,000 sf | | CUP | CUP | CUP | CUP | - | - | - | - | - | - |
| Indoor/Outdoor Recreation | | CUP | CUP | - | CUP | - | - | - | - | - | MUP |
| Park, playground (4) | | P | P | P | P | P | P | P | P | P | P |
| Studio: art, dance, martial arts, music, etc. | | P | P | P | P | P (2) | P | P (3) | - | - | - |
| Theater, cinema, or performing arts | | P | P | P | P | P (2) | - | - | - | - | - |
| Office, Civic, and Public Assembly | | | | | | | | | | | |
| Government | | P | P | P | P | P | P | P (3) | P | P | - |
| Library, museum, or art gallery | | P | P | P | P | P (2) | - | - | - | - | MUP |
| Office, general | | P | P | P | P | - | P | P (3) | - | - | - |
| Meeting facility, public or private | | P | P | P | P | - | - | - | CUP | - | MUP |
| School, public or private | | MUP | MUP | MUP | P | - | - | - | CUP | P | - |
| Restaurant and Food | | | | | | | | | | | |
| Drive-through Restaurant | Section 6.2.5.2 | - | - | - | MUP | - | - | - | - | - | - |
| Micro-Brewery | Section 6.2.5.1 | CUP | CUP | CUP | CUP | - | - | - | - | - | - |
| Pub/Bar/Tavern | Section 6.2.5.1 | CUP | CUP | CUP | CUP | - | - | - | - | - | - |
| Restaurant, café, coffee shop (May include alcohol sales) | | P | P | P | P | P (2) | P | MUP (3) | - | - | - |

TABLE 6.2.2 ALLOWED LAND USES (1)

| Land Use Type | Specific Use Standards | Zone | | | | | | | | | |
|--|------------------------|------|-----|-----|-------|-----------|------|---------|-----|---|----|
| | | DMU | DC | BC | CMU-C | CMU-R (2) | CN-C | CN (3) | R | P | OS |
| Key: P = Allowed by Right MUP = Minor Use Permit Required - = Use Not Allowed CUP = Conditional Use Permit Required TUP = Temporary Use Permit Required | | | | | | | | | | | |
| w/ Outside dining | Section 6.2.5.6 | P | P | P | P | MUP (2) | - | MUP (3) | - | - | - |
| Retail | | | | | | | | | | | |
| Alcohol Outlet | Section 6.2.5.1 | CUP | CUP | CUP | CUP | - | - | - | - | - | - |
| Tobacco Outlet | | CUP | CUP | CUP | CUP | - | - | - | - | - | - |
| General Retail < 10,000 sq. ft. | | P | P | P | P | P (2) | P | P (3) | - | - | - |
| General Retail > 10,001 sq. ft. | | P | P | P | MUP | - | - | - | - | - | - |
| General Retail w/ onsite production | | P | P | P | P | - | P | P (3) | - | - | - |
| Second hand/thrift stores | | P | P | P | P | P (2) | P | P (3) | - | - | - |
| Services | | | | | | | | | | | |
| Bail bonds/check cashing | | - | - | - | P | - | CUP | CUP (3) | - | - | - |
| Business service | | P | P | P | P | P (2) | P | P (3) | - | - | - |
| w/ drive through service | Section 6.2.5.2 | MUP | MUP | MUP | MUP | MUP (2) | - | MUP (3) | - | - | - |
| Care facility for the Elderly <7 | | P | P | P | P | P | P | P | P | - | - |
| Care facility for the Elderly >7 | | CUP | CUP | CUP | CUP | CUP (2) | CUP | CUP (3) | CUP | - | - |
| Commercial services | | MUP | MUP | P | P | P (2) | P | P (3) | - | - | - |
| Day Care small < 9 (6) | | P | P | P | P | P | P | P | P | - | - |
| Day Care large 9-14 (6) | | P | P | P | P | P (2) | P | P (3) | - | - | - |
| Day Care center >14 | | CUP | CUP | CUP | MUP | MUP (2) | MUP | MUP (3) | CUP | - | - |
| Emergency Shelter | ACGOC 17.52.1160-1165 | CUP | CUP | CUP | CUP | - | CUP | CUP (3) | - | - | - |
| Funeral Home/ Mortuary (5) | | P | P | P | P | P | CUP | CUP | - | - | - |
| Hotel/Motel | | P | P | P | P | - | - | - | - | - | - |
| Laundromat/Dry Cleaning | | P | P | P | P | P (2) | - | P (3) | - | - | - |

TABLE 6.2.2 ALLOWED LAND USES (1)

| Land Use Type | Specific Use Standards | Zone | | | | | | | | | |
|---|------------------------|-----------|-----|--|-----------|------------|-----------|---------|-----|---|----|
| | | DMU | DC | BC | CMU-C | CMU-R (2) | CN-C | CN (3) | R | P | OS |
| Key: | | | | | | | | | | | |
| P = Allowed by Right | | | | CUP = Conditional Use Permit Required | | | | | | | |
| MUP = Minor Use Permit Required | | | | TUP = Temporary Use Permit Required | | | | | | | |
| - = Use Not Allowed | | | | | | | | | | | |
| Medical or residential care facility <7 | ACGOC 17.54.133 | P | P | P | P | P (2) | P | P | P | - | - |
| Medical or residential care facility >7 | | CUP | CUP | CUP | CUP | - | CUP | CUP (3) | CUP | - | - |
| Medical Services | | P | P | P | P | - | P | P (3) | - | - | - |
| Personal services | | P | P | P | P | P (2) | P | P (3) | - | - | - |
| Personal services-restricted | | CUP | CUP | CUP | MUP | - | - | - | - | - | - |
| Repair, commercial (non-vehicular) | | - | - | - | P | - | - | - | - | - | - |
| Storage Garage | | - | - | - | - | - | - | - | - | - | - |
| Transitional and Supportive Housing | ACGOC 17.54.133 | P | P | P | P | P | P | P | P | - | - |
| Residential | | | | | | | | | | | |
| Accessory Building | | P | - | P | P | P | P | P | P | - | - |
| Dwelling: Multi-Family | | P (7) | - | P (7) | P (7) | P | P (7) | P (3) | P | - | - |
| Dwelling: Single Family | | - | - | - | P (7) | P | P (7) | P (3) | P | - | - |
| Home Occupation, no clients | | P | P | P | P | P | P (7) | P (3) | P | - | - |
| Home Occupation, with clients | Section 6.2.5.3 | MUP | MUP | MUP | MUP | MUP | MUP | MUP | MUP | | |
| Live/work unit | | P (7) | - | P (7) | P (7) | P | P | P | - | - | - |
| Mixed-Use | Section 6.2.5.4 | P (7) (8) | - | P (7) (9) | P (7) (9) | P (2) (10) | P (7) (9) | - | - | - | - |
| Single Room Occupancy | ACGOC 17.54.134 | P (7) | - | P (7) | P (7) | P | - | - | - | - | - |
| Automobile Related | | | | | | | | | | | |
| Car Wash | | - | - | CUP | CUP (11) | CUP (11) | CUP | (11) | - | - | - |
| Commercial vehicle sales, rental, storage | | - | - | - | - | - | - | - | - | - | - |
| Gas Station | | - | - | CUP | CUP (11) | CUP (11) | CUP | (11) | - | - | - |
| Automobile Sales, Rentals (new/used) | | - | - | - | CUP (11) | CUP (11) | CUP | (11) | - | - | - |

TABLE 6.2.2 ALLOWED LAND USES (1)

| Land Use Type | Specific Use Standards | Zone | | | | | | | | | |
|--|------------------------|------|-----|-----|----------|-----------|------|---------|---|-----|-----|
| | | DMU | DC | BC | CMU-C | CMU-R (2) | CN-C | CN (3) | R | P | OS |
| Key: P = Allowed by Right MUP = Minor Use Permit Required - = Use Not Allowed CUP = Conditional Use Permit Required TUP = Temporary Use Permit Required | | | | | | | | | | | |
| Repair, commercial (motor vehicles) | | - | - | - | CUP (11) | CUP (11) | CUP | (11) | - | - | - |
| Parking facility | | CUP | CUP | CUP | CUP (11) | CUP (11) | CUP | (11) | - | - | - |
| Towing, Impound Storage Facilities | | - | - | - | - | - | - | - | - | - | - |
| Other | | | | | | | | | | | |
| Temporary Use/ Structure | Section 6.2.5.7 | TUP | TUP | TUP | TUP | TUP (2) | TUP | TUP (3) | - | TUP | TUP |
| Transit Station | | P | P | P | P | - | P | - | - | P | - |
| Notes: 1. For uses not listed in this table, use determination will be made though Planning Commission hearing. See ACGOC 17.54.050 - Uses not listed—Procedure. 2. Commercial only allowed as a secondary use. 3. Commercial allowed on parcels designated General Commercial in the General Plan and Residential uses allowed on parcels designated Residential in the General Plan. 4. CUP required at the following intersections: Ashland Ave/ E.14th Street, Mattox Rd/Mission Blvd, E. Lewelling Blvd/Mission Blvd key intersections, and Hesperian Blvd/Lewelling Blvd. 5. CUP required if includes an accessory crematorium. 6. Up to eight children allowed in a small day care and up to 14 children allowed in a large day care if (a) At least one child is enrolled in and attending kindergarten or elementary school and a second child is at least six years of age. (b) No more than two infants are cared for during any time when more than six children are cared for. (c) The licensee notifies each parent that the facility is caring for two additional school age children and that there may be up to seven or eight children in the home at one time. (d) The licensee obtains the written consent of the property owner when the family day care home is operated on property that is leased or rented. 7. Residential only allowed as a secondary use. 8. For Commercial/residential mixed use. Vertical mixed use, when residential is located above a ground floor non-residential use, is required. Horizontal mixed-use, when a residential use is located on the ground floor behind a non-residential use facing a major arterial, is allowed only if there is also vertical mixed use on the site. 9. For Commercial/Residential mixed use. Vertical and horizontal mixed use allowed. 10. For Residential/Commercial mixed use. Vertical and horizontal mixed use allowed. 11. Use is allowed by right for property located within the Auto Overlay Zone, see Table 6.2.1 and Figure 6.2.1. | | | | | | | | | | | |

6.2.4 Development Standards

| TABLE 6.2.3 DEVELOPMENT STANDARDS | | | | | | | | | | | | | | |
|---|--------------------------------------|------------|------------|------------|--|------------|------------|------------|---|------------|------------|------------|------------|------------|
| Development Standards | Zone | | | | | | | | | | | | | |
| | DMU/DC | | BC | | CMU-C/CMU-R | | CN/CN-C | | R | | P | | OS | |
| Building Placement | Min | Max | Min | Max | Min | Max | Min | Max | Min | Max | Min | Max | Min | Max |
| Setbacks (distance from ROW) | | | | | | | | | | | | | | |
| Front | Per Frontage Requirement Section 6.3 | | | | | | | | (8) | 20' | 10' | n/a | n/a | n/a |
| Side Street | n/a | 0' | n/a | 0' | n/a | n/a | n/a | 10' | n/a | 20' | 15' | n/a | n/a | n/a |
| Side | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | 5' | n/a | 5' | n/a | n/a | n/a |
| Rear | 5' | n/a | 5' | n/a | 5' | n/a | 20' | n/a | 20' | n/a | n/a | n/a | n/a | n/a |
| Adjacent to Residential | 15' | n/a | 15' | n/a | 10' | n/a | n/a | n/a | n/a | n/a | 15' | n/a | n/a | n/a |
| Lot Requirements | Min | Max | Min | Max | Min | Max | Min | Max | Min | Max | Min | Max | Min | Max |
| Lot Coverage (max) | n/a | 90% | n/a | 90% | n/a | 75% | n/a | 70% | n/a | 60% | n/a | 50% | n/a | 10% |
| Floor Area Ratio (FAR) | Min | Max | Min | Max | Min | Max | Min | Max | Min | Max | Min | Max | Min | Max |
| | 0.5 (1) | 2.5 | n/a | 2.5 | n/a | 1.0 | n/a | 1.0 | n/a | 1.0 | n/a | 1.0 | n/a | 1.0 |
| Density | Max | | Max | | Max | | Max | | Max | | Max | | Max | |
| | 86 du/ac | | 43 du/ac | | CMU-R: 12 du/ac CMU-C: 43 du/ac | | 22 du/ac | | R-1 9 du/ac R-2 22 du/ac R-3 43 du/ac | | n/a | | n/a | |
| Building Form | Min | Max | Min | Max | Min | Max | Min | Max | Min | Max | Min | Max | Min | Max |
| Height | | | | | | | | | | | | | | |
| Stories | n/a | 5 (2) | n/a | 4(3) | n/a | 3.5 (3) | n/a | 2.5 | n/a | 2.5 | n/a | 4(3) | n/a | n/a |
| Feet (4) | 25' | 75' | n/a | 55' | n/a | 45' | n/a | 35' | n/a | 35' | n/a | 55' | n/a | n/a |
| Ground Floor Height | 15' | n/a | 15' | n/a | 12' | n/a | 12' | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| Upper Floor(s) Height | 10' | n/a | 10' | n/a | 8' | n/a | 8' | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| Frontage and Encroachments (5) | | | | | | | | | | | | | | |
| Frontage Requirement (6) | 70% | n/a | 60% | n/a | 60% | n/a | 50% | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| Allowed Frontage Types | see Section 6.3 | | | | | | | | n/a | n/a | n/a | n/a | n/a | n/a |
| Encroachment into Front setback (7) | n/a | 2' | n/a | 2' | n/a | 2' | n/a | 2' | n/a | 2' | n/a | 2' | n/a | 2' |
| Encroachment into side street or rear setback (7) | n/a | 4' | n/a | 4' | n/a | 4' | n/a | 4' | n/a | 4' | n/a | 4' | n/a | 4' |

TABLE 6.2.3 DEVELOPMENT STANDARDS

| Development Standards | Zone | | | | | | |
|--|---|----|-------------|---------|---|---|----|
| | DMU/DC | BC | CMU-C/CMU-R | CN/CN-C | R | P | OS |
| Other | | | | | | | |
| Parking | See Section 6.4 | | | | | | |
| Signs | See Section 6.5 | | | | | | |
| Landscaping | See ACGOC 17.64 Water Efficient Landscape Ordinance | | | | | | |
| Fencing | Except as provided in Section 6.3 (Frontage Standards), See ACGOC 17.52.410 - 17.52.460 | | | | | | |
| Notes: | | | | | | | |
| 1. Minimum FAR applies only to lots 50 feet wide, or wider. | | | | | | | |
| 2. Additional stories allowed with a CUP. | | | | | | | |
| 3. 5 stories allowed with a CUP. | | | | | | | |
| 4. Roofs, rooftop decks, and rooftop equipment may encroach above max height up to 4 feet. | | | | | | | |
| 5. Any encroachment into County property requires an encroachment permit. | | | | | | | |
| 6. Percent of lot width occupied by allowed frontage, or combination of frontages. | | | | | | | |
| 7. Applies to encroachments of architectural features, balconies, decks, bay windows, etc. Encroachments may increase if allowed by a Frontage Types in Section 6.3. | | | | | | | |
| 8. Average of the setbacks of the two adjacent properties. | | | | | | | |

This Section establishes the base development standards for all zones.

6.2.5 Specific to Use Standards

This Chapter provides site planning, development, and operating standards for certain land uses where allowed by Table 6.2.2 (Allowed Land Uses) and for activities that require special standards to ensure their compatibility with site features and existing uses.

6.2.5.1 Alcohol Sales

A. Alcohol Outlet

1. All establishments must obtain approval from the California Department of Alcoholic Beverage Control (ABC) in order to sell or dispense alcoholic beverages;
2. Applicants may submit applications for the selling of alcohol subject to the following:
 - a. That the use is allowed in the Zone;
 - b. That the use permit requirements are satisfied; and
 - c. That there is an available alcohol license that would be obtained.
3. **Conditions of Approval.** In determining whether or not to grant the approval, the review authority may impose conditions of approval in order to ensure land use compatibility with neighboring properties and for appropriate operation of the subject property.

4. Location Requirements. When considering the approval of a Conditional Use Permit for a new alcohol outlet, the review authority shall consider the impact of overconcentration of such establishments. These standards do not apply to establishments, such as supermarkets, where alcohol is sold as a non-principal use.

- a. No alcohol outlet shall be located within 500 feet of another similar use, so as to not allow the clustering of such uses which may adversely affect the neighborhood;
- b. No alcohol outlet shall be located within 500 feet of existing facilities that are primarily devoted to use by families with children or minors, such as parks, schools, and churches.

5. Development Criteria. All establishments proposing the sale of alcoholic beverages for off-site consumption, including existing establishments that are proposing a modification to their existing business (e.g., extending their hours of operation, expanding the area of alcohol sales, changing the license type), but excluding full-service grocery stores and establishments that do not propose to sell alcohol as their principal business, shall comply with the following requirements:

- a. **Façade.** For existing buildings, photographs of the building(s) shall be

provided to the County upon submittal of a Conditional Use Permit application. The exterior of the building(s) shall be required to be repainted and repaired as determined by the Planning Director.

- b. Litter and Graffiti**
 - i. Trash receptacles shall be provided near entrances and exits from the building.
 - ii. The exterior of the building, including all signs and accessory buildings and structures, shall be maintained free of litter and graffiti at all times. The owner or operator shall provide for daily removal of trash, litter and debris from premises and on all abutting sidewalks within 20 feet of the premises. The owner or operator shall remove graffiti within forty-eight (48) hours.
- c. Window Signage.** Signs posted in the windows shall be located so as to provide a clear and unobstructed view of the cash register and sales area from the street.
- d. Lighting.** Exterior lighting of the parking area and premises shall be provided at a level sufficient to recognize the features of persons at any point on the property. Lighting shall be designed so as not to produce glare or illuminate nearby residential properties.

6. Operational Requirements

- a.** Consumption of alcoholic beverages is prohibited on the site. There shall be appropriate posting of signs both inside and outside the premises identifying that on-site consumption of alcoholic beverages is prohibited by law.
- b.** Special security measures such as security guards, door monitors, and burglar alarm systems may be required if harm or related problems are demonstrated to occur as a result of business practices or operations, including but not limited to the congregation of minors, violence, drunkenness, vandalism, solicitation and/or litter. This will be determined on a case-by-case basis upon review by the Sheriff's Office.

- c.** Business owners and operators must take reasonable steps to discourage loitering in public rights-of-way, parking areas, and in front of adjacent properties.

7. Statement Regarding Peaceful Operations

If the following statement cannot be made for the subject property, the Conditional Use Permit shall not be approved. If at any point during the duration of the use, if the following statement can no longer be made, the applicant will be considered to be in violation of conditions of approval, and the Conditional Use Permit may be revoked.

No condition exists which has caused or resulted in repeated activities which are harmful to the health, peace or safety of persons residing or working in the surrounding area, including, but not limited to, disturbances of the peace, illegal drug activity, public drunkenness, drinking in public, harassment of passerby, gambling, prostitution, sale of stolen goods, public urination, theft, assaults, batteries, acts of vandalism, loitering, excessive littering, illegal parking, excessive loud noises (especially in the late night or early morning hours), traffic violations or traffic safety based upon last drink statistics, curfew violations, lewd conduct, or police detention and arrests.

B. Bar/Pub/Tavern/Micro Breweries

1. General provisions. The following minimum conditions and standards, in addition to any other deemed necessary or appropriate to ensure compatibility with existing or future permitted uses in the vicinity, may be required:

- a.** The establishment shall not adversely affect the welfare of the residents and/or commercial establishments nearby.
- b.** The business shall prevent loitering, unruliness and boisterous activities of the patrons outside the business or in the immediate area.
- c.** The exterior of the premises shall be maintained in a neat and clean

manner, and maintained free of graffiti at all times.

d. Any changes to the interior or exterior layout which alter the primary function of the business shall be subject to review and approval by the Planning Commission.

2. Location Requirements. When considering the approval of a Conditional Use Permit for a new bar/pub/tavern, the review authority shall consider the impact of overconcentration of such establishments. These standards do not apply to establishments, such as restaurants, where alcohol is sold as a non-principal use.

a. No bar/pub/tavern shall be located within 500 feet of another similar use, so as to not allow the clustering of such uses which may adversely affect the neighborhood.;

b. No bar/pub/tavern shall be located within 500 feet of existing facilities that are primarily devoted to use by families with children or minors, such as parks, schools, and churches.

6.2.5.2 Drive- through facilities

A. Intent

Drive-through facilities shall not adversely impact traffic, pedestrian safety, or the normal use and operation of adjoining properties. Drive-through facilities shall not adversely affect existing residential neighborhoods or property located in a residential zone.

B. Applicability.

The requirements of this Section shall apply to all drive-through restaurants or any business that includes a drive-through window, such as a drive up ATM or pharmacy, in the ACBD Specific Plan Area. When in conflict with other standards, the requirements of this section shall rule.

C. Location requirements.

Drive-through facilities shall be allowed only where provided in Table 6.2.2, with the appropriate permit.

D. Site design requirements.

The drive-through shall be designed as follows:

1. Drive through Aisle

a. The entrance/exit of any drive-through aisle shall be a minimum of 50 feet from an intersection of public-right-of-way

b. The drive aisle shall not be located between a property line and the front of the building. Drive through aisle along a side street/side of building is allowed.

2. Drive-through Waiting Area. A clearly identified area shall be provided for vehicles waiting for drive-through service that is physically separated from other onsite traffic circulation.

a. The waiting area shall accommodate a minimum of five (5) cars for each drive-up or drive-through window in addition to the vehicle receiving service.

b. The waiting area shall be located at and before the service window (e.g., pharmacy, teller, etc.).

c. Separation of the waiting area from other traffic shall be by concrete curbing or paint striping on at least one side of the lane.

3. Walkways. An on-site pedestrian walkway shall be provided that does not intersect a drive-through aisle.

4. Visual Buffer. The drive-through aisle shall be screened from the sidewalk or street with landscaping or walls and berms.

5. Exceptions. The Director may approve alternatives to the requirements of Subsection D upon finding that the alternate design will, given the characteristics of the site, be equally effective in ensuring on- and off-site pedestrian and vehicular traffic safety, minimizing traffic congestion, and reducing visual impact on the area.

F. Performance Standards

1. Drive-through hours of operation shall be limited to 8:00 a.m. to 12 a.m. midnight. If a drive-through facility is adjacent to residential property, then hours of operation shall be limited to 8:00 a.m. to 10:00 p.m., Sunday through Thursday and 8:00 a.m. to 12:00 a.m., Friday and Saturday. These hours of operation standards do not apply to the business that the drive-through serves.

2. To discourage loitering: a) locate any public telephones within the building; outdoor pay telephones are not permitted; and b) secure the site with chains or bollards during closed hours. If the Planning Director determines that a loitering or noise problem exists, an on-site security guard or other measures as determined by the Planning Director shall be required.

3. Noise levels measured at the property line shall not exceed the level of background noise normally found in the area or 65 decibels, whichever is greater. Loudspeakers shall not be audible from residentially zoned and developed properties.

4. No undesirable odors shall be generated on the site.

6.2.5.3 Home Occupation

A. Intent

Home occupations, which are clearly secondary to the principal use of a dwelling, conform to County ordinances, and do not adversely affect the public safety, health, and general welfare of the neighborhood shall be permitted with a Minor Use Permit. In addition to special conditions that may be imposed to accomplish these objectives, home occupations shall conform to the locational, developmental, and operational standards below.

B. Applicability

The requirements of this Section shall apply to all home occupations, with the exception of the following:

1. Small family day cares licensed by the California State Department of Social Services,
2. Home occupations that do not see clients or students on-site, such as home offices
3. At the discretion of the Planning Director, home occupations that include the instruction of students in a one-on-one setting such as music lessons or tutoring.

C. Signs

No signs are permitted in conjunction with the use, either affixed to the premises or to any vehicle parked on the premises. Easily removable (magnetic) signs are permitted so long as they are removed while parked in view of the neighborhood.

D. Hours of Operation

The hours of operation for a home occupation shall begin no earlier than 8:00 am and end no later than 9:00 pm daily. Any activity relating to the home occupation held outdoors will be required to cease at sunset.

E. Employees

Employees of the home occupation are limited to residents of the dwelling.

F. Vehicle Storage

In the event outside persons are employed to perform functions of this business away from the premises, parking or storage of employees' vehicles in the neighborhood is prohibited.

G. Traffic of Goods

No noticeable movement of products, materials, machinery, or equipment in and out of the premises is permitted in conjunction with the use.

H. Parking and Traffic

1. Required parking shall be maintained. Vehicles connected to the home occupation shall not be parked in required front or side setbacks.
2. Pedestrian and/or vehicular traffic shall not be in excess of the normal amount in the Zone in which the home occupation is located.
3. The home occupation shall not generate traffic or business which would necessitate the increase in the amount of required off-street parking for the principal residential use.

I. Storage

Materials and goods shall not be stored and no permanent work area, work bench, or structures shall be built within the required enclosed parking area in such a manner as to prevent the use of the area for vehicle parking. In addition, no supplies or equipment used for, or in any way related to, the home occupation may be stored outside the dwelling unit.

J. Hazard or nuisance

No home occupation shall create noise, dust, vibration, smell, smoke, glare, electrical interference, fire hazard, or any other hazard or nuisance to any greater or more frequent extent than that usually

experienced in an average residential occupancy in the Zone in question under normal circumstances wherein no home occupation exists.

K. Vehicles

Vehicles connected with the home occupation are limited to one vehicle not exceeding an unladen vehicle weight of 4,500 pounds.

L. Prohibited Uses

The following uses are prohibited as a home occupation:

1. Adult business establishments;
2. Live entertainment;
3. Medical, dental, and physical therapy clinics;
4. Vehicle related services including automobile towing and storage, automotive vehicle repairs, and automotive vehicle sales and rental;
5. Personal services, restricted; and
6. Other uses determined by the Director not to be incidental to or compatible with residential activities.

M. On-site clients. The home occupation on-site client service shall be limited to:

1. Home occupations in live/work units determined by maximum occupancy of 'work' space of the unit;
2. Business services, such as accountant or web-designer, maximum 1 client at a time;
3. Home based studio, such as a recording studio or artist studio not located in a live/work unit, with no more than six nonresident persons (employees, clients, students) present at any one time;
4. Tutoring or instruction of more than one student, maximum 4 students at a time; and
5. Beauty services, maximum 1 client at a time.

N. Equipment. Tools or equipment connected with the business shall be operated so as to be imperceptible at or beyond the property line.

6.2.5.4 Mixed Use Commercial/Residential

A. Purpose

Mixed use with a non-residential and residential component is encouraged in order to provide a balance of commercial and residential uses, reduce

traffic congestion, and provide a stronger economy in commercial areas. In order to accomplish these goals, while also ensuring adequate commercial space and neighborhood compatibility, this Section provides standards and requirements for mixed-use commercial/residential projects.

B. Applicability.

This section applies to mixed-use development that combines a non-residential and residential use on the same site or within the same building (mixed use commercial/residential) in any Zone where non-residential is the primary use and residential uses are allowed only as a secondary use. Mixed-use with two or more non-residential components, e.g. office and retail (mixed-use commercial) or where residential is the primary use and commercial is the secondary use (mixed-use residential/commercial), are exempt from the standards in this Section.

C. General Standards

1. In the DMU zone, residential uses may be allowed on the ground floor of a mixed-use building or site (horizontal mixed-use), only if also located above the ground floor non-residential use (vertical-mixed use) and only if located behind a street-fronting non-residential use.
2. In the BC and CMU-C zones, residential uses may be allowed on the ground floor of a mixed-use building or site (horizontal mixed-use), only if located behind a street-fronting non-residential use. A vertical-mixed use component is allowed, but is not required.
3. Residential uses are not required to be part of a mixed-use project.
4. If any one of the uses of the mixed-use development requires a MUP, CUP, or SDR, then the project in its entirety shall be subject to the same permit requirements.
5. Only uses allowed as a single use within the Zone shall be allowed as part of a mixed-use project.
6. When determining the density/intensity of the site, the non-residential floor area ratio (FAR) shall be calculated independently of the residential density.

D. Required findings

The review authority, when making a decision on a mixed-use project, shall first make all of the following findings:

1. The mixed-use project is consistent with the intent of the applicable zone.
2. The mixed-use project is designed so that the non-residential component is the primary use of the property.
3. Any residential component to a mixed-use project is designed to be a secondary use of the property.
4. For mixed-use projects on sites greater than 10,000 square feet:
 - a. The non-residential floor space provided on the ground floor of the mixed-use building contains a minimum 25 percent of the lot area (e.g. for a 10,000 sf lot, 2,500 sf of the ground floor space must be non-residential).

E. Building and Site Design Objectives

A mixed-use development shall be designed to achieve the following objectives:

1. The design shall provide for internal compatibility between the residential and non-residential uses on the site.
2. Potential glare, noise, odors, traffic and other potential nuisance conditions for residents shall be minimized to allow a compatible mix of residential and non-residential uses on the same site.
3. The design shall take into consideration existing and potential future uses on adjacent properties and shall include specific design features to minimize potential impacts, with specific consideration provided to adjacent residential properties.
4. The design shall ensure that the residential units are of a residential character, and that appropriate privacy between residential units and other uses on the site, or neighboring sites, is provided.
5. Site planning and building design shall provide for convenient pedestrian access separate from access provided for non-residential uses on the site.
6. Site planning and building design shall be compatible with and enhance the adjacent and surrounding residential neighborhood in terms of building design, color, exterior materials, landscaping, lighting, roof styles, scale, and signage.

F. Supplemental Development Standards for Mixed-Use Commercial/Residential Projects

Mixed-Use Commercial/Residential Projects are subject to the following development standards in addition to the zone based standards provided in Table 6.2.3.

1. **Maximum Building Length-** Maximum building length shall be 150 feet
 - a. Exceptions. Staff may approve building length greater than 150 feet if buildings are designed with several different setbacks (instead of a long flat wall), changes in roof form or height, and major recesses (notches) along the length of the building, which successfully break up the massing of the building. Parking podiums may be continuous.
2. **Minimum Entrances.** Minimum 1 entrance per 100 linear feet of building length.
3. **Side Setback Adjacent to residential.** Commercial development adjacent to residentially zoned property shall provide a minimum 10 foot landscaped side setback, excluding the portion of the side property line that is within the front setback. The side property landscaped setback shall include tree planting, to provide a continuous shade canopy against the building wall when viewed from the residential property.
4. **Open Space**
 - a. Minimum total usable open space: 1,000 sq. ft., or 50 sq. ft. per unit

6.2.5.5 Outside Dining

A. As allowed in the appropriate zone per Table 6.2.2, restaurant activity may occur outside, within a public sidewalk, or open space, subject to the requirements of this Section:

B. Furniture and fixtures such as tables, lighting, chairs, planters, umbrellas and portable heaters are allowed to be placed within the sidewalk if:

1. Furniture is located either adjacent to the building or near the curb;
2. Clear of required ADA access;
3. Furniture is maintained in a manner that does not become detrimental to the function and appearance of the sidewalk or that presents potential safety hazards;

4. Furniture and outside seating design is approved by the Planning Director as being compatible with the building's facade and the general streetscape; and
5. Lighting fixtures are permanently affixed and comply with any applicable design guidelines

C. If alcohol is served, the area where alcohol is to be consumed shall be delineated by decorative stanchions, potted plants or other such approved method;

D. The area along the sidewalk shall not be enclosed with any feature taller than 4 feet except for landscaping which shall not obscure views into the sidewalk dining area;

E. Music is allowed when it does not become detrimental to the function of the sidewalk or violate any applicable noise standards;

F. The area shall be kept free of debris or other such trash.

6.2.5.6 Temporary Uses

A. Purpose

The purpose of this Section is to establish standards for short term activities that would be compatible with adjacent and surrounding uses when conducted in compliance with this section.

B. Applicability

1. **Short term activities.** A Temporary Use allows short term activities that might not meet the normal development or use standards of the applicable zone, but may otherwise be acceptable because of their temporary nature.
2. **Categories of land uses.** The following two categories of temporary land uses identify the level of permit required, if any, based on the proposed duration, size, and type of use:
 - a. Exempt temporary uses. Exempt temporary uses are identified in Section C, below; and
 - b. Temporary uses requiring a Temporary Use Permit. Temporary uses requiring a Temporary Use Permit are identified in Section D, below.

C. Exempt Temporary Use.

The following minor and limited duration temporary uses are exempt from the requirement for a temporary use permit (Section 6.1.7). Uses that do not fall within the categories defined below shall comply with Section D, below.

1. Contractors' construction yards – on-site

a. On-site contractors' construction/storage yard(s), in conjunction with an approved construction project on the same parcel, including storage or cargo containers.

b. The construction yard shall be removed immediately upon completion of the construction project, or the expiration of the companion Building Permit, authorizing the construction project, whichever first occurs.

2. **Emergency facilities.** Emergency public health and safety needs/land use activities, as determined by the Planning Director.

3. Fund-raising events.

a. Fundraising events (e.g., bake sales, yard sales, car washes, etc.) conducted on property within a non-residential zone, limited to a maximum of two days per month for each sponsoring organization.

b. Sponsorship shall be limited to educational, fraternal, religious, or service organizations directly engaged in civic or charitable efforts, or to tax exempt organizations in compliance with 501(c) of the Federal Revenue and Taxation Code.

4. **Garage and yard sales.** Garage and yard sales (e.g., personal property sales) only when conducted on residentially zoned property in compliance with the following standards:

a. Sales last no longer than two days;

b. Sales are held no more than three times a calendar year;

c. Sales are conducted on the owner's or tenant's property. Multiple family sales are permitted if they are held on the property of one of the participants;

- d. No consignment goods or goods purchased for resale may be offered for sale;
- e. All directional and advertising signs shall be freestanding and removed after completion of the sale;
- f. No signs on utility poles;
- g. All directional and advertising signs placed on private property shall have the owner's permission; and
- h. Any garage/yard sale not in compliance with the conditions specified in this Subsection is hereby declared to be unlawful and a public nuisance.

D. Allowed Temporary Use.

The following temporary uses are allowed on private property, subject to the issuance of a temporary use permit, in compliance with Section 6.1.7.

1. Events

- a. Entertainment events. Amusement rides, arts and crafts exhibits, auctions, carnivals, circuses, concerts, fairs, festivals, flea markets, food events, outdoor entertainment/sporting events, and other similar events as determined by the Planning Director for a period not to exceed 10 days twice per year, separated by at least 30 days between uses. These events shall be conducted at least 200 feet away from any residence.
- b. Farmers Markets are allowed as follows:
 - i. Markets are allowed on sites in the DMU, DC, BC, CMU-C, CMU-R, CN, or CN-C zones.
 - ii. The Market may be open up to 70 days per calendar year.
 - iii. Vendors. Calculations are based on the number of vendors, rather than linear or square footage. Those who do not sell any products or services, such as community groups and music areas, are not included in these calculations.
 - Category One: Agricultural Producers. At least 50 percent of vendors must be farmers, ranchers, and other agricultural producers who

sell food, plants, flowers, and added-value products, such as jams and jellies, they have grown, raised, or produced from products they have grown or raised.

- Category Two: Other Food. Up to 50 percent of market vendors may be those who sell food, but do not fit into the first category. This includes sales of wild-caught fish, freshly made food available for immediate consumption on site, cheese makers who do not raise their own animals, and the like.

- Category Three: All Other. Up to 20 percent of market vendors are not required to be related to agriculture or food.

- For example, a market may have 50 percent of vendors in Category One, 30 percent in Category Two, and 20 percent in Category Three. Another market may have 70 percent of vendors in Category One, 10 percent in Category Two, and 20 percent in Category Three. A third may have 60 percent of vendors in Category One, 35 percent in Category Two, and 5 percent in Category Three.

- iv. The Market cannot obstruct a path that is part of a required pedestrian circulation system.

2. Seasonal sales events. Seasonal sales (i.e., Halloween pumpkin sales and Christmas tree sale lots) only by businesses holding a valid business permit, in compliance with ACGOC Title (Business Licenses and Regulations) not to exceed 45 days for pumpkin and tree sales. All other seasonal sales shall not exceed four events per year with a maximum of five days for each event.

3. Mobile Outdoor Business. A mobile outdoor business compatible with the applicable zone and surrounding land uses shall operate in compliance with the following standards:

- a. Mobile outdoor businesses shall obtain and display a valid health certificate from the County Health Department on equipment at all times.
- b. Mobile outdoor businesses shall not operate between the hours of 12:00 am and 6:00 am in the DMU, DC, or BC zones or between the hours of 10:00 pm and 8:00 am in the CMU-C, CMU-R, CN-C, CN, or R zones.
- c. Exterior lighting must be hooded or shielded so that the light source is not directly visible to neighboring uses.
- d. The mobile outdoor businesses shall not erect any permanent structure on the site where the temporary mobile outdoor business fair is located.
- e. During business hours, the permit holder shall provide a trash receptacle and seating area for use by customers.
- f. A permanent water or wastewater connection is prohibited.
- g. Disposal of cooking waste may only occur at County Health Department approved facilities.
- h. The mobile outdoor business shall not be located in a public right-of-way.

4. Model home and sales office. One temporary model home and/or real estate office may be located in any approved subdivision in any zone subject to the following:

- a. The office shall be used only for the sale of property located within the subdivision in which the office is located.
- b. The temporary real estate office shall be removed at the end of two years following the date of the recording of the final map of the subject subdivision in which the office is located.
- c. If any parcels within the subdivision have not been sold at the end of the original two-year period, the Director may approve extensions.

5. Temporary vegetable and fruit stands. A temporary vegetable and/or fruit stand in compliance with the following standards:

- a. Vegetable and fruit stands shall be operated by the producer;
- b. The still will operate no more than 90 days a year;
- c. The producer shall obtain written consent from the land owner to operate a temporary vegetable and/or fruit stand on the property;
- d. There shall be no more than one stand per lot.
- e. Stands may encroach into required setbacks, but shall not encroach into the public right-of-way.

6. Temporary Mobile homes. A mobile home to be utilized as a temporary dwelling in a residential zone while a single family dwelling is under construction on the same parcel shall be allowed subject to all of the following provisions:

- a. The mobile home may only be located and occupied while actual construction activities are taking place upon the parcel. In no case may the period of placement and use exceed 12 months.
- b. The mobile home may only be occupied by the property owner; who is also the builder designated on the building permit, and the owner's/ builder's family.
- c. The minimum yards for the zone shall be maintained.
- d. Additional conditions necessary and appropriate to ensure compatibility with surrounding development, existing and contemplated, may be imposed on the approved permit.

7. Temporary Structures. Temporary structures are allowed on vacant lots for a period not to exceed six (6) months, provided the area is left unchanged and in its original condition after removal of the temporary structure.

8. Temporary Use of an Existing Structure. Temporary, short-term, use of an existing structure is allowed in all zones, provided:

- a.** The short-term use, if a permanent use, would otherwise be a permitted use in the zone;
 - b.** The short-term tenant has signed a lease with the property owner for a time period of no more than six (6) months.
-

E. Permit Required

No temporary use shall be allowed without first obtaining a Temporary Use Permit in compliance with Section 6.1.7 and with ACGOC Title (Business Licenses and Regulations).

6.3 Frontage Standards

6.3.1 Purpose

This Section establishes the allowed frontage types for each zone within the ACBD boundaries and provides the design and development standards for frontages, as required under Section 6.2. Frontage types provide the standards for how buildings individually shape the streetscape.

6.3.2 Applicability

All buildings and sites subject to this Code shall be designed, built, and maintained per the applicable requirements of Table 6.3.1.

6.3.3 Intended Physical Character

Property and rights-of-way subject to the ACBD Code are intended to generate and support the urban form and physical character intended by the ACBD Specific Plan as described below:

Frontages shall be designed and maintained to:

1. Support the intended physical environment of the zone;
2. Support active and continuous pedestrian-oriented environments, per each zone;
3. Provide a physical transition between the public right-of-way and each building site that shapes the public realm per the intended physical environment of the zone; and

4. Reinforce community character and identity and allow owners to express creativity in frontage design and use type.

6.3.4 Allowed frontage types

Table 6.3.1 identifies the allowed frontage types and requirements within each zone applied to parcels in Figure 6.1.1.

6.3.5 Required Criteria

In order for applications to be approved, the application must meet the following criteria, as applicable.

1. Generates or maintains the pedestrian-oriented streetscape(s) envisioned in the ACBD Specific Plan through the appropriate design of frontages;
2. Generates or maintains an active and continuous streetscape along all required frontages to support the intended pedestrian environment;
3. Generates or maintains an appropriate transition from the public streetscape to the building and its site;
4. Complies with the requirements of the applicable frontage type(s);
5. Complies with the general standards in Sections 6.2 (Specific to Zones) and 6.4 (Parking Standards);
6. Reinforces the unique identify of the zone; and
7. Expresses creativity in designing frontages per the allowed frontage types as identified in Table 6.3.1.

| Allowed Types | Zone | | | | |
|------------------------------|------------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|
| | DMU/DC | BC | CMU-C/CMU-R | CN/CN-C | R |
| | Requirements | Requirements | Requirements | Requirements | Requirements |
| Shopfront | Allowed See Section 6.3.6 | Allowed See Section 6.3.6 | Allowed See Section 6.3.6 | Allowed See Section 6.3.6 | not allowed |
| Forecourt | Allowed See Section 6.3.7 | Allowed See Section 6.3.7 | Allowed See Section 6.3.7 | Allowed See Section 6.3.7 | not allowed |
| Terrace | Allowed See Section 6.3.8 | Allowed See Section 6.3.8 | Allowed See Section 6.3.8 | Allowed See Section 6.3.8 | not allowed |
| Parking Court | not allowed | Allowed See Section 6.3.9 | Allowed See Section 6.3.9 | Allowed See Section 6.3.9 | not allowed |
| Stoop | not allowed | Allowed See Section 6.3.10 | Allowed See Section 6.3.10 | Allowed See Section 6.3.10 | Allowed See Section 6.3.10 |
| Front Yard/ Porch | not allowed | not allowed | not allowed | Allowed See Section 6.3.11 | Allowed See Section 6.3.11 |

6.3.6 Shopfront and Awning

A Shopfront and Awning is a frontage wherein the main façade of the building is at or near the property line, although partially recessed storefronts, such as recessed entrances, are common and allowed as long as façade meets minimum frontage requirement per zone. Shopfronts and Awnings are conventional for retail use, however, may be allowed as entryways into mixed-use buildings with ground floor commercial uses. An awning is not required, but is encouraged. The building entrance shall be at the sidewalk grade and provide direct access to a non-residential ground floor use, or lobby of a mixed-use building.

| SHOPFRINT AND AWNING | |
|---|----------------------------|
| Standard | Measurement |
| Building front setback | 0 feet max |
| Width of shopfront opening | 8 feet min |
| Height of shopfront opening | 12 feet min |
| Depth of recessed entry | 5 feet max |
| Width of recessed entry | 10% of building facade max |
| Transparency - ground floor | 70 % min |
| Transparency - upper floors | 30% min |
| Awning encroachment into public right-of-way with valid encroachment permit | 3 feet max |
| Clearance sidewalk to awning | 8 feet min |

Design Characteristics

- Shopfront with large, transparent windows and doors at or near the property line
- Entrance at sidewalk grade
- Entrances may be recessed
- Optional canopy/awnings project over the sidewalk



6.3.7 Forecourt

A Forecourt is a frontage for residential or non-residential uses wherein a portion of the façade is on the property line and a portion (usually a central portion) is set back, creating a small court space. A Forecourt can also be created by setting the entire building façade back from the property line when neighboring structures have zero foot setbacks. The space can be used as an entry or shared garden court for apartment buildings, or as an additional shopping or restaurant seating area within commercial and mixed use areas. Forecourts may be landscaped or paved, depending on the ground floor use. Forecourts may be combined with other frontage types such as Shopfronts and Awnings or Stoop. Landscaping shall be limited to lawns, grasses, shrubs, hedges, and small trees that do not block views of the building façade or entryway at maturity.

| FORECOURT | |
|--|----------------------------------|
| Standard | Measurement |
| Building front setback | 0 feet max (excluding forecourt) |
| Width of forecourt (1) | 10 feet |
| Depth of forecourt perpendicular to primary frontage (1) | 10 feet |
| Height of forecourt (vertical clearance) | 8 feet |
| Transparency - ground floor | 70% min |
| Transparency - upper floors | 30% min |
| Wall/Fence at front property line (2) | Determined at SDR |
| Notes: | |
| 1. Width shall not exceed 30% of overall building facade, and depth shall be equal to or less than the width | |
| 2. Wall/Fence shall not exceed 50% of overall building facade. Other fences: See ACMC 17.52.410-17.52.460 | |

Design Characteristics

- A portion of the building is setback and provides building access
- Forecourts may be combined with other frontage types.
- Other frontage types may encroach into the forecourt not to exceed 50% of the depth.
- Forecourts may be landscaped or hardscaped, and may be elevated with or without a low wall/fencing
- Wall/fence height should not interfere with pedestrian access or visibility



6.3.8 Terrace

Terraces are elevated frontages providing flexible outdoor space for residential and non-residential buildings. Terraces are created by setting the building façade back from the property line and, due to natural grade of the property or by artificially elevating the terrace floor, placing an elevated garden or terrace in the setback area. If a building's ground floor use is residential, Terraces act as a buffer from the sidewalk and may be landscaped with bushes or trees to provide additional privacy. If the ground floor use is commercial, Terraces may be hardscaped to provide outside seating or merchandise display areas. The building activities are slightly separated from the adjacent sidewalk by the terrace height, and the depth of the terrace provides a buffer. The buffer provides clear area distinctions for commercial uses such as dining patios, and provides secure buffers for private yards and residences from public encroachment.

| TERRACE | |
|--|----------------------|
| Standard | Measurement |
| Building front setback | 10 feet |
| Depth of terrace | 5 feet - 10 feet max |
| Height of terrace landing above sidewalk grade | 4 feet max |
| Height of terrace fence, measured from landing | 2 feet max |

Design Characteristics

- Setback area is elevated and enclosed by a low fence or garden wall at or near the property line
- Steps or ramp lead from the sidewalk to the terrace, providing direct access to building
- Door yards are built to property line and building façade is no further from property than per above.
- Landscaping is limited to plants, bushes, or hedges not exceeding 3 feet of height at maturity and plants shall not block views of the building façade or entrance.



6.3.9 Parking Court

Parking court frontages consist of the primary building façade being set back from the front property line with a small parking lot within the setback. The parking lot is enclosed by a low wall or hedge at or near the property line for visual compatibility with the adjacent streetscape. The wall or hedge includes pedestrian entrances from the sidewalk and vehicular driveways from either the primary or secondary street(s). Depending upon the zone, buildings may be entirely setback behind the parking lot or may place a portion of the building near or at the sidewalk along the property line(s).

| PARKING COURT | |
|--|-------------------|
| Standard | Measurement |
| Width (if along primary street frontage) | 50% lot width min |
| Length (if along the side-street frontage) | 20 feet min |
| Depth (building facade to property line) | 75 feet max |
| Height Wall/Fence at front of property lince (1) | 4 feet max |
| Length Wall/Fence at property line | 50% lot width min |
| Notes: | |
| 1. Other fences: See ACMC 17.52.410 - 17.52.460 | |

Design Characteristics

- Parking Courts shall be designed to provide for safe vehicular and pedestrian access within the intended physical environment.
- Parking Courts shall have no more than two rows of parking between the building and the street.
- Landscaping shall be placed at grade or in raised planters.
- Low walls and/or hedges shall screen the parking along the sidewalk in accordance with section 6.4 (Parking Standards).
- When walls are used, the materials and design shall be compatible with the architectural style of the building.



6.3.10 Stoop

A Stoop is a frontage for residential or non-residential uses wherein the main façade is setback from the property line and the elevated stoop is built at or near the property line, engaging the sidewalk. The ground floor of the building is raised to provide privacy for rooms facing the street, ideal for residential uses built near the street. The entrance consists of an exterior landing, accessed by stairs or a ramp. Building facades are setback to provide enough space for the stoop, but no further than allowed by the table below. Landscaping on either side of the Stoop may be at grade or elevated provided landscaping does not block view of building façade and entryway.

| STOOP | |
|---|-------------|
| Standard | Measurement |
| Building front setback | 15 feet max |
| Porch width | 3 feet min |
| Porch depth (not including stairs/ramp) | 3 feet min |
| Height of landing above sidewalk grade | 3 feet max |
| Distance between stoop and sidewalk | 6 feet max |
| Height Wall/Fence at front property line | 3 feet max |
| Notes: | |
| 1. Other fences: See ACMC 17.52.410 - 17.52.460 | |

Design Characteristics

- Short stairs or ramp with small covered or uncovered landings provide access to the building
- Stoop may be parallel or perpendicular to the sidewalk
- Stoop may be combined with raised planting beds and/or low garden walls
- Stoops shall be of such dimensions to allow for adequate access to the ground floor of the building.



6.3.11 Front Yard/Porch

A Front Yard/Porch is a frontage type for residential uses where the building façade is setback from the property line with an optional porch attached to it within the setback area providing access to the building. Porches provide necessary physical separation for the private lot from the public sidewalk, while maintaining a visual connection between buildings and the public realm. The Front Yard results in a landscaped area between the property line and the building façade. Front yards shall be landscaped using a combination of hardscape and landscape. Front yards may be elevated, up to 4 feet, depending on topography, so long as building access is visible from the sidewalk and pedestrian-orientation is maintained.

| FRONT YARD/PORCH | |
|--|---|
| Standard | Measurement |
| Front yard size (where no porch present) | Per building setback or average of setbacks of the two adjacent properties, whichever is less |
| Porch width | 50% building width min |
| Porch depth | 6 feet min |
| Vertical Clearance porch floor to porch cover | 8 feet min |
| Height of porch landing above sidewalk grade | 4 feet max |
| Height of building entrance (no porch present) | 2 feet max |
| Distance between porch and sidewalk | 6 feet max |
| Height Wall/Fence along property line (1) | 5 feet max |
| Notes: | |
| 1. Other fences: See ACMC 17.52.410-17.52.460 | |

Design Characteristics

- Front Yard is landscaped up to the property line
- Usable porch dominates the building face
- Optional fence delineates the property line



6.4 Parking Standards

6.4.1 Purpose

This Section provides requirements for the location and amount of parking.

6.4.1.1 Parking Requirements and Placement

| TABLE 6.4.1 PARKING PLACEMENT | | | | | | | | | | |
|---|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|-----|-----|
| Parking | Zone | | | | | | | | | |
| | DMU | DC | BC | CMU-R | CMU-C | CN | CN-C | R | P | OS |
| Setback (min)(1) | 20' | 20' | 20' (2) | 20' (2) | 20' (2) | 15'(2) | 10'(2) | 20' | 10' | n/a |
| Side Street Setback (min) | 0' | 0' | 0' | 6' | 6' | 10' | 10' | 15' | 15' | n/a |
| Side Setback (min) | 0' | 0' | 0' | 0' | 0' | 0' | 0' | 0' | 0' | n/a |
| Rear Setback (min) | 0' | 0' | 0' | 0' | 0' | 0' | 0' | 0' | 0' | n/a |
| Parking Drive Width (max) | 12' single 20' shared | 12' single 20' shared | 12' single 20' shared | 12' single 24' shared | 12' single 24' shared | 12' single 18' shared | 12' single 18' shared | 12' single 18' shared | 20' | n/a |
| Distance between Front curb cuts (min) (3) | 40' | 30' | 30' | 24' | 24' | 16' | 16' | n/a | n/a | n/a |
| <p>Notes:</p> <ol style="list-style-type: none"> 1. Distance from property line to garage or parking lot. Does not include driveway. Driveways providing access to garage or parking lot may be located within required setbacks. Allowed to park in drive. 2. Front setback as listed in Table 6.4.1, or based on Frontage Type in Section 6.2. 3. Distance between curb cuts does not apply to rear lane/alley access or front access single driveways if located maximum 6 feet from a single driveway on the adjacent lot. | | | | | | | | | | |

TABLE 6.4.2 PARKING REQUIREMENTS (1)

| Parking | Zone | | | | | | | |
|--------------------------------------|---------------------------------|----------|---------------------------------|----------|---------------------------------|----------|---------------------------------|------------|
| | DMU | | DC | | BC | | CMU-R | |
| Residential | Min | | Min | | Min | | Min | |
| Single Family (min) | 1/unit | | 1/unit | | 1/unit | | 2/unit | |
| Multi Family (min) (2) | 1/unit | | 1/unit | | 1/unit | | 2/unit | |
| Guest Parking (3) | n/a | | n/a | | n/a | | 0.25/ unit | |
| Commercial | Min | Max | Min | Max | Min | Max | Min | Max |
| Retail sf < | 5,000 sf | | 5,000 sf | | 4,000 sf | | 4,000 sf | |
| | n/a | 1/400 sf | n/a | 1/400 sf | n/a | 1/400 sf | n/a | 1/300 sf |
| Retail sf > | 5,000 sf | | 5,000 sf | | 4,000 sf | | 4,000 sf | |
| | 1/500 sf | 1/300 sf | 1/500 sf | 1/250 sf | 1/500 sf | 1/300 sf | 1/500 sf | 1/200 sf |
| Restaurant | n/a | 1/400 sf | n/a | 1/300 sf | n/a | 1/400 sf | n/a | 1/300 sf |
| Office/General Commercial (4) | n/a | 1/500 sf | n/a | 1/400 sf | n/a | 1/500 sf | n/a | 1/400 sf |
| Medical Services | 1/500 sf | 1/400 sf | 1/500 sf | 1/400 sf | 1/500 sf | 1/400 sf | 1/400 sf | max n/a |
| Hotel/Motel (min) | 1 space/ room or group of rooms | n/a | 1 space/ room or group of rooms | n/a | 1 space/ room or group of rooms | n/a | 1 space/ room or group of rooms | n/a |
| Other | Min | Max | Min | Max | Min | Max | Min | Max |
| Recreation and Entertainment (5) | 1/500 sf | 1/400 sf | 1/500 sf | 1/400 sf | 1/500 sf | 1/400 sf | 1/400 sf | <u>n/a</u> |
| School | 1 space/ 4 students | n/a | 1 space/ 4 students | n/a | 1 space/ 4 students | n/a | 1 space/5 students | n/a |
| Meeting facility | 1/400 sf | n/a | 1/400 sf | n/a | 1/400 sf | n/a | 1/400 sf | n/a |
| Government/ Civic | 1/400 sf | n/a | 1/400 sf | n/a | 1/400 sf | n/a | 1/400 sf | n/a |
| Gas station/ car wash | n/a | n/a | n/a | n/a | n/a | n/a | 5 spaces | <u>n/a</u> |
| Automobile Sales, Rentals (new/used) | n/a | n/a | n/a | n/a | n/a | n/a | 1/400 sf | n/a |

| Zone | | | | | | | | |
|--|----------|--|----------|--|----------|------------|------------------------|-----|
| CMU-C | | CN | | CN-C | | R | P | OS |
| Min | | Min | | Min | | Min | Min | Min |
| 1/unit | | 2/unit | | 2/unit | | 2/unit | n/a | n/a |
| 1.5/unit | | 2/unit | | 1.5/unit | | 2/unit | n/a | n/a |
| 0.25/ unit | | 0.25/ unit | | 0.25/ unit | | 0.25/ unit | n/a | n/a |
| Min | Max | Min | Max | Min | Max | Min | Min | Min |
| 4,000 sf | | 3,000 sf | | 3,000 sf | | n/a | n/a | n/a |
| n/a | 1/300 sf | n/a | 1/250 sf | n/a | 1/250 sf | n/a | n/a | n/a |
| 4,000 sf | | 3,000 sf | | 3,000 sf | | n/a | n/a | n/a |
| 1/500 sf | 1/200 sf | 1/500 sf | n/a | 1/500 sf | n/a | n/a | n/a | n/a |
| n/a | 1/300 sf | n/a | 1/300 sf | n/a | 1/250 sf | n/a | n/a | n/a |
| n/a | 1/400 sf | 1/500 sf | 1/300 sf | 1/500 sf | 1/300 sf | n/a | n/a | n/a |
| 1/400 sf | max n/a | 1/400 sf | n/a | 1/400 sf | n/a | n/a | n/a | n/a |
| 1 space/ room or group of rooms | n/a | 1 space/ room or group of rooms | n/a | 1 space/ room or group of rooms | n/a | n/a | n/a | n/a |
| Min | Max | Min | Max | Min | Max | Min | Min | Min |
| 1/400 sf | n/a | 1/400 sf | n/a | 1/400 sf | n/a | n/a | n/a | n/a |
| 1 space/5 students | n/a | 1 space/5 students | n/a | 1 space/5 students | n/a | n/a | 1 space/ 5 students | n/a |
| 1/400 sf | n/a | 1/400 sf | n/a | 1/400 sf | n/a | 1/400 sf | n/a | n/a |
| 1/400 sf | n/a | 1/400 sf | n/a | 1/400 sf | n/a | 1/400 sf | 1/400 sf | n/a |
| 5 spaces | n/a | 5 spaces | n/a | n/a | n/a | n/a | n/a | n/a |
| 1/400 sf | n/a | 1/400 sf | n/a | 1/400 sf | n/a | n/a | n/a | n/a |

TABLE 6.4.2 PARKING REQUIREMENTS (1)

| Parking | Zone | | | | | | | |
|--|------|-----|-----|-----|-----|-----|----------|-----|
| | DMU | | DC | | BC | | CMU-R | |
| Repair, commercial (motor vehicles) | n/a | n/a | n/a | n/a | n/a | n/a | 1/400 sf | n/a |

Notes:

1. Parking for uses not specifically listed shall be determined by the Planning Director. For the purposes of calculating the number of parking spaces or loading spaces required, square footage (sf) shall mean the floor area of space used for service to the public as customers, patrons, clients, or patients, or occupied by tenants of the offices in the case of an office building. The term shall include floor area occupied by fixtures and equipment used for display or sale of merchandise; but shall not include floor space used for non-public purposes such as storage, incidental repair, processing or packaging of merchandise, show windows or offices incidental to the management or maintenance of stores or buildings. Floor space used principally for toilet or rest rooms, fitting or dressing or alteration rooms, for utilities and for parking or loading spaces within the building shall also be excluded from floor area. Where no minimum is provided, no parking is required.
2. At least one car-share parking space must be designated in new residential developments that offer more than 10 private car parking spaces. Two car-share parking spaces must be provided in developments with more than 30 private car parking spaces.
3. Applies to multi-family only. Any fractional requirement equal to or greater than one-half (1/2) of a guest parking space shall be interpreted as a requirement for a total guest parking space. Guest parking spaces shall be grouped in a location that is convenient to visitors and shall be accessible at all times. Required guest parking may be distributed in more than one location. Guest parking spaces shall not be located within a secured private or common parking garage that requires a key, handset, or other electrical or mechanical device to gain access to such spaces.
4. Commercial non-retail includes commercial, business, and professional services and commercial repair (non-vehicular)
5. Includes Health/Fitness facilities, Indoor/Outdoor recreation, Studios, and theaters.

| Zone | | | | | | | | |
|----------|-----|----------|-----|----------|-----|-----|-----|-----|
| CMU-C | | CN | | CN-C | | R | P | OS |
| 1/400 sf | n/a | 1/400 sf | n/a | 1/400 sf | n/a | n/a | n/a | n/a |
| | | | | | | | | |

6.4.1.2 General Parking Standards

A. General to All Zones

1. Parking must be accessed by a side street, when available, unless excepted per Section 6.4.4.2.E
2. Tandem parking shall be allowed in all zones where residential is permitted, when both tandem spaces are for a single residential unit.
3. Parking facilities on adjoining lots may share access points and driveways subject to a recorded covenant running with the property/properties on which the facilities are located.
4. Required parking may be provided either on the same lot as the use for which they are intended to serve, or on another lot within 1,500 feet, guaranteed through a covenant agreement.
5. Off-Street parking does not need to be covered.
6. Unless otherwise provided in this Chapter, whenever there is a combination of two or more uses on one lot or building site, the total number of parking spaces required to be provided for such lot or building site shall be not less than the sum total of the parking spaces required for each of the distinct uses.
7. Unless otherwise provided in this Chapter, parking and loading areas shall be provided, designed, and maintained in accordance with ACGOC Sections 17.52.750 – 17.52.950.
8. Up to forty percent of the required spaces in a parking facility with 5 or more spaces may be designed and designated for compact cars.
9. Parking for disabled access shall be provided and comply with Chapter 2-71 of Title 24 of the California Administrative Code. When less than five total spaces in a parking lot are provided, one space shall be 14 feet by 18 feet, however, the space does not need to be reserved exclusively for handicapped use.
10. Parking spaces shall be designed per Table 6.4.3, subject to County review and approval:

TABLE 6.4.3 PARKING SPACE REQUIREMENTS

| Type of Space | Width (ft.) (1) | Depth (ft.) |
|----------------------|-----------------|-------------|
| Parallel (on-street) | 7.5 | 20 |
| Standard | 8.5 | 18 |
| Compact | 7.5 | 15 |
| Tandem | 8.5 | 33 |
| Disabled Access | 14 | 18 |

Notes:

1. One additional foot in width shall be provided on each side abutting any wall, fence, property line, or other fixed obstruction that restricts vehicular access or movement.

B. General to Non-Residential Uses

1. Parking areas for non-residential uses in any zone shall be landscaped in compliance with this subsection.
2. Parking and loading areas shall be landscaped and maintained as follows:
 - a. Parking adjacent to streets shall be landscaped to screen area from public streets. Screening materials may include a combination of plant materials, fences, walls, hedges, or planters in compliance with ACGOC Sections 17.52.410 – 17.52.460.
 - b. Parking areas with 5 or more spaces, excluding parking garages, shall be improved and maintained at all times with canopy trees that provide at least 40 percent shade coverage at maturity.
 - c. Trees in paved areas, such as a parking lot or adjacent to sidewalks, shall be installed with deep root barriers, metal grates or other designs as approved by the County.
 - d. Landscaping shall be installed with automatic irrigation unless other irrigation methods are approved by the County. Irrigation systems and components shall be maintained in a fully functional manner.
 - e. All landscaping shall comply with ACGOC 17.64 (Water Efficient Landscape Ordinance).
 - f. Each property is responsible for the maintenance of all landscaped areas on site and shall maintain all landscaping in a healthful and thriving

condition at all times. Landscaped areas shall be maintained clean of debris, litter, and weeds. Any decaying or dead material shall be replaced.

C. Shared Parking

1. Shared parking refers to joint-use of on-site, off-street parking between as few as two separate properties, or off-site, off-street parking in the form of a parking lot or parking garage.
2. The intent of shared parking is to allow for each property to generate building area and land use activity while grouping the parking facilities throughout the ACBD Plan Area. This approach makes efficient use of parking facilities, maximizes use of property, and encourages walking between businesses and destinations.
3. Multiple uses on multiple sites may establish joint use (sharing) of one or more parking facilities, such as a surface parking lot or a parking garage.
4. Where two or more uses share common parking areas or facilities, either on- or off-site, the total number of parking spaces required may be reduced by up to 20 percent, with approval of a Minor Use Permit.
5. Where shared parking is located on more than one parcel, affected parties must record an agreement governing the shared parking, to the satisfaction of the Planning Director.
6. Shared parking is allowed only if the uses are allowed in the zone where the parking is located.
7. Shared parking facilities, such as a public parking garage, may be used by residential development per the following:
 - a. That the development leases or purchases the spaces from the County or parking authority to secure the required permanent parking; and
 - b. That the development be allowed to use no more than the spaces required by the zone standards for each dwelling type.

D. Parking Reduction

1. **Mixed Use Parking.** By approving a Minor Use Permit, the Planning Director may reduce the parking requirement for various uses in a single development by up to 20

percent, in addition to the shared parking reduction, for a total maximum parking reduction of 40 percent, upon finding that the times of maximum parking demand from various uses will not coincide.

2. **Proximity to Transit.** A parking reduction of up to 10 percent, but not less than one space, may be approved by the Planning Director for any use within a quarter mile of frequent transit service (Transit service that is available with headways in at least one direction of 15 minutes or less for at least 12 hours per day, 6 days per week, and 30 minutes or less for at least 18 hours every day). Within a half mile of frequent transit service a parking reduction of up to 5 percent, but not less than one space, may be approved by the Planning Director.

3. **Transportation Demand Management.** Parking in the DMU, DC, BC, and CMU-C zones may be reduced by up to 30 percent, but not less than one space, with approval by the Planning Director of a Transportation Demand Management Plan.

4. **Bicycle Parking.** For every 5 non-required permanent bicycle parking spaces provided, required off-street automobile parking may be reduced by 1 space, up to a maximum 25 percent of required automobile parking.

5. **Car Share.** For every 1 parking space leased to a County recognized carshare program, required off-street parking may be reduced by 1 space, up to a maximum 25 percent of required automobile parking.

E. Parking Alternatives

1. **On-Street Parking.** In the DMU, DC, BC, and CMU-C Zones, on-street parking to the front, side or rear of the lot may satisfy up to 50 percent of required parking spaces. (e.g. if parking requirement is 10 spaces, parking may be reduced by no more than 5 spaces. 5 on-street parking spaces would count toward the 5 space reduction).

2. **Parking In-Lieu.**

- a. When the County or a Parking Benefit District provides for contributions to an improvement fund for a vehicle parking district in-lieu of parking spaces so required, said in-lieu fee contributions shall be considered to satisfy the requirements of this chapter.

b. To encourage and facilitate the funding of structured off-site parking facilities, with the payment of an in-lieu fee, required parking may be reduced by 20 percent.

c. The Planning Director shall be responsible for the calculations required under this chapter and shall calculate and collect the in-lieu contribution.

3. Parking District. Participation in a Parking Benefit District may be used to comply with the provisions of this Chapter to the extent of a use’s allotted share of the parking spaces in the district.

F. Unbundled Residential Parking

In the DMU, DC, BC, and CMU-C Zones, on lots within ¼ mile of frequent transit service, private vehicle parking spaces in mixed-use development must be priced and sold separately from the rental or purchase of dwelling units. Parking shall still be provided in accordance with Table 6.4.1.

G. Parking Location Modification

The Planning Director may approve a Minor Use Permit to modify parking location and access standards provided in Table 6.4.4.2., with or without conditions, only after first making all of the following findings of approval:

1. The modification is consistent with the goals and policies of the General Plan;
2. The modification is consistent with the goals and policies of the ACBD Specific Plan;
3. The modification does not impede pedestrian flow and safety and promotes a continuous sidewalk with minimal auto-pedestrian conflicts;
4. The modification utilizes shared driveways to the greatest extent possible, with minimal curb cuts/driveways/entryways;
5. The modification provides at least one pedestrian entrance from the public right of way, visible from the street and sidewalk;
6. Parking, or parking access, is not the dominant visual feature from the public right of way;
7. Driveway width is no wider than necessary to accommodate vehicle access to the site; and
8. The modification maintains the character of a pedestrian friendly street.

6.4.1.3 Bicycle Parking

A. Bicycle parking is required for any new structure or an addition/improvement to an existing structure that exceeds 50% of the assessed value, in accordance with Table 6.4.4, below. Bicycle parking is in addition to required car parking. Only bicycle parking above minimum bicycle parking requirements can count to reduce the overall required amount of car parking. A bicycle rack or stall providing secure location to park and lock one bicycle shall constitute one bicycle parking space, if a bicycle parking device is designed to accommodate more than one bicycle, it shall constitute two bicycle parking spaces.

B. Bicycle stalls shall be provided in accordance with the following requirements:

1. Provided with a device to be approved by the County and capable of supporting a bicycle in an upright or hanging position, and having a means that will enable a user to lock his bicycle to such a device.
2. When located in an automobile parking area, bike parking spaces shall be protected by curbs, fences, planters, or similar barriers for protection of bikes, pedestrians, and automobiles.

| TABLE 6.4.4 BICYCLE PARKING REQUIREMENTS | |
|--|----------------------------|
| Use | Required Parking (1) |
| Multi Family | 1 space/1-2 units |
| Commercial, Office, Retail (2) | 10% of required car spaces |
| Hotel/Motel | 1 space/5 rooms |
| Civic, Recreation, Assembly | 20% of required car spaces |
| Parks, Open space | 25% of required car spaces |
| Notes: 1. For calculating required bicycle spaces, the required car spaces is equal to the number of required spaces before any reduction received under Section 6.4.4.2. 2. Where no car parking required, minimum bike parking is 2 plus 1/1,000 sf. | |

6.5 Sign Standards

To be Determined --
Existing Sign Code Applies

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6.6 Definitions

This Section lists and defines terms and phrases used in the ACBD Code.

A. Definitions

A-Board Sign. A portable “a-frame” or “sandwich board” sign.

Abandoned Sign. A sign that no longer advertises a business, lessor, owner, product, service or activity on the premises where the sign is displayed.

Accessory Building: A building that is secondary or ancillary to a primary structure on the lot.

Adult Entertainment Activity (ACGOC): Any commercial activity, whether conducted intermittently or full time, which primarily involves the sale, display, exhibition or viewing of books, magazines, films, photographs or other materials, distinguished or characterized by an emphasis on matter depicting, describing, or relating to human sex acts, or by an emphasis on male or female genitals, buttocks, or female breasts. Adult entertainment activities also include, by way of illustration only, such activities as nude encounter, dance studios, bath houses, escort studios and any establishment that offers no other discernible product or service

Alcohol Outlet (ACGOC): An establishment engaged in sales activity associated with alcoholic beverages being purchased for off-site consumption such as occurs at a liquor store. An alcohol outlet is distinct from a grocery store or retail food uses which include alcohol sales for offsite consumption that do not propose to sell alcohol as their principal business.

Animated or Moving Sign. A sign that uses movement, lighting, or special materials to depict action or create a special effect to imitate movement.

Automobile Sales, new/used: Activity focused on the sale of new or used motor vehicles that involves the display of inventory. Includes stores that sell new or re-manufactured automobile parts, tires, and accessories. Establishments that provide installation services are instead included under “Repair, motor vehicle.”

Automobile Rentals: Activity focused on the rental of motor vehicles with the inventory being readily available either on-site or in a remote site. Does not include Commercial Vehicle rentals, sales, or storage.

Awning Sign. A sign copy or logo attached to or painted on an awning.

B. Definitions

Bail Bonds/Check Cashing: Establishments focused on providing bail services or check cashing or pay-day loan services to the general public.

Banner, Flag, or Pennant. Cloth, bunting, plastic, paper, or similar non-rigid material used for advertising purposes attached to a structure, staff, pole, line, framing, or vehicle, not including official flags of the United States, the State of California, and other states of the nation, counties, municipalities, official flags of foreign nations and nationally or internationally recognized organizations.

Business Service: An establishment within a building that provides services to other businesses.

Examples of these services include: computer-related services (rental, repair); copying, quick printing, and blueprinting services; film processing and photofinishing (retail); land mailing and mail box services.

C. Definitions

Cabinet Sign (Can Sign). A sign with its text and/or logo symbols and artwork on a translucent face panel that is mounted within a metal frame or cabinet that contains the lighting fixtures, which illuminate the sign face from behind.

Car Wash: A place where motor vehicles are vacuumed, cleaned, washed and/or waxed. Such facilities may be an independent business on a site or part of the services provided by a Gas Station.

Care Facility for the Elderly: A housing arrangement chosen voluntarily by the residents, or the residents’ guardians, conservators or other responsible persons; where 75 percent of the residents are at least 62 years of age, or, if younger, have needs compatible with other residents; and where varying levels of care and supervision are provided, as agreed to at the time of admission or as determined necessary at subsequent times of reappraisal (definition from California Code of Regulations Title 22, Division 6, Chapter 6, Residential Care Facilities for the Elderly). RCFE projects may include basic services and community space. RCFE projects include assisted living facilities, congregate housing, independent living centers/ senior apartments, and life care facilities as defined below.

Assisted Living Facility. A residential building or buildings that also provide housing, personal and health care, as permitted by the Department of Social Services, designed to respond to the daily, individual needs of the residents. Assisted Living Facilities may include kitchenettes (small refrigerator, sink and/or micro-wave oven) within individual rooms. Assisted Living Facilities are required to be licensed by the California Department of Social Services, and do not include skilled nursing services.

Independent Living Center/Senior Apartment. Independent living centers and senior apartments are multi-family residential projects reserved for senior citizens, where common facilities may be provided (for example, recreation areas), but where each dwelling unit has individual living, sleeping, bathing, and kitchen facilities.

Life Care Facility. Sometimes called Continuing Care Retirement Communities, or Senior Continuum of Care Complex, these facilities provide a wide range of care and supervision, and also provide health care (skilled nursing) so that residents can receive medical care without leaving the facility. Residents can expect to remain, even if they become physically incapacitated later in life. Life Care Facilities require multiple licensing from the State Department of Social Services, the State Department of Health Services, and the State Department of Insurance.

Changeable Copy Sign. A sign designed to allow the changing of copy through manual, mechanical, or electrical means including time and temperature.

Commercial Services. Business establishments engaged in providing services rather than the sale of products, but does not involve the manufacturing, assembling, packaging or processing of articles of merchandise. Examples include contractor/subcontractor offices, carpenter's shops, exterminators, and plumbers. Does not include repair (non-vehicular), repair (motor vehicles). Commercial services may include, as an accessory use only, retail sales of items related to the services being provided.

With outside storage. Commercial service establishment that includes the storage of materials and/or equipment outside, such as service contractor's storage yard, equipment (non-automobile) storage yard, or utility storage yard.

Commercial Vehicle Sales, Storage, Rental. An establishment engaged in the sale, rental, and/or storage of commercial vehicles including limousine service and moving truck companies. Does not include automobile sales, rentals or transit stop.

Construction Sign. A sign placed at a construction site that provides information regarding the project architect, owner, contractors, etc.

D. Definitions

Day Care: The provision of nonmedical care and supervision of minor children for periods of less than twenty-four hours. This land use includes the following types of facilities, all of which are required to be licensed by the California State Department of Social Services:

Day Care, Small. A day-care facility located in a single-family residence where an occupant of the residence provides care and supervision for either six or fewer children, or eight or fewer children provided that no more than two of the children are under the age of two and at least two of the children are over the age of six. Children under the age of ten years who reside in the home count as children served by the day-care facility.

Day Care, Large. A day-care facility located in a single-family residence where an occupant of the residence provides care and supervision for eight to fourteen children. Children under the age of ten years who reside in the home count as children served by the day-care facility.

Day Care Center. Commercial or non-profit child day-care facilities designed and approved to accommodate fifteen or more children. Includes infant centers, preschools, sick-child centers, and school-age day-care facilities. These may be operated in conjunction with other approved land uses, or as an independent land use.

Directional Sign. A sign that is designed and erected solely for the purposes of directing vehicular and/or pedestrian traffic within a project.

Drive-through Restaurant: Any eating establishment which contains any of the following characteristics:

1. Has an outside service window; or
2. Is designed for or provides service to patrons while in automobiles on the premises.

Dwelling (ACGOC): Any building or portion of a building which contains one or more dwelling units. The term includes one-family dwelling, two-family dwelling and multiple dwelling.

Dwelling group (ACGOC): Two or more separate one-family, two-family or multiple dwellings occupying a single building site.

Dwelling unit (ACGOC): A room, or a suite of connecting rooms, designed for use as separate living quarters or used as separate living quarters and constituted as a separate and independent housekeeping unit and having its own kitchen facilities consisting of one or more of the following: sink, cooking facility or refrigerator. Any detached structure containing a full bath including a water closet, basin and shower or tub or containing a half bath including a water closet and basin, the area of which half bath exceeds twenty (20) square feet, shall also be considered a dwelling unit.

Dwelling, Multi-Family: A residential structure containing two or more dwelling units located either side by side or one on top of the other.

Fourplex or Larger: A building with four or more separate dwellings.

Rowhouse: A building with two or more single-family dwellings located side by side, with common walls on the side lot lines, the façades reading in a continuous plan.

Triplex: A building with three separate dwellings.

Dwelling, Single-Family: A building occupied by no more than one household for a total of one dwelling. Includes mobile/manufactured homes.

E. Definitions

Electronic Message Sign. A sign with a fixed or changing display composed of a series of lights, but not including time and temperature displays.

Emergency Shelter (ACGOC): Housing with minimal supportive services for homeless persons that is limited to occupancy of six months or less by a homeless person.

F. Definitions

Façade: The vertical surface of a building, generally set facing a street (“front façade”).

Farmers Market: Temporary, recurring events where farmers, ranchers, and other agricultural producers sell food, plants, flowers, and added-value products, such as pickled vegetables, jams and jellies, they have grown, raised, or produced from products they have grown or raised.

In addition, some vendors sell food that is available for immediate consumption on site, and some may be community groups, services, or other vendors or organizations. Farmers Markets occur on a regular basis in the same location. They are free and open to the public. Some markets are seasonal, while others occur year-round.

Flashing Sign. A sign that contains an intermittent or sequential flashing light source.

Freestanding Sign. A sign fixed in an upright position on the ground not attached to a structure other than a framework, pole or device, erected primarily to support the sign. Includes monument signs and pole signs.

Freeway-oriented Signs. A freestanding sign located near Interstate Highways 880, 580, or 238 that identifies tourist-oriented businesses, such as gasoline service stations, restaurants, motels and regional commercial uses. A freeway sign is located on the same property as the business it identifies.

Funeral Home: An establishment where the dead are prepared for burial or cremation.

G. Definitions

Gas Station: A facility selling gasoline to the general public for motorcycles, passenger vehicles, and recreational vehicles which often includes an on-site store selling a variety of food-related items and beverages.

Government: Office activity that is in direct support of government agencies such as the County of Alameda, the State or the Federal Government. Uses include government offices, fire stations, and police stations. Does not include social services offices, medical buildings utilities, or public facilities.

Ground Floor Residential: Dwelling(s) located on the first floor of a building's street-facing façade(s).

Group Home: Any building, facility, premises, house, structure, dwelling unit, multiple dwelling, apartment house, or portion thereof, at which persons reside in a group occupancy setting, but not including a hotel, motel, fraternity, sorority, rooming and/or boarding house, rest home or family. This facility is generally characterized by the provision of a pre-arranged or organized household structure or program. Residents of a facility may also receive medical treatment in addition to any non-medical supportive services in a residential or congregate care setting, as opposed to a hospital.

H. Definitions

Health/Fitness Facility: A fitness center, gymnasium, health or athletic club, which may include any of the following: exercise machines, weight facilities, or group exercise rooms; sauna, spa or hot tub facilities; indoor tennis, handball, or racquetball; archery and shooting ranges; other indoor sports activities; and indoor or outdoor pools.

Home Occupation (ACGOC): An activity customarily carried on by a resident of a dwelling unit, when activity is incidental and subordinate to the use and maintenance of the dwelling unit as living quarters.

Hotel/Motel: A lodging establishment providing individual rooms to be rented for no less than a day.

I. Definitions

Illegal Sign. A sign that includes any of the following:

- A sign installed without complying with all regulations in effect at the time of its construction or use;
- A sign installed or maintained contrary to any applicable provision of Chapter 6.5 (Signs).
- A sign which is a danger to the public or is unsafe; or
- A sign which is a traffic hazard not created by relocation of streets or highways or by acts of the County;
- Amortized time period has elapsed;
- Abandoned sign.

Indirectly Illuminated Sign. A sign whose light source is external to the sign and which casts its light onto the sign from a distance; or where the light source is behind an opaque sign element and causes it to be outlined by light reflected from the surface to which the sign is mounted.

Indoor/Outdoor Recreation: An establishment providing indoor or outdoor amusement and entertainment services for a fee or admission charge, including any of the following as primary uses:

- Bowling alleys
- Card rooms
- Coin-operated amusement arcades
- Dance halls, clubs and ballrooms
- Electronic game arcades (video games, pinball, etc.)
- Ice skating and roller skating
- Pool and billiard rooms
- Batting cages
- Climbing walls
- Miniature golf
- Outside boxing gyms

This use does not include adult entertainment.

Internally Illuminated Sign. A sign whose light source is located in the interior of the sign so that light passes through the face of the sign, or light source which is attached to the face of the sign and is perceived as a design element of the sign.

J. Definitions

Reserved

K. Definitions

Reserved

L. Definitions

Laundromat/Dry Cleaning: An establishment with coin-operated washing machines and dryers for public use. Includes on-site dry cleaning.

Library, Museum, Art Gallery: Public or quasi-public facilities, examples of which include: aquariums, arboretums, art galleries and exhibitions, botanical gardens, historic sites and exhibits, libraries, and museums. May also include accessory retail uses such as a gift/book shop, restaurant, etc.

Live-Work Unit: An integrated housing unit and working space occupied and utilized by a single household in a structure that has been designed or structurally modified to accommodate joint residential occupancy and work activity, and which includes:

1. Complete kitchen space and sanitary facilities in compliance with the Building Code; and
2. Working space reserved for and regularly used by one or more occupants of the unit.

M. Definitions

Medical or Residential Care Facility (ACGOC): A residential care home as licensed by State Department of Social Services, Community Care Licensing Division. This term also includes group living quarters (group homes) housing persons placed by an authorized agency for rehabilitation purposes and is funded by or licensed by or is operated under the auspices of an appropriate federal, state or county governmental agency.

Medical Services: A facility other than a hospital where medical, dental, mental health, surgical, and/or other personal health care services are provided on an outpatient basis (for example, chiropractors, medical doctors, psychiatrists, etc., other than nursing staff) within an individual office suite. These facilities may also include incidental medical laboratories.

Meeting Facility, Public or Private: A facility for public or private meetings, including: community centers; clubhouses; religious assembly facilities (e.g., churches, mosques, synagogues, etc.); civic and private auditoriums; and Grange halls, union halls, meeting halls for clubs and other membership organizations, etc. Also includes functionally related internal facilities such as kitchens, multi-purpose rooms, and storage. Does not include conference and meeting rooms accessory and incidental to another primary use, and which are typically used only by on-site employees and clients, and occupy less floor area on the site than the offices they support. Does not include: cinemas, performing arts theaters, indoor commercial sports assembly or other commercial entertainment facilities. Related on-site facilities such as day care centers and schools are separately defined, and separately regulated.

Mixed-use: Multiple functions (such as residential, retail, office) within the same building, property, or the same general area through superimposition or within the same area through adjacency. There are three distinct categories of mixed use:

Mixed-use Commercial/Residential: Commercial is required on the site as a primary use. Residential is allowed as a secondary use. Commercial may be developed without a residential use.

Mixed-use Residential/Commercial: Residential is required on the site as a primary use. Commercial is allowed as a secondary use. Residential may be developed without a commercial use.

Mixed-use Commercial/Commercial: A mixed-use project consisting of two or more non-residential uses (such as commercial service, office, retail).

Mobile/Manufactured Home (ACGOC): A factory-assembled structure or structures transportable in one or more sections, that is built on a permanent chassis and designed to be used as a dwelling unit with or without a permanent foundation acceptable to the authority having jurisdiction and where connected to the required utilities, including but not limited to plumbing, electrical, heating and air-conditioning contained therein and installed in accordance with the Alameda County Municipal Code.

Mobile Outdoor Business: An establishment that reports to and operates from a commissary and is readily moveable, is a motorized wheeled vehicle, or a towed wheeled vehicle. Includes mobile food vendors (ice cream trucks, food trucks) and retail sales.

Monument Sign. An independent, freestanding structure supported on the ground having a solid base as opposed to being supported by poles or open braces.

Mural. A painting, picture or graphic illustration applied to and made part of an exterior wall.

N. Definitions

Nonconforming Sign. An advertising structure or sign which was lawfully erected and maintained prior to the adoption of this Chapter, but does not now completely comply with current regulations.

O. Definitions

Off-Site Sign. A sign identifying a use, facility, service, or product that is not located, sold, or manufactured on the same premise as the sign, or that identifies a use, service, or product by a brand name which, although sold or manufactured on the premise, is not a principal item for sale or manufactured on the premise.

Office, General: Business and professional services. Examples of these uses include accounting services, insurance agent offices, real estate offices, travel agencies, counselling services, news services, telemarketing, utility company offices, elected official satellite offices, etc. Does not include commercial service offices.

P. Definitions

Park, Playground: An outdoor recreation facility owned and maintained by a public entity that may provide a variety of recreational opportunities, at no charge to the public, including playground equipment, open space areas for passive recreation and picnicking, and sport and active recreation facilities. Also includes community gardens, parklets, and plazas. Does not include indoor/outdoor recreation.

Parking Facility, Public or Private: Parking lots or structures operated by the County, or a private entity providing parking for a fee. Does not include Towing, Impound Storage Facilities.

Permanent Sign. A sign constructed of durable materials and intended to exist for the duration of time that the use or occupant is located on the premises.

Personal Services: Establishments that provide non-medical services to individuals as a primary use. Examples of these uses include: barber shops and beauty salons; nail salons, clothing rental; dry cleaning pick-up stores with limited equipment; locksmiths; massage (certified by the California Massage Therapy Council, therapeutic, non-sexual); pet grooming with no boarding; shoe repair shops; and tailors. These uses may also include accessory retail sales of products related to the services provided.

Personal Services, Restricted: Personal services that may tend to have a blighting and/ or deteriorating effect upon surrounding areas and which may need to be dispersed to minimize their adverse impacts. Examples of these uses include:

- Fortune tellers, psychics, and palm and card readers
- Pawnshops
- Spas and hot tubs for hourly rental
- Tattoo and body piercing services
- Tanning salons
- Cash for gold
- Hookah lounges
- Non-certified massage

Planning Director (ACGOC): The Planning Director of Alameda County, or his or her designated representative.

Pole Sign. An elevated freestanding sign, typically supported by one (1) or two (2) poles or columns.

Political or Social Issue Sign. A sign that addresses:

- a. The passage or defeat of a measure appearing on the ballot in any national, state, or local election;
- b. The election or defeat of any candidate for any public office in any national, state, or local election; or
- c. An international, national, state, or local political or social issue.

Portable Sign. A sign that is not permanently affixed to a structure or the ground.

Projecting Sign. A sign other than a wall sign suspending from, or supported by, a structure and projecting outward.

Pub/Bar/Tavern: An establishment where alcoholic beverages are offered for sale for onsite consumption as its principal function, which may include food, but do not admit persons under the age of 21. This classification includes businesses with a California Department of Alcoholic Beverage Control (ABC) license of 42, 48, 49 or 61. Does not include a restaurant, café, or coffee shop which may include alcohol sales for onsite consumption as incidental to the primary use.

Q. Definitions

Reserved

R. Definitions

Real Estate Sign. A sign indicating that a property or any portion thereof is available for inspection, sale, lease, rent, or directing people to a property, but not including temporary subdivision signs.

Repair, Commercial, motor vehicles: A garage used for general repair, rebuilding or reconditioning of engines, motor vehicles or trailers; incidental towing service; for collision service including body or frame, strengthening or repair, or for painting. Includes businesses dealing in used parts and tire recapping establishments. Does not include Towing, Impound Storage Facilities.

Repair, Commercial, non-vehicular: Activity focused on the repair and maintenance of non-vehicular items such as vacuum cleaners, home electronics, small appliances, clocks, and other hardware with the repair activity usually occurring on-site.

Restaurant, Cafe, Coffee Shop: A retail business selling ready-to-eat food and/or beverages for on – or off-premise consumption. These include eating establishments where customers are served from a walk-up ordering counter for either on- or off premise consumption (“counter service”); establishments where customers are served food at their tables for on premise consumption (“table service”), that may also provide food for take-out; and establishments with outside dining. May include sale of alcohol for on or off-site consumption as incidental use where minors are allowed on the premises. This classification includes businesses with California Department of Alcoholic Beverage Control (ABC) licenses of 40, 41, 47, 59, 60, or 75. Does not include Drive- through Restaurant.

Retail, General: Stores and shops intended to serve as destination retail, rather than convenience shopping. Examples of these stores and lines of merchandise include: antique stores; art galleries, art supplies, including framing services; books, magazines, and newspapers; cameras and photographic supplies; clothing, shoes, and accessories, including boutiques and vintage clothing stores; collectibles (cards, coins, comics, stamps, etc.); drug stores and pharmacies; dry goods, fabrics and sewing supplies; furniture and appliance stores; general merchandise; hobby materials; home and office electronics; home improvement or hardware store; house plants or other nursery products, including cut flowers; jewelry, luggage and leather goods; musical instruments; retail with on-site production, small wares; specialty grocery stores; specialty shops; sporting goods and equipment; stationery, toys and games; variety stores; and videos, DVD’s, records, CD’s, including rental stores, but does not include drive throughs. May include sale of alcohol for consumption off-site where alcohol sales are not their principal business.

Roof Sign. A sign constructed upon or over a roof, or placed so as to extend above the edge of the roof.

S. Definitions

School, Public or Private: Includes the following facilities:

Elementary, Middle, Secondary: A public or private academic educational institution, including elementary (kindergarten through 6th grade), middle and junior high schools (7th and 8th grades), secondary and high schools (9th through 12th grades), and facilities that provide any combination of those levels. May also include any of these schools that also provide room and board.

Specialized Education/Training: A school that provides education and/or training, including tutoring, or vocational training in limited subjects. Examples of these schools include: art school; ballet and other dance school; business, secretarial, and vocational school; computers and electronics school; drama school; driver education school; establishments providing courses by mail; language school; martial arts; music school; professional school (law, medicine, etc.); and seminaries/religious ministry training facilities.

Does not include pre-schools and child day care facilities (see “Day Care”). See also the definition of “Studio - Art, Dance, Martial Arts, Music, etc.” for smaller-scale facilities offering specialized instruction.

Secondhand/Thrift Stores: A retail store principally selling previously owned items (e.g., clothing) as distinct from a pawnshop or an antique or collectible store which sells antiques, curios, gifts and souvenirs, and collectible items including sports cards and comic books.

Setback: The mandatory distance between a property line and a building or appurtenance. This area must be left free of structures that are higher than three feet excluding fences, except as noted in the Development Standards.

Sign. A structure, device, figure, message placard, or other contrivance, or any part thereof, situated outdoors or indoors, which is designed, constructed, intended, or used to advertise, or to otherwise provide information, to direct or attract attention to an object, person, institution, business, product, service, event, or location by any means, including words, letters, figures, designs, symbols, fixtures, colors, illumination, or projected images.

Sign Area. The entire area within a perimeter defined by a continuous line composed of right angles using no more than eight (8) lines which enclose the extreme limits of lettering, logo, trademark, or other graphic representation.

Sign Height. The vertical distance from the uppermost point used in measuring the area of a sign to the normal grade immediately below the sign, including its base or the top of the nearest curb of the street on which the sign fronts, whichever measurement is the greatest.

SRO (single room occupancy) facility (ACGOC): A building containing six or more SRO units or guest rooms, designed for occupancy of no more than two persons, and which is intended, designed, or is used as a primary residence by guests.

SRO (single room occupancy) unit (ACGOC): A room that is used, intended or designed to be used by no more than two persons as a primary residence, but which lacks either or both a self-contained kitchen or bathroom.

Storage Garage (ACGOC): A building or portion of a building available to the general public for the storage of personal property as distinguished from any property stored prior to sale or distribution in conjunction with a business enterprise.

Story (ACGOC): The portion of a building included between the upper surface of any floor and the upper surface of the floor next above except that the topmost story shall be that portion of a building included between the upper surface of the topmost floor and the ceiling or roof above. If the finished floor level directly above a basement, cellar, or unused underfloor space is more than six feet above grade as defined herein, or more than fifty (50) percent of the total perimeter, or is more than twelve (12) feet above grade as defined herein at any point, such basement, cellar, or unused underfloor space shall be considered a story.

Studio: Art, Dance, Martial Arts, Music, etc.: Small scale facilities, typically accommodating no more than two groups of students at a time, in no more than two instructional spaces. Examples of these facilities include: individual and group instruction and training in the arts; production rehearsal; photography, and the processing of photographs produced only by users of the studio facilities; martial arts training studios; and gymnastics instruction, aerobics, and gymnastics studios with no other fitness facilities or equipment. Also includes production studios for individual musicians, painters, sculptors, photographers, and other artists.

Subdivision Directional Sign. A sign that provides directions to a new subdivision with on-site model homes and/or sales office, where parcels and/or housing units are, or will be, for sale.

Supportive Housing: See “Transitional and Supportive Housing”.

Suspended Sign. A sign oriented toward pedestrians that is suspended from the underside of an arcade or other covered walkway.

T. Definitions

Target population (ACGOC): Persons with Low Income having one or more disabilities, including mental illness, HIV or AIDS, substance abuse, or other chronic health conditions, or individuals eligible for services provided under the Lanterman Developmental Disabilities Services Act (California Welfare and Institutions Code, Section 4500 et seq.) and may include, among other populations, adults, emancipated youth, families, families with children, elderly persons, young adults aging out of the foster care system, individuals exiting from institutional settings, veterans, and homeless people.

Temporary Sign. A sign intended to be displayed for a limited period of time and capable of being viewed from a public right-of-way, parking area, or neighboring property.

Temporary structure. A structure without any foundation or footings, and which is removed when the designated time period, activity, or use for which the temporary structure was erected has ceased.

Temporary Use: Short-term activities that are not allowed on a permanent basis but because of their temporary, non-permanent intermittent or seasonal nature, are acceptable. Such uses include but are not limited to farmer’s markets, festivals, parades, and construction activity.

Theater, Cinema or Performing Arts: An indoor facility for group entertainment, other than sporting events. Examples of these facilities include: civic theaters, facilities for “live” theater and concerts, and movie theaters.

Tobacco Outlet. Any establishment engaged in the selling (wholesale or retail) of tobacco, tobacco products, imitation tobacco products, electronic smoking devices, or tobacco paraphernalia or any facility, building, structure, or location where customers are engaged in the use, smoking, or inhalation of nicotine or other substance within the establishment. Includes vapor bar/lounge, hookah bar/lounge, cigar shops/clubs.

Towing, Impound Storage Facilities. Property or facilities used for the storage of vehicles impounded, or towed.

Transit Station: A facility that provides the general public the opportunity to board public or private transit ranging from taxi cabs, private car services, and shuttles to buses and trains.

Transitional and Supportive Housing (ACGOC):“Transitional housing” and “transitional housing development” mean buildings configured as rental housing developments, but operated under program requirements that call for the termination of assistance and recirculation of the assisted unit to another eligible program recipient at some predetermined future point in time, which shall be no less than six months. “Supportive housing” means housing with no limit on length of stay, that is occupied by the “target population”, and that is linked to onsite or offsite services that assist the supportive housing resident in retaining the housing, improving his or her health status, and maximizing his or her ability to live and, when possible, work in the community.

U. Definitions

Unattended collection box (ACGOC): Any unattended container, receptacle, or similar device that is located on any property within unincorporated Alameda County, used for soliciting and collecting items of clothing or other salvageable personal property. This term does not include recycle bins for the collection of recyclable materials governed or regulated pursuant to the Alameda County General Ordinance Code.

V. Definitions

Vehicle Sign. A sign which is attached to or painted on a vehicle which is parked on or adjacent to any property, the principal purpose of which is to attract attention to a product sold or business located on the property.

W. Definitions

W. Definitions

Wall Sign. A sign that is attached to or painted on the exterior wall of a structure with the display surface of the sign approximately parallel to the building wall.

Window Display. A window display is an arrangement of merchandise displayed in a building window. Window displays located more than twelve (12) inches from the face of a window are not considered signs. Window displays do not include the storage of merchandise or other items blocking windows.

Window Sign. A sign posted, painted, placed, or affixed in or on a window exposed to public view. An interior sign which faces a window exposed to public view and is located within twelve (12) inches of the window. Window signs do not include business hours of operation and open/closed signs. Window displays, including merchandise displays that are located more than twelve (12) inches from the face of a window, are not considered signs.

X. Definitions

Reserved

Y. Definitions

Reserved

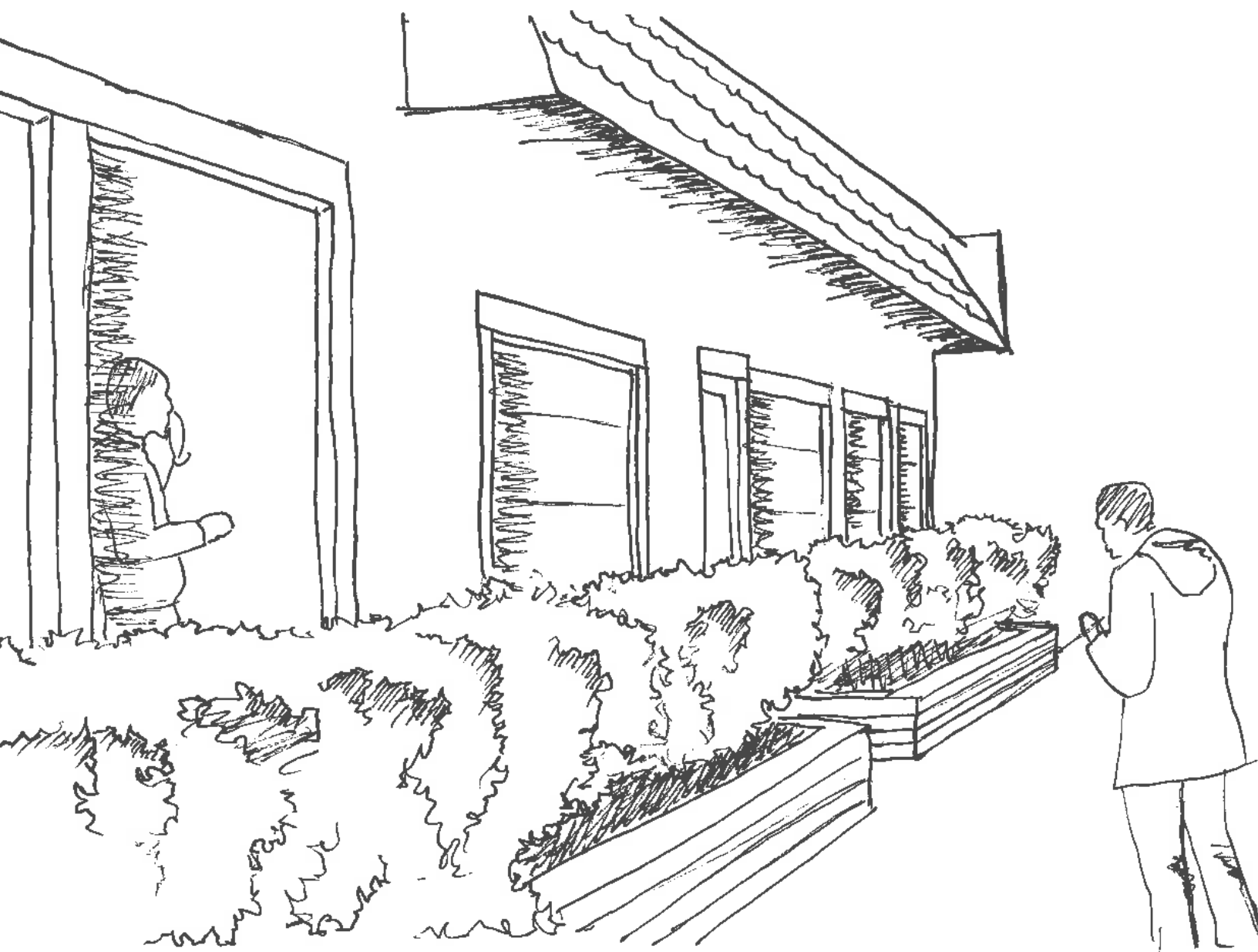
Z. Definitions

Reserved

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Appendix A

Implementation Matrix



Introduction | Implementation Matrix

Detailed in Chapter 5, the ACBD SP sets nine goals (end results to be achieved by the ACBD SP), creates 48 policies (directions to accomplish the goals), and recommends over 126 programs (action items guided by the policies and steps to accomplish the goals). The timeframe of implementation for programs varies given their size, scope, and, in some cases, sequence relative to other programs. Chapter 5 also details a series of funding sources divided into five categories: Revenue retention, revenue generation, partnership opportunities, available grants, and loans and bonds.

Table A-1 below provides a summary of each goal, policy, and program discussed in Chapter 5. For each program, the projected timeframe and recommended funding source(s) are provided.

Implementation timeframes include: Short-term (0-5 years), mid-term, (5-10 years), long-term (10 or more years), and on-going. Timeframes are estimated by considering cost

implementation, availability of a dedicated funding source, and the extent to which the improvement will require major construction or infrastructure improvements. These estimates are not intended to indicate prioritization. For example, certain roadway and circulation improvements are priorities for safety yet may be considered a mid or long-term improvement due to cost and complexity. Further, implementation of proposed circulation improvements is contingent upon operational and geometric analysis of design and lead agency approval.

Potential funding sources, for cross-reference purposes, are identified with their respective section number from Chapter 5. Funding sources may not be applicable for all programs, such as Zoning Code modifications. The funding sources listed in the table below are by no means exhaustive or mutually exclusive. Other funding sources may become available as the ACBD SP is implemented.

TABLE A-1 IMPLEMENTATION MATRIX

| Type | Number | Description | Timeframe | Funding Mechanism(s) |
|---------|--------|--|-----------|---|
| Goal | 1 | The Economic Revitalization of the Ashland And Cherryland Business District Specific Plan Area. | | |
| Policy | 1.1 | Increase the community voice in decision making and use of revenue generated within the Plan Area for projects and improvements that support revitalization of the Ashland and Cherryland communities. | | |
| Program | 1.1.1 | Establish greater governance mechanism. | On-going | Property and Business Improvement District (PBID) (5.4.2.1). See also Community Manager (CM) (5.3.1) Community Service Districts (CSDs) (5.3.2), additional PBID discussion (5.3.4), and Enhanced Infrastructure Financing Districts (EIFDs) (5.3.5). |
| Policy | 1.2 | Support formation of business and merchant organizations. | | |
| Program | 1.2.1 | Initiate formation of Property and Business Improvement District (BID). | Mid | PBID (5.4.2.1, see also 5.3.4). |
| Program | 1.2.2 | Initiate formation of associations supporting unique local markets. | Mid | PBID (5.4.2.1, see also 5.3.4). |
| Policy | 1.3 | Encourage new and enhanced anchor points for commercial centers in the Districts. | | |
| Program | 1.3.1 | Recruit large ethnic markets, discount-variety retailers, and other anchors. | On-going | PBID (5.4.2.1, see also 5.3.4). |
| Policy | 1.4 | Encourage temporary uses and structures for vacant or underutilized lots that can serve as vibrant community focal points and opportunity for new business. Temporary uses shall be discouraged from becoming a permanent use. | | |
| Program | 1.4.1 | Temporary Use Permits (TUP). | Short | N/A |
| Program | 1.4.2 | Farmer's markets that create neighborhood scale. | Short | PBID (5.4.2.1, see also 5.3.4). Funding source not applicable for adoption of relevant regulations. |
| Program | 1.4.3 | Intermittent food truck fairs and infill use. | Short | PBID (5.4.2.1, see also 5.3.4). Funding source not applicable for adoption of relevant regulations. |

| Type | Number | Description | Timeframe | Funding Mechanism(s) |
|---------------|------------|---|-----------|---|
| Program | 1.4.4 | Semi-permanent or “pop-up” structures for business incubation. | Mid | PBID (5.4.2.1, see also 5.3.4). Funding source not applicable for adoption of relevant regulations. |
| Program | 1.4.5 | Connect new short term businesses and non-profits with owners of vacant commercial space. | Mid | PBID (5.4.2.1, see also 5.3.4). Funding source not applicable for adoption of relevant regulations. |
| Program | 1.4.6 | Partner with local organizations to create temporary community recreation areas or community gardens. | Mid | PBID (5.4.2.1, see also 5.3.4), CSD (5.3.2), and/or EIFD (5.3.5). |
| Program | 1.4.7 | Incentives for temporary and permanent outdoor eating, coffee, and retail development. | Mid | N/A |
| Policy | 1.5 | Support business retention, expansion, and infill development throughout the Plan Area. | | |
| Program | 1.5.1 | Continue the role of the Economic and Civic Development Department. | On-going | N/A |
| Program | 1.5.2 | Promote “second-generation” use of existing retail structures. | On-going | N/A |
| Program | 1.5.3 | Modify Zoning Code to allow for redevelopment, retrofits, change of use, and upgrade improvements of substandard lots. | Short | N/A |
| Program | 1.5.4 | Modify Zoning Code to streamline development review. | Short | N/A |
| Policy | 1.6 | Attract visitors to the Ashland and Cherryland communities by offering a wide array of retail, dining, employment, commercial service, and entertainment uses. | | |
| Program | 1.6.1 | Limit prohibited uses and allow more uses by right. | Short | N/A |
| Program | 1.6.2 | Continue conditional use permits for uses of concern to public health and safety. | On-going | N/A |
| Program | 1.6.3 | Increase number of high quality convenience and carry-out food establishments. | On-going | N/A |
| Program | 1.6.4 | Recruit high-customer-traffic generating retailers. | Mid | N/A |
| Policy | 1.7 | Support opportunities for the Plan Area to become a regional leader in innovation and new business incubation. | | |
| Program | 1.7.1 | Partner with non-profit developer of business incubators. | Mid | Community Development Financial Institutions and Loan Funds (CDFIs and CDFLs) (5.4.5.1) and PBID (5.4.2.1, see also 5.3.4). |

| Type | Number | Description | Timeframe | Funding Mechanism(s) |
|---------------|------------|--|------------|---|
| Program | 1.7.2 | Small Business Financial Assistance Fund. | Mid | PBID (5.4.2.1, see also 5.3.4), Public-Private Partnerships (5.4.3.1), Economic Development Administration (EDA) Grants (5.4.4.1), and US Department of Housing and Urban Development Community Development Block Grants (HUD CDBGs) (5.4.4.2). |
| Program | 1.7.3 | Install fiber optic cable technology. | Long | Development Agreements (5.4.2.2), Development Impact Fees (5.4.2.3), Certificates of Participation (COPs) (5.4.2.4), Public-Private Partnerships (5.4.3.1), US Department of Housing and Urban Development Community Development Block Grants (HUD CDBGs) (5.4.4.2), OneBayArea Grant (OBAG) (5.4.4.4), California Infrastructure and Economic Development Bank's Infrastructure State Revolving Fund Program (ISRF) (5.4.5.2), and Mello-Roos Community Facility District (CFD) (5.4.5.3). |
| Policy | 1.8 | Focus on alternative approaches to catalyze retail development, thereby increasing likelihood of attracting brand retailers in the longer term. | | |
| Program | 1.8.1 | Expand niche retail market: auto-related uses, cultural cuisine and markets, and gathering spaces. | On-going | PBID (5.4.2.1, see also 5.3.4), EDA Grants (5.4.4.1), HUD CDBG (5.4.4.2), and CFD 5.4.5.3). |
| Program | 1.8.2 | Cluster auto-industry uses to create "Critical Mass". | Mid - Long | N/A |
| Program | 1.8.3 | Market Plan Area to key small businesses. | On-going | PBID (5.4.2.1, see also 5.3.4) |
| Policy | 1.9 | Encourage entrepreneurs--to the extent possible, given the space, site, and surrounding uses--to combine retailing function with production and/or processing at the same location. | | |
| Program | 1.9.1 | Modify Zoning Code to allow on-site retailing and production. | Short | N/A |

| Type | Number | Description | Timeframe | Funding Mechanism(s) |
|---------------|-------------|---|-----------|---|
| Policy | 1.10 | Encourage development of opportunity sites. | | |
| Program | 1.10.1 | Incentives for development of opportunity sites. | Short-Mid | N/A |
| Program | 1.10.2 | Modify Zoning Code to facilitate lot mergers. | Short | N/A |
| Goal | 2 | The Plan Area Recognized as a Destination that Draws Visitors and Customers to the Area. | | |
| Policy | 2.1 | Support programs and measures that improve the perception of the Plan Area and brand the Plan Area as a destination. | | |
| Program | 2.1.1 | Increase Sheriff presence. | On-going | N/A |
| Program | 2.1.2 | Neighborhood watch programs. | On-going | N/A |
| Program | 2.1.3 | Enhance wayfinding signage. | Mid | PBID (5.4.2.1, see also 5.3.4), ISRF (5.4.5.2), and CFD (5.4.5.3). See also CSD (5.3.4) and EIFD (5.3.5). |
| Program | 2.1.4 | Gateway signage and monuments. | Mid-Long | PBID (5.4.2.1, see also 5.3.4), ISRF (5.4.5.2), and CFD (5.4.5.3). See also CSD (5.3.4) and EIFD (5.3.5). |
| Program | 2.1.5 | Encourage creative signage. | Long | N/A |
| Policy | 2.2 | Promote the ACBD SP Districts as business friendly, and the cultural and economic centers of the Ashland and Cherryland communities. | | |
| Program | 2.2.1 | Advertise diverse cultural cuisine as part of the Plan Area brand. | Short | PBID (5.4.2.1, see also 5.3.4). |
| Program | 2.2.2 | Integrate agricultural heritage into the built environment. | Mid | N/A |
| Program | 2.2.3 | Local events that create community. | Short-Mid | PBID (5.4.2.1, see also 5.3.4). |
| Program | 2.2.4 | Clearinghouse of commercial information. | Short | PBID (5.4.2.1, see also 5.3.4). |
| Program | 2.2.5 | Market the Plan Area as business-friendly. | Short | PBID (5.4.2.1, see also 5.3.4). |
| Program | 2.2.6 | Local business leader ambassador program. | On-going | PBID (5.4.2.1, see also 5.3.4). |
| Program | 2.2.7 | Economic development leader outreach initiative. | On-going | PBID (5.4.2.1, see also 5.3.4). |
| Policy | 2.3 | Engage business and property owners in any community marketing efforts. | | |
| Program | 2.3.1 | Business owner survey. | On-going | PBID (5.4.2.1, see also 5.3.4). |

| Type | Number | Description | Timeframe | Funding Mechanism(s) |
|---------------|-------------|--|------------|--|
| Program | 2.3.2 | Creative branding and marketing campaign. | Mid | PBID (5.4.2.1, see also 5.3.4). |
| Policy | 2. 4 | Support businesses that serve adjacent residents and the Plan Area at-large. | | |
| Program | 2.4.1 | Resident-serving business committee as part of the BID | Short | N/A |
| Goal | 3 | Attractive and high quality public and private improvements along East 14th Street/Mission Boulevard and Lewelling/East Lewelling Boulevard. | | |
| Policy | 3. 1 | Prioritize public realm improvements in the Districts to create lively, active, and safe pedestrian friendly places to shop, play, and do business. | | |
| Program | 3.1.1 | Underground power and utility lines. | Mid | Development Agreements (5.4.2.2), Development Impact Fees (5.4.2.3), and COP 5.4.2.4, ISRF (5.4.5.2), CFD (5.4.5.3). |
| Policy | 3.2 | Coordinate public and private investment to improve the quality and appearance of existing businesses and public spaces within the Plan Area. | | |
| Program | 3.2.1 | Grant funding and design assistance for private property upgrades. | Short- Mid | PBID (5.4.2.1, see also 5.3.4), HUD CDBG (5.4.4.2), ISRF (5.4.5.2), and CFD (5.4.5.3). See also CSD (5.3.4) and EIFD |
| Policy | 3. 3 | Improve the pedestrian experience by implementing streetscape and landscape improvements. | | |
| Program | 3.3.1 | Streetscape design plans. | Mid | N/A |
| Program | 3.3.2 | Engage community in streetscape improvement projects. | Mid | N/A |
| Program | 3.3.3 | Street furniture and street trees. | Mid | PBID (5.4.2.1, see also 5.3.4), Development Agreements (5.4.2.2), Development Impact Fees (5.4.2.3), COP (5.4.2.4), HUD CDBG (5.4.4.2), OBAG (5.4.4.4), ISRF (5.4.5.2), and CFD (5.4.5.3). See also CSD (5.3.4) and EIFD |

| Type | Number | Description | Timeframe | Funding Mechanism(s) |
|---------------|------------|---|-----------|--|
| Program | 3.3.4 | Pedestrian-scale street lighting. | Short | PBID (5.4.2.1, see also 5.3.4), Development Agreements (5.4.2.2), Development Impact Fees (5.4.2.3), COP (5.4.2.4), HUD CDBG (5.4.4.2), OBAG (5.4.4.4), ISRF (5.4.5.2), and CFD (5.4.5.3). See also CSD (5.3.4) and EIFD |
| Program | 3.3.5 | Maintain raised street landscape median along E. 14th Street/ Mission Boulevard. | Mid | PBID (5.4.2.1, see also 5.3.4), Development Agreements (5.4.2.2), Development Impact Fees (5.4.2.3), COP (5.4.2.4), HUD CDBG (5.4.4.2), OBAG (5.4.4.4), ISRF (5.4.5.2), and CFD (5.4.5.3). See also CSD (5.3.4) and EIFD |
| Policy | 3.4 | Strictly enforce standards for home occupations and develop design and site planning standards for commercial uses in house-form buildings. | | |
| Program | 3.4.1 | Update standards for commercial uses in house form buildings. | Short | N/A |
| Program | 3.4.2 | Modify Zoning Code for home occupations. | Short | N/A |
| Policy | 3.5 | Establish high-amenity, safe pedestrian and bicycle connections between East 14th Street/Mission Boulevard and Lewelling / East Lewelling Boulevard, and the adjacent neighborhoods and parks. | | |
| Program | 3.5.1 | Pedestrian and bicycle trail adjacent to railroad tracks and pedestrian bridge to Meek Estate. | Mid | Development Agreements (5.4.2.2), Development Impact Fees (5.4.2.3), COP (5.4.2.4), HUD CDBG (5.4.4.2), OBAG (5.4.4.4), ISRF (5.4.5.2), and CFD (5.4.5.3). |
| Program | 3.5.2 | Easement with direct, line-of-site access to Bayfair BART Station. | Mid-Long | N/A |
| Program | 3.5.3 | Pedestrian pathways. | Mid-Long | Development Agreements (5.4.2.2), Development Impact Fees (5.4.2.3), COP (5.4.2.4), HUD CDBG (5.4.4.2), OBAG (5.4.4.4), ISRF (5.4.5.2), and CFD (5.4.5.3). |
| Goal | 4 | Development of E. 14th Street/Mission Boulevard as a place for higher intensity uses. | | |
| Policy | 4.1 | Promote high-intensity, clustered development within the Districts along East 14th Street/Mission Boulevard that support increased transit use. | | |

| Type | Number | Description | Timeframe | Funding Mechanism(s) |
|---------------|------------|---|-----------|--|
| Program | 4.1.1 | High-density infill of complementary uses. | On-going | N/A |
| Program | 4.1.2 | Development standards that create feasible project sites for higher intensity, mixed-use development. | Short | N/A |
| Program | 4.1.3 | Appropriate transitions from higher intensity, mixed-use development to adjacent residential neighborhoods. | On-Going | N/A |
| Policy | 4.2 | Provide for transit supportive development at the Districts along the East 14th Street/Mission Boulevard. Transit supportive development includes a mixture of residential, commercial, and employment opportunities that will benefit from and promote high access transit service. | | |
| Program | 4.2.1 | Development Standards that support ground-floor storefront commercial space. | Short | N/A |
| Program | 4.2.2 | Commercial Development Standards that allow appropriate mix of uses. | Short | N/A |
| Program | 4.2.3 | Monitor availability of housing stock served by public transit. | Long | N/A |
| Program | 4.2.4 | Existing residential uses as conforming uses in commercial areas. | Short | N/A |
| Program | 4.2.5 | Amend Alameda County Housing Element Development Standard. | Short | N/A |
| Program | 4.2.6 | Amend Eden Area General Plan Floor Area Ratio Standard. | Short | N/A |
| Policy | 4.3 | Encourage pedestrian scale development along the Districts to promote increased activity and one-stop shopping. | | |
| Program | 4.3.1 | Define street edge with buildings. | Short | N/A |
| Program | 4.3.2 | Uses supporting public use of sidewalks. | Short | N/A |
| Program | 4.3.3 | Reduce driveways and curb-cuts. | Short | PBID (5.4.2.1, see also 5.3.4), Development Agreements (5.4.2.2), Development Impact Fees (5.4.2.3), COP (5.4.2.4), HUD CDBG (5.4.4.2), OBAG (5.4.4.4), ISRF (5.4.5.2), and CFD (5.4.5.3). See also CSD (5.3.4) and EIFD |
| Program | 4.3.4 | Redevelopment of sites and shopping centers into pedestrian oriented activity centers. | Short | PBID (5.4.2.1, see also 5.3.4), Development Agreements (5.4.2.2), Development Impact Fees (5.4.2.3), COP (5.4.2.4), HUD CDBG (5.4.4.2), OBAG (5.4.4.4), ISRF (5.4.5.2), and CFD (5.4.5.3). See also CSD (5.3.4) and EIFD |

| Type | Number | Description | Timeframe | Funding Mechanism(s) |
|---------------|------------|--|-----------|--|
| Goal | 5 | ACBD SP landscaped areas, parks, open space, and trails that are supportive of the public life of the community and part of the Plan Area revitalization. | | |
| Policy | 5.1 | Develop public area improvements at key intersections that reinforce their function as Districts—Places that establish civic and community meeting places, and create new commercial and residential centers to attract reinvestment. | | |
| Program | 5.1.1 | Community meeting place at Ashland Avenue and E. 14th Street. | Long | PBID (5.4.2.1, see also 5.3.4), Development Agreements (5.4.2.2), Development Impact Fees (5.4.2.3), COP (5.4.2.4), HUD CDBG (5.4.4.2), OBAG (5.4.4.4), ISRF (5.4.5.2), and CFD (5.4.5.3). See also CSD (5.3.4) and EIFD |
| Policy | 5.2 | Promote development of public open space and recreation in the form of pocket parks, neighborhood parks, parklets, and walking and biking trails. | | |
| Program | 5.2.1 | Visual access to San Lorenzo Creek and trail access along flood channel. | Mid-Long | N/A |
| Program | 5.2.2 | Public plazas in districts. | Mid | PBID (5.4.2.1, see also 5.3.4), Development Agreements (5.4.2.2), Development Impact Fees (5.4.2.3), COP (5.4.2.4), HUD CDBG (5.4.4.2), OBAG (5.4.4.4), and CFD (5.4.5.3). See also CSD (5.3.4) and EIFD |
| Program | 5.2.3 | Parklets along corridors. | Mid | PBID (5.4.2.1, see also 5.3.4), Development Agreements (5.4.2.2), Development Impact Fees (5.4.2.3), COP (5.4.2.4), HUD CDBG (5.4.4.2), OBAG (5.4.4.4), and CFD (5.4.5.3). See also CSD (5.3.4) and EIFD |
| Program | 5.2.4 | Connect Plan Area to the East Bay Greenway. | Mid | PBID (5.4.2.1, see also 5.3.4), Development Agreements (5.4.2.2), Development Impact Fees (5.4.2.3), COP (5.4.2.4), HUD CDBG (5.4.4.2), OBAG (5.4.4.4), and CFD (5.4.5.3). See also CSD (5.3.4) and EIFD |

| Type | Number | Description | Timeframe | Funding Mechanism(s) |
|---------------|------------|--|-----------|---|
| Policy | 5.3 | Promote the identity and use of the schools, religious institutions, service organizations, and the Meek Estate as community resources. | | |
| Program | 5.3.1 | Visible public access to the Meek Estate and grounds. | Mid | N/A |
| Policy | 5.4 | Identify, conserve, and restore historic resources, including buildings and places such as the cemetery in the Four Corners Neighborhood, that have value and importance to the identity of the community. | | |
| Program | 5.4.1 | Historic preservation program for church and cemetery in College Street area. | Mid | N/A |
| Policy | 5.5 | Enhance Caltrans, AC Transit, and BART landscape areas and facilities that front on East 14th Street/Mission Boulevard and that are adjacent or proximate to Lewelling/East Lewelling Boulevard as major opportunities for identity planting and public art . | | |
| Program | 5.5.1 | PBID, CSD, and/or EIFD funds to improve transit stops. | Short-Mid | PBID (5.4.2.1, see also 5.3.4). See also CSD (5.3.4) and EIFD (5.3.5). |
| Program | 5.5.2 | Small scale aesthetic improvements. | Short | PBID (5.4.2.1, see also 5.3.4). See also CSD (5.3.4) and EIFD (5.3.5) |
| Goal | 6 | Enhanced quality and conservation of Plan Area residential neighborhoods, improved compatibility between residential and commercial uses, and increased mixed-use development that improves the edge between business districts and adjacent residential areas. | | |
| Policy | 6.1 | Preserve and protect existing areas of residential development near San Lorenzo High School and directly adjacent to commercial uses along E. 14th Street, Mission Boulevard, and Lewelling/E. Lewelling Boulevard. | | |
| Program | 6.1.1 | Funding and lot consolidation to mitigate I-238 conflicts with residential area. | Mid | HUD CDBG (5.4.4.2), SCG AHSC (5.4.4.3), and OBAG (5.4.4.4) |
| Program | 6.1.2 | Reinforced viability of Central Lewelling Corridor residential development. | On-going | HUD CDBG (5.4.4.2), SCG AHSC (5.4.4.3), and OBAG (5.4.4.4) |
| Program | 6.1.3 | Signage, traffic calming measures, and parking permit program. | Mid-Long | Development Agreements (5.4.2.2), Development Impact Fees (5.4.2.3), COP (5.4.2.4), HUD CDBG (5.4.4.2), and OBAG (5.4.4.4). |

| Type | Number | Description | Timeframe | Funding Mechanism(s) |
|---------------|------------|--|-----------|--|
| Policy | 6.2 | Encourage a diverse range of residential unit types at different levels of affordability, such as live-work space, mixed-use, apartments, and single family homes, to meet the needs of all households including seniors, large families, single persons, and persons with special needs. | | |
| Program | 6.2.1 | Housing that meets needs of changing demographics. | On-going | HUD CDBG (5.4.4.2), SCG AHSC (5.4.4.3), and OBAG (5.4.4.4) |
| Program | 6.2.2 | Expand housing opportunities for persons with disabilities. | On-Going | HUD CDBG (5.4.4.2), SCG AHSC (5.4.4.3), and OBAG (5.4.4.4) |
| Program | 6.2.3 | Preserve existing affordable housing stock. | On-going | N/A |
| Policy | 6.3 | Maintain a balance of rental units as part of the available housing stock. | | |
| Policy | 6.4 | As part of a complete neighborhood, attract market rate and affordable housing development in a balanced mix to contribute to overall economic revitalization of the Plan Area. | | |
| Program | 6.4.1 | Low-interest loans to encourage mixed-income developments. | Short | Development Agreements (5.4.2.2), Development Impact Fees (5.4.2.3), COP (5.4.2.4), HUD CDBG (5.4.4.2), CG AHSC (5.4.4.3), and OBAG (5.4.4.4). |
| Program | 6.4.2 | Neighborhood marketing campaign. | Mid | PBID (5.4.2.1, see also 5.3.4) |
| Program | 6.4.3 | Brochures highlighting Plan Area vision and opportunities. | Mid | PBID (5.4.2.1, see also 5.3.4) |
| Program | 6.4.4 | Monitor changes in housing affordability. | On-going | N/A |
| Program | 6.4.5 | Incentives to attract market rate housing. | Long | N/A |
| Policy | 6.5 | Maintain and enhance nearby community facilities and services, such as roads, public services, schools, and day care centers that are supportive of households with children. | | |
| Program | 6.5.1 | Development impact fees for residential development. | On-going | Development Impact Fees (5.4.2.3). |
| Program | 6.5.2 | Update Zoning Code to allow day care centers in commercial zones. | Short | N/A |

| Type | Number | Description | Timeframe | Funding Mechanism(s) |
|---------------|------------|---|-----------|---|
| Policy | 6.6 | Encourage residential development built to maximum density allowed in the General Plan | | |
| Program | 6.6.1 | Define maximum residential densities | Short | n/a |
| Goal | 7 | Maintained and improved Plan Area infrastructure that matches infrastructure levels in newer parts of the County. | | |
| Policy | 7.1 | Repair, resurface, landscape, and maintain public streets and alleys. | | |
| Policy | 7.2 | Provide utility, water, and sewer line capacity supportive of planned urban development intensities. | | |
| Program | 7.2.1 | Sewer capacity study assistance fund. | Mid | PBID (5.4.2.1, see also 5.3.4), Development Agreements (5.4.2.2), Development Impact Fees (5.4.2.3), and COP (5.4.2.4). |
| Goal | 8 | A balanced and complete circulation network that creates a strong economy and vibrant community and accommodates the internal and external transportation needs of the Plan Area by promoting walking, biking, and transit while continuing to serve automobile traffic. | | |
| Policy | 8.1 | Ensure efficient and managed vehicle access in the Plan area. | | |
| Program | 8.1.1 | Invest in traffic signal synchronization and traffic management. | Long | PBID (5.4.2.1, see also 5.3.4), Development Agreements (5.4.2.2), Development Impact Fees (5.4.2.3), COP (5.4.2.4), HUD CDBG (5.4.4.2), OBAG (5.4.4.4), ISRF (5.4.5.2), and CFD (5.4.5.3). See also CSD (5.3.4) and EIFD (5.3.5). |
| Program | 8.1.2 | Street network design discouraging cut-throughs and encouraging use of freeways and major arterials. | Short | PBID (5.4.2.1, see also 5.3.4), Development Agreements (5.4.2.2), Development Impact Fees (5.4.2.3), COP (5.4.2.4), HUD CDBG (5.4.4.2), OBAG (5.4.4.4), ISRF (5.4.5.2), and CFD (5.4.5.3). See also CSD (5.3.4) and EIFD (5.3.5). |

| Type | Number | Description | Timeframe | Funding Mechanism(s) |
|---------------|------------|---|-----------|---|
| Program | 8.1.3 | Street network design managing automobile speed, safety, and comfort. | Short-Mid | PBID (5.4.2.1, see also 5.3.4), Development Agreements (5.4.2.2), Development Impact Fees (5.4.2.3), COP (5.4.2.4), HUD CDBG (5.4.4.2), OBAG (5.4.4.4), ISRF (5.4.5.2), and CFD (5.4.5.3). See also CSD (5.3.4) and EIFD (5.3.5). |
| Policy | 8.2 | Promote safe and efficient bicycle network connections to major destinations within the Plan Area and throughout the region. | | |
| Program | 8.2.1 | Enhanced bicycle facilities at key intersections. | Mid-Long | PBID (5.4.2.1, see also 5.3.4), Development Agreements (5.4.2.2), Development Impact Fees (5.4.2.3), COP (5.4.2.4), HUD CDBG (5.4.4.2), OBAG (5.4.4.4), ISRF (5.4.5.2), and CFD (5.4.5.3). See also CSD (5.3.4) and EIFD (5.3.5). |
| Program | 8.2.2 | Complete the bicycle network envisioned in the Alameda County's 2012 Bicycle and Pedestrian Master Plan for Unincorporated Areas. | Mid | Development Agreements (5.4.2.2), Development Impact Fees (5.4.2.3), COP (5.4.2.4), HUD CDBG (5.4.4.2), OBAG (5.4.4.4), ISRF (5.4.5.2), and CFD (5.4.5.3). |
| Program | 8.2.3 | Bicycle Parking Program. | Mid | N/A |
| Program | 8.2.4 | Bicycle parking requirement for new developments. | Short | N/A |
| Policy | 8.3 | Create a safe and aesthetically pleasing environment that encourages walking and accommodates increased pedestrian activity. | | |
| Program | 8.3.1 | Eliminate or consolidate driveways and curb-cuts along key pedestrian streets. | Mid | PBID (5.4.2.1, see also 5.3.4), Development Agreements (5.4.2.2), Development Impact Fees (5.4.2.3), COP (5.4.2.4), HUD CDBG (5.4.4.2), OBAG (5.4.4.4), ISRF (5.4.5.2), and CFD (5.4.5.3). See also CSD (5.3.4) and EIFD (5.3.5). |
| Program | 8.3.2 | Eight-foot usable sidewalk minimum. | On-going | N/A |

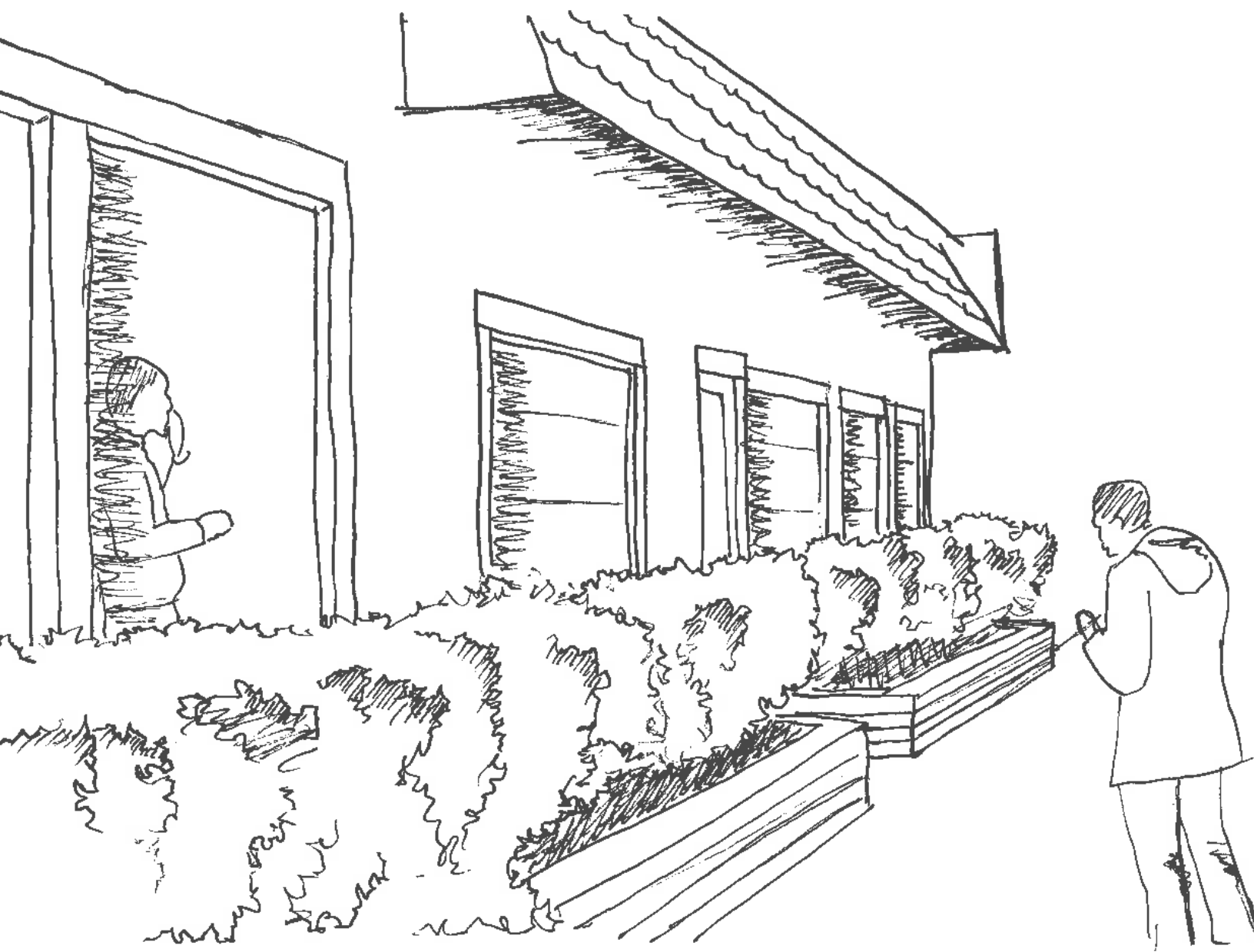
| Type | Number | Description | Timeframe | Funding Mechanism(s) |
|---------------|------------|--|-----------|---|
| Policy | 8.4 | Support projects and programs that improve pedestrian safety; such as those that shorten pedestrian crossing times and reduce vehicle speeds. | | |
| Program | 8.4.1 | Remove unneeded channelized right-turn lanes. | Long | PBID (5.4.2.1, see also 5.3.4), Development Agreements (5.4.2.2), Development Impact Fees (5.4.2.3), COP (5.4.2.4), HUD CDBG (5.4.4.2), OBAG (5.4.4.4), ISRF (5.4.5.2), and CFD (5.4.5.3). See also CSD (5.3.4) and EIFD (5.3.5). |
| Program | 8.4.2 | Pedestrian safety devices. | Mid | PBID (5.4.2.1, see also 5.3.4), Development Agreements (5.4.2.2), Development Impact Fees (5.4.2.3), COP (5.4.2.4), HUD CDBG (5.4.4.2), OBAG (5.4.4.4), ISRF (5.4.5.2), and CFD (5.4.5.3). See also CSD (5.3.4) and EIFD (5.3.5). |
| Program | 8.4.3 | Reduce street crossing distance and increase pedestrian visibility. | Mid-Long | PBID (5.4.2.1, see also 5.3.4), Development Agreements (5.4.2.2), Development Impact Fees (5.4.2.3), COP (5.4.2.4), HUD CDBG (5.4.4.2), OBAG (5.4.4.4), ISRF (5.4.5.2), and CFD (5.4.5.3). See also CSD (5.3.4) and EIFD (5.3.5). |
| Policy | 8.5 | Enhance the efficiency and effectiveness of transit in the Plan Area. | | |
| Program | 8.5.1 | Collaborate with AC Transit. | On-going | N/A |
| Program | 8.5.2 | Explore feasibility of Bus Rapid Transit. | On-going | N/A |
| Program | 8.5.3 | Advocate for enhancements of key connections between Plan Area and BART stations. | On-going | N/A |
| Program | 8.5.4 | Work with City of San Leandro on Bay Fair BART Transit Village and other improvements. | On-going | N/A |

| Type | Number | Description | Timeframe | Funding Mechanism |
|---------------|------------|--|-----------|--|
| Policy | 8.6 | Encourage walking, biking, and transit and balance the current demand for driving for Plan Area residents, workers, shoppers, and visitors. | | |
| Program | 8.6.1 | PBID, CSD, and/or EIFD to fund bicycle support facilities. | Long | PBID (5.4.2.1, see also 5.3.4). See also CSD (5.3.4) and EIFD (5.3.5). |
| Program | 8.6.2 | Dedicate car-sharing spaces. | Mid-Long | N/A |
| Program | 8.6.3 | Transportation demand programs. | Mid | N/A |
| Policy | 8.7 | Allow parking requirements to be met through a variety of approaches that include offsite accommodation or through in-lieu fee contributions. | | |
| Program | 8.7.1 | Parking Benefit District. | Short | N/A |
| Program | 8.7.2 | Parking in-lieu fee program. | Short | Development Impact Fees (5.4.2.3). |
| Program | 8.7.3 | PBD funds for County construction parking lots. | Mid-Long | PBID (5.4.2.1, see also 5.3.4). |
| Program | 8.7.4 | Protect and enhance on-street parking. | On-Going | Development Agreements (5.4.2.2), Development Impact Fees (5.4.2.3), COP (5.4.2.4), HUD CDBG (5.4.4.2), OBAG (5.4.4.4), ISRF (5.4.5.2), and CFD (5.4.5.3). |
| Program | 8.7.5 | Encourage shared parking within and between developments. | Short | N/A |
| Policy | 8.8 | Parking supply shall support Plan Area businesses and residents and stimulate economic growth, to balance current demand for driving with new opportunities for mobility by means of walking, bicycling, and use of public transit. | | |
| Program | 8.8.1 | Require residential developments to unbundle the costs of parking from the costs of housing. | Mid-Long | N/A |

| Type | Number | Description | Timeframe | Funding Mechanism(s) |
|---------------|------------|--|-----------|--|
| Program | 8.8.2 | On-street parking time limit strategies. | On-going | N/A |
| Program | 8.8.3 | PBID, CSD, and/or EIFD funds to purchase municipal parking lots. | Mid-Long | PBID (5.4.2.1, see also 5.3.4). See also CSD (5.3.4) and EIFD (5.3.5). |
| Program | 8.8.4 | Amend Zoning Code and modify parking requirements for consistency with ACBD SP. | Short | N/A |
| Policy | 8.9 | Monitor parking supply and demand in the Plan Area and implement programs to manage parking as a need arises. | | |
| Program | 8.9.1 | Parking pricing strategies. | Long | N/A |
| Goal | 9 | A Plan Area comprised of complete neighborhoods, with adequate shopping, jobs, housing, infrastructure, and daily services for Plan Area residents. | | |
| Policy | 9.1 | Support neighborhood and cultural activities to foster community building for current and future residents. | | |
| Program | 9.1.1 | Direct resources to cultural and community centers. | Mid | N/A |
| Program | 9.1.2 | Improve community outreach. | On-going | N/A |
| Policy | 9.2 | Monitor neighborhood demographic change and development impacts. | | |
| Program | 9.2.1 | Assess community composition and needs. | On-going | N/A |
| Policy | 9.3 | Maintain a diversity of services and industries including auto-related and industrial uses to provide diversity in job creation opportunities. | | |
| Program | 9.3.1 | Reserve areas for auto-related service and light industrial uses. | On-going | |
| Policy | 9.4 | Support small, mom-and-pop, and locally-owned businesses to enhance job opportunities for local residents through neighborhood branding. | | |
| Program | 9.4.1 | Ensure the ACBD SP Development Standards are user-friendly and allow small lot development. | Short | N/A |

Appendix B

General Plan Consistency Analysis



This Appendix identifies Goals and sections of the Eden Area General Plan that apply to the ACBD SP and describes ACBD SP consistency with these Goals and sections.

| TABLE B-1 2010 EDEN AREA GENERAL PLAN CONSISTENCY ANALYSIS | | | |
|--|---|---|-------------|
| Goal or Section | Policy | Policy language | Consistent? |
| Land Use Element : Land Use Designations | | | |
| C.1.a | Low Density Residential (LDR) | The Low Density Residential designation applies to the majority of the residential areas in the Eden Area. This designation indicates a single-family, detached housing unit with a maximum density of 9 dwelling units per acre. | Y |
| C.1.b | Low Density Residential (LDR) | The Low-Medium Density Residential designation allows a mix of single-family, detached housing and some duplexes and triplexes. Multi-unit and mobile home parks may also be allowed where it is deemed to be appropriate by the County based on impacts to surrounding uses. The Low-Medium Density Residential designation allows densities of 7 to 12 dwelling units per acre. | Y |
| C.1.c | Medium Density Residential (MDR) | The Medium Density Residential designation allows for a mix of single-family, duplex, triplex, townhouse and multi-family buildings with densities ranging from 10 to 22 dwelling units per acre. Mobile home parks are also allowed, where appropriate. | Y |
| C.1.d | Medium-High Density Residential (MHDR) | The Medium-High Density Residential designation is characterized by townhouses and multi-family buildings, generally between two and four stories. Allowed densities are between 22 to 43 dwelling units per acre. | Y |
| C.1.e | High Density Residential (HDR) | The High Density Residential designation is the most urban designation in the Eden Area. Allowed uses include multi-family residential buildings between three and six stories. Allowed densities are between 43 to 86 dwelling units per acre. The designation is intended to allow for intensification of growth over time along major roadways. | Y |
| C.1.f | General Commercial as a Secondary Use (/GC) | <p>General Commercial uses are allowed as a secondary use on specified parcels of land designated as Medium Density Residential, Medium-High Density Residential, or High Density Residential. There are currently four locations where this designation is applied in the Eden Area. In one location, commercial uses are required. This location is:</p> <ul style="list-style-type: none"> • On seven parcels on the east side of Hesperian Boulevard, north of Sunset Boulevard. <p>In three areas, commercial uses may be included, but are not required. These areas are:</p> <ul style="list-style-type: none"> • At the northern end of East 14th Street adjacent to the Bayfair Mall. • At the southern end of Mission Boulevard where existing residential uses are currently located. • On Hesperian Boulevard, adjacent to the BART station and on publicly owned property that is currently used for BART parking. | Y |

TABLE B-1 2010 EDEN AREA GENERAL PLAN CONSISTENCY ANALYSIS

| Goal or Section | Policy | Policy language | Consistent? |
|--|--|---|-------------|
| Land Use Element : Land Use Designations | | | |
| C.1.a | Low Density Residential (LDR) | The Low Density Residential designation applies to the majority of the residential areas in the Eden Area. This designation indicates a single-family, detached housing unit with a maximum density of 9 dwelling units per acre. | Y |
| C.1.b | Low Medium Density Residential (LM DR) | The Low-Medium Density Residential designation allows a mix of single-family, detached housing and some duplexes and triplexes. Multi-unit and mobile home parks may also be allowed where it is deemed to be appropriate by the County based on impacts to surrounding uses. The Low-Medium Density Residential designation allows densities of 7 to 12 dwelling units per acre. | Y |
| C.1.c | Medium Density Residential (MDR) | The Medium Density Residential designation allows for a mix of single-family, duplex, triplex, townhouse and multi-family buildings with densities ranging from 10 to 22 dwelling units per acre. Mobile home parks are also allowed, where appropriate. | Y |
| C.1.d | Medium-High Density Residential (MHDR) | The Medium-High Density Residential designation is characterized by townhouses and multi-family buildings, generally between two and four stories. Allowed densities are between 22 to 43 dwelling units per acre. | Y |
| C.1.e | High Density Residential (HDR) | The High Density Residential designation is the most urban designation in the Eden Area. Allowed uses include multi-family residential buildings between three and six stories. Allowed densities are between 43 to 86 dwelling units per acre. The designation is intended to allow for intensification of growth over time along major roadways. | Y |
| C.1.f | General Commercial as a Secondary Use (GC) | <p>General Commercial uses are allowed as a secondary use on specified parcels of land designated as Medium Density Residential, Medium-High Density Residential, or High Density Residential. There are currently four locations where this designation is applied in the Eden Area. In one location, commercial uses are required. This location is:</p> <ul style="list-style-type: none"> • On seven parcels on the east side of Hesperian Boulevard, north of Sunset Boulevard. <p>In three areas, commercial uses may be included, but are not required. These areas are:</p> <ul style="list-style-type: none"> • At the northern end of East 14th Street adjacent to the Bayfair Mall. • At the southern end of Mission Boulevard where existing residential uses are currently located. • On Hesperian Boulevard, adjacent to the BART station and on publicly owned property that is currently used for BART parking. | Y |

TABLE B-1 2010 EDEN AREA GENERAL PLAN CONSISTENCY ANALYSIS

| Goal or Section | Policy | Policy language | Consistent? |
|-----------------|--|---|---|
| C.2 | General Commercial (GC) | <p>The General Commercial designation allows for a wide range of commercial uses that encompass small offices, local and regional retail establishments and automobile-oriented uses to meet the needs of Eden Area residents, employees and pass-through travelers. Offices are particularly encouraged in commercially designated areas to enhance the employment base of the area. Commercial parcels have a maximum FAR of 1.0. Allowed uses include the following:</p> <ul style="list-style-type: none"> • Neighborhood commercial uses include grocery and convenience stores, salons, professional offices, restaurants, fast-food establishments, auto service stations, drug stores, dry cleaners, day care centers, shoe stores, tool and appliance repair shops, contractors' shops, hardware stores and banks. Neighborhood commercial uses are best located in centralized areas capable of serving the greatest number of households with the least travel distance and best access to alternate modes of transportation and freeways. • Regional commercial uses include factory outlets, discount stores, regional shopping malls, automobile sales, office uses, medical facilities and home improvement centers. These uses are best located in areas with the highest level of automobile access but should also contain a safe pedestrian environment. • Highway commercial uses include hotels and motels, restaurants, and motor vehicle and gasoline service stations that provide services to the traveling public and allow for convenient freeway access. These uses should be located in close proximity to freeway ramps. <p>On some commercial parcels throughout the Eden Area, residential uses are allowed as a secondary use (/LMDR, /MDR, /MHDR, /HDR). Public uses are also allowed in areas with commercial designations.</p> | Y; Recommend amending General Plan to allow FAR of 2.5 in the DMU, DC and BC zones. |
| C.3 | Light Industrial (I) | <p>This land use designation is applied to the Grant Avenue Industrial Area, which has substantial amounts of existing industrial uses.</p> <p>Specific uses allowed in the Light Industrial designation range from light manufacturing to warehousing and distribution uses to research and development or flexible office space. Light Industrial parcels have a maximum FAR of 0.5. Other uses are allowed in small amounts to serve the daily needs of the workforce. These uses include offices, retail and community facilities. Live/work units may be approved as conditional uses if they conform to all relevant General Plan policies.</p> | N/A |
| C.4 | Research and Development/ Office (R&D/O) | <p>The purpose of this designation is to expand the job and economic base of the Eden Area and to provide more Eden Area residents with the potential to work close to home. Specific uses allowed in the R&D/O designation include medium- and large-scale uses such as corporate offices, high-tech, medical or hospital, legal, insurance and similar users. The R&D/O designation is intended for office type development projects. Smaller scale offices are allowed on the commercially designated lands. R&D/O parcels have a maximum FAR of 1.0. Other uses, including retail and community facilities, are allowed in small amounts to serve the daily needs of the workforce.</p> <p>Currently, there are no R&D/O uses in the Eden Area and the designation is applied to lands that also have a Light Industrial designation. The purpose of the split designation is to allow the conversion of industrial uses to R&D/O uses over the life of this General Plan. R&D/O uses are relatively large in scale, typically one to three stories in height. As the Special Precincts develop, efforts should be made to create a safe pedestrian environment and to provide connections to nearby Neighborhoods and commercial uses.</p> | N/A |

| Goal or Section | Policy | Policy language | Consistent? |
|---------------------------------------|--|---|-------------|
| C.5 | San Lorenzo Village Specific Plan Area (SLZVSPA) | | N/A |
| C.6 | Public (Pub) | <p>The purpose of this designation is to provide locations for uses that support government, civic, cultural, health and infrastructure aspects of the community. These facilities have been located in a manner intended to best serve the Eden Area and the rest of the County.</p> <p>The designation indicates public ownership as well as public use and covers uses such as the water treatment plant, fire stations, police stations, post offices, libraries, hospitals and publicly-owned office buildings. Public uses may include ancillary non-public uses that support the primary use. Public uses are scattered throughout the Eden Area but are most notable in the Grant Avenue Industrial Area. Public uses are also allowed in areas with residential and commercial designations. The maximum FAR for Public uses is 1.5.</p> | Y |
| C.7 | Park (P) | This designation provides for current and expected future locations for public parks of all sizes in the Eden Area. Parks may include a wide range of uses including active playing fields, recreation facilities including buildings, picnic areas, plazas, bicycle and walking trails, water features, passive green spaces, landscaped areas and natural open spaces. | N/A |
| C.8 | Schools (S) | This designation identifies publicly-owned or operated educational facilities of all sizes serving all age groups in the Eden Area. The designation also includes sites that are owned or used by the school districts for school-related purposes such as maintenance or corporation yards as well as parcels which are leased to private entities. Sites designated as 'School' may also be developed as residential uses at a density comparable to surrounding uses if the school district which owns them determines that they are no longer needed for educational purposes. | Y |
| Land Use Element : Goals and Policies | | | |
| Goal LU-1 | | Establish a clearly defined urban form and structure to the Eden Area in order to enhance the area's identity and livability. | |
| LU-1 | P1 | The County should foster a sense of unity among the five communities of the Eden Area through its direct actions. | Y |
| LU-1 | P2 | New development and redevelopment shall be encouraged to advance a unified and coherent pattern of development, maximize the use of land and fill in gaps in the urban environment. | Y |
| LU-1 | P3 | <p>New development and redevelopment shall be organized as a series of Neighborhoods, Corridors, Districts and Special Precincts. Each is defined as follows:</p> <ul style="list-style-type: none"> • Neighborhoods are residential areas with a common character or identity, such as a common history or central meeting place like a park, school or retail center. • Corridors are linear areas located along arterial roads, typically one to two lots deep on either side of the road, that contain a mix of retail, office and residential uses. • Districts are areas of higher intensity development located along Corridors in the Eden Area. Districts shall be designed to serve as community meeting places where residents and visitors can shop, eat, play and socialize. • Special Precincts are single-use districts that serve a special purpose in the Eden Area, namely job-producing Light Industrial, Research and Development/Office uses or large-scale Public uses. | Y |

| Goal or Section | Policy | Policy language | Consistent? |
|-----------------|--------|--|-------------|
| LU-1 | P4 | An adequate amount of land shall be designated in this General Plan to permit the desired development in the Eden Area. | Y |
| LU-1 | P5 | The County shall ensure that land is designated to increase economic development opportunities while also providing for future housing needs. | Y |
| LU-1 | P6 | Residential development should be balanced with the development of jobs and retail growth and the ability to provide services to the existing population of the Eden Area. | Y |
| LU-1 | P7 | On parcels that have a viable use in place when this General Plan is adopted, the uses may remain in place until such time as the property is redeveloped. When a property is redeveloped, the new use shall be required to conform to the land use designations in this General Plan. | Y |
| Goal LU-2 | | Promote and maintain physically coherent and logical boundaries of the Eden Area. | |
| LU-2 | P1 | The County shall discourage the cities of Hayward and San Leandro from annexing individual parcels of County land, especially when those parcels have viable, non-residential land uses, such as large commercial developments. | Y |
| LU-2 | P2 | The County should oppose the annexation of properties where the County's loss of these properties may have an adverse impact on the County's tax base. | Y |
| LU-2 | P3 | The annexation of unincorporated islands and the logical, minor re-configuration of jurisdiction boundaries should be encouraged to provide rational service boundaries. | Y |
| Goal LU-3 | | Expand cultural and arts facilities in the Eden Area to the Eden Area in order to enhance the area's identity and livability. | |
| LU-3 | P1 | The County should support the development of a range of cultural and arts facilities throughout the Eden Area, such as museums, performing arts centers and art exhibition spaces. | Y |
| LU-3 | P2 | The County should support the efforts of non-profit organizations and the private sector to increase cultural arts facilities and events in the Eden Area. | Y |
| LU-3 | P3 | Public art should be included in areas with an existing or expected high level of pedestrian activity, such as parks, plazas and identified Districts. | Y |
| Goal LU-4 | | Preserve the quality and character of existing Neighborhoods in the Eden Area. | |
| LU-4 | P1 | The County shall advance the ongoing conservation, maintenance and upgrading of Neighborhoods through its direct policies and actions. | Y |
| LU-4 | P2 | New residential construction should be of a high-level of craftsmanship and use exterior materials and façade designs that enhance the appearance of each Neighborhood. | Y |
| LU-4 | P3 | The development of "gated" communities or the gating of already developed Neighborhoods or subdivisions should be discouraged. | Y |
| LU-4 | P4 | Home occupations in Neighborhoods should be allowed to the extent that they do not present nuisances to the surrounding residential uses as identified in Alameda County Administrative Code Chapter 6.64 Rural and Urban Residential and Non-residential Property Nuisances. | Y |
| LU-4 | P5 | Permit applications for alterations, additions and infill development shall be reviewed to ensure that they enhance the character and quality of Neighborhoods. | Y |
| LU-4 | P6 | The County shall discourage project rezonings and Planned Developments, especially with multi-family uses that have historically resulted in poor residential design. | Y |
| LU-4 | P7 | The County shall utilize its Design Guidelines as an implementation tool to require higher quality and more appropriately scaled development in the Eden Area. | Y |

| Goal or Section | Policy | Policy language | Consistent? |
|-----------------|--------|---|-------------|
| Goal LU-5 | | Allow appropriately scaled development in Neighborhoods. | |
| LU-5 | P1 | New development or redevelopment should not result in displacement of existing homes without providing for adequate replacement housing. | Y |
| LU-5 | P2 | New residential projects in Neighborhoods should enhance the existing character of the area and have high quality site planning and architectural design. Architectural diversity and variety, including variations in lot sizes, setbacks, orientation of homes and other site features should be allowed to maintain visual interest. | Y |
| LU-5 | P3 | The creation of new parks shall be encouraged within Neighborhoods on vacant or underutilized parcels. | Y |
| LU-5 | P4 | Infill development that increases the density of existing Neighborhoods may be allowed so long as it is well designed and enhances the character of the Neighborhoods. | Y |
| LU-5 | P5 | Secondary units on individual parcels shall be allowed and encouraged, as per state law. | Y |
| LU-5 | P6 | New development shall not be approved unless there is infrastructure in place or planned to support the growth. | Y |
| LU-5 | P7 | New residential development shall pay its fair share of the cost of capital improvements needed to serve that development. | Y |
| LU-5 | P8 | Live-work development projects shall be allowed in areas that can serve as a buffer between residential and commercial or industrial uses. | Y |
| Goal LU-6 | | Support the redevelopment of narrow, deep lots throughout the Eden Area in a manner that enhances the quality of life for existing and future residents. | |
| LU-6 | P1 | The County shall encourage the redevelopment of underutilized large, deep lots to increase opportunities for a range of housing types. | Y |
| LU-6 | P2 | The creation of "flag lots" shall not be allowed when narrow, deep parcels are redeveloped, except when historic structures are present. | Y |
| LU-6 | P3 | Narrow, deep lots should be developed in a manner that enhances the quality and character of adjacent development. | Y |
| LU-6 | P4 | The County shall encourage the assembly, design and development of two or more adjacent, narrow, deep lots to ensure that Neighborhood quality is enhanced and to capitalize on improved site design possibilities. Specific site design techniques that should be explored include: <ul style="list-style-type: none"> • Internal streets to serve multiple blocks. • Pedestrian connections between adjacent parcels. • Continuous and consistent landscaping between parcels. | Y |
| LU-6 | P5 | The County should encourage the creation of neighborhood associations, mutual use and joint use agreements or reciprocal easements where parcels are developed together and driveways shared. | Y |
| Goal LU-7 | | Create attractive Corridors with a mix of uses throughout the Eden Area. | |
| LU-7 | P1 | The redevelopment of corridors shall be a priority for the County as it is a key to revitalizing the Eden Area. | Y |
| LU-7 | P2 | New commercial and Medium, Medium-High and High Density residential development shall be focused along identified Corridors in the Eden Area. The Corridors are: <ul style="list-style-type: none"> • East 14th Street/Mission Boulevard • Hesperian Boulevard • 'A' Street • Lewelling Boulevard • Meekland Avenue | Y |

| Goal or Section | Policy | Policy language | Consistent? |
|-----------------|--------|---|-------------|
| LU-7 | P3 | The County shall pursue and allow the assembly of parcels to create larger and more easily developable lots for development along Corridors. | Y |
| LU-7 | P4 | Low-density, drive-in commercial uses shall be discouraged except near freeway entrances and exits. | Y |
| LU-7 | P5 | New development along Corridors shall meet the following urban design requirements: <ul style="list-style-type: none"> • Buildings shall be designed with minimal setback to create a consistent, pedestrian-oriented environment. • Developments shall be designed to have an active street face with windows, entrances, awnings and other amenities. • Building entrances shall be oriented to the street. • Parking and loading facilities as well as other areas for similar activities shall be located behind or on the side of buildings away from the main street frontage. • The number of curb cuts and other intrusions of vehicles across the sidewalks shall be minimized. • Buildings shall be constructed using high-quality materials. • To the extent feasible, buildings should step down in height to adjacent Low-Medium Density residential uses at the edges of Corridors where they meet adjacent Neighborhoods. | Y |
| LU-7 | P6 | The use of shared parking arrangements for residential and commercial buildings should be allowed and encouraged in Corridors where possible, and where impacts to adjacent residential neighborhoods would be minimal. | Y |
| LU-7 | P7 | Public transit amenities shall be included, where appropriate, with the approval of new development projects. | Y |
| LU-7 | P8 | New projects should maintain and strengthen pedestrian connections to major transit facilities such as BART, Amtrak and bus stops. | Y |
| LU-7 | P9 | The County shall encourage the creation of landscape, lighting and special assessment districts to improve the pedestrian environment along Corridors. | Y |
| Goal LU-8 | | Create Districts that serve as shopping, living, meeting, and gathering places. | |
| LU-8 | P1 | The County shall pursue the creation of distinct Districts throughout the Eden Area. Districts should be places where residents gather to shop, socialize and eat. They should have ample public spaces such as plazas, wide sidewalks, and outdoor seating for restaurants and cafes. The land use patterns should emphasize human-scale design, streetscape and transit improvements and a lively mix of higher density residential, commercial and public uses. | Y |
| LU-8 | P2 | The County shall pursue redevelopment of the following general areas to create vibrant Districts: <ul style="list-style-type: none"> • San Lorenzo Village Center • East 14th Street at Ashland Avenue • Mission Boulevard at Mattox Road • The Four Corners area at the intersection of Hesperian Boulevard and Lewelling Boulevard • The intersection of Hesperian Boulevard and 'A' Street | Y |
| LU-8 | P3 | The County should strategically pursue commercial and vertically-mixed use development (i.e. residential uses over commercial uses) in Districts. Such projects should be a priority for the County in terms of permit processing and County financial assistance, where feasible. | Y |
| LU-8 | P4 | Pedestrian amenities including benches, human scaled lighting, trash cans, textured crosswalks and sidewalks, bollards and other features should be included in the redesign of all Districts. | Y |
| LU-8 | P5 | The assembly of parcels for larger development projects and more developable lots shall be encouraged in Districts. | Y |

| Goal or Section | Policy | Policy language | Consistent? |
|-----------------|--------|--|-------------|
| Goal LU-9 | | Preserve and enhance the Grant Avenue Industrial Area Special Precinct of the Eden Area. | |
| LU-9 | P1 | The Grant Avenue Special Precinct should be enhanced and redeveloped to the greatest extent possible. | N/A |
| LU-9 | P2 | The Grant Avenue Special Precinct should be preserved for economic development purposes, including Industrial, Research and Development/ Office uses. | N/A |
| Goal LU-10 | | Ensure that the Eden Area remains attractive and free of public nuisances through enforcement and community involvement programs. | |
| LU-10 | P1 | All housing and commercial properties should be adequately maintained and, where required, rehabilitated to protect the health and safety of Eden Area residents and visitors. | Y |
| LU-10 | P2 | The County shall maintain building inspection and code enforcement procedures that ensure that all construction is properly permitted and that construction is completed as approved. | Y |
| LU-10 | P3 | The County should work collaboratively with homeowners associations, business associations, other community groups and residents to abate nuisances, eliminate substandard conditions and ensure that community aesthetic standards are | Y |
| LU-10 | P4 | As a condition of property transfer, the County should require a building inspection by a private inspector and necessary repair to meet health and safety standards. | Y |
| LU-10 | P5 | The County shall maintain graffiti removal and weed abatement programs throughout the Eden Area and respond promptly and effectively to resident complaints. | Y |
| LU-10 | P6 | The County shall maintain public property and buildings to protect and promote health and safety thereby helping to eliminate substandard conditions in the Eden Area. | Y |
| Goal LU-11 | | Reduce the impact of Industrial development and activity on adjoining land uses. | |
| LU-11 | P1 | Existing, non-conforming industrial uses should be phased out during the course of this General Plan. | N/A |
| LU-11 | P2 | The County should not permit existing, non-conforming Industrial uses to expand their facilities except to rectify building code violations. | N/A |
| LU-11 | P3 | Industrial uses should be regulated to minimize smoke, odor, glare, excessive noise and other adverse impacts on employees and on adjoining uses and areas. | N/A |
| LU-11 | P4 | Industrial uses should be adequately fenced and landscaped. In addition, structures, parking areas and storage areas should be sited so as to minimize impacts on adjoining uses. | N/A |
| LU-11 | P5 | Industrial developments should include adequate off-street loading and unloading facilities and adequate parking areas for employees, automobiles and trucks. | N/A |
| LU-11 | P6 | Truck and employee traffic generated by industrial uses should generally be restricted from using streets in residential and commercial areas, except on designated truck routes as specified in the Circulation Element of this General Plan. | N/A |
| LU-11 | P7 | Truck parking on public streets in non-industrial areas shall be prohibited. | N/A |
| LU-11 | P8 | Industrial structures, facilities and sites should be maintained in order to improve the appearance and economic vitality of industrial areas. | N/A |
| Goal LU-12 | | Improve the visual quality of the Eden Area. | |
| LU-12 | P1 | The County should not approve projects that have a substantial adverse effect on scenic vistas, substantially damage scenic resources, or substantially degrade the existing visual character or quality of the Eden Area. | Y |

| Goal or Section | Policy | Policy language | Consistent? |
|-----------------|--------|--|-------------|
| LU-12 | P2 | The County shall pursue all possible legal and financial mechanisms to phase out and remove existing billboards. In addition, no new billboards shall be allowed in the Eden Area unless relocated. | Y |
| LU-12 | P3 | When reviewing development proposals, the County should ensure that projects do not diminish views of natural features along public rights-of-way. Natural features are both within and around the Eden Area and include the San Francisco Bay and the East Bay hills. | Y |
| LU-12 | P4 | To the extent feasible, the County should place utilities underground during roadway repair or widening, streetscape improvements, construction of major new development projects or as funds become available. | Y |
| LU-12 | P5 | New development projects shall include street trees along public right-of-ways. Street trees should provide shade to pedestrians, buffer from moving traffic and enhance the visual quality of the area. | Y |
| LU-12 | P6 | The County shall maintain a program of landscaping, tree planting and tree preservation in the Eden Area in order to improve aesthetics and livability. | Y |
| Goal LU-13 | | Enhance economic development opportunities in the Eden Area. | |
| LU-13 | P1 | The County shall make economic development a priority for the Eden Area. | Y |
| LU-13 | P2 | The County shall promote the Eden Area's image as a business-friendly community. | Y |
| LU-13 | P3 | The County shall attempt to create and maintain a jobs:housing balance of 1.5 jobs for every housing unit. | Y |
| LU-13 | P4 | The County shall strive for a match between the type of jobs in the Eden Area and the occupations of residents as a means to encourage residents to live and work in the Eden Area. | Y |
| LU-13 | P5 | The County shall encourage the renovation, improvement, retention and expansion of existing businesses and stores where such actions may improve the character of the Eden Area. | Y |
| LU-13 | P6 | Encourage new business formation and entrepreneur education. | Y |
| Goal LU-14 | | Allow for the retention and expansion of commercial uses in appropriate locations to increase economic development opportunities and provide for the daily needs of residents. | |
| LU-14 | P1 | New commercial development shall be located in existing commercial areas and in areas well served by public transit. Specific areas are identified in the Land Use Designation Map. | |
| LU-14 | P2 | Commercial uses that serve the daily and weekly needs of residents, such as supermarkets, cafes, restaurants, drug stores, dry cleaners, hardware stores, appliance repair shops and day care centers, shall be encouraged on Corridors or in Districts. | |
| Goal LU-15 | | Preserve the Industrial uses and expand Research and Development/Office uses (R&D/O) in the Eden Area. | |
| LU-15 | P1 | Research and Development/Office uses shall be encouraged in the Grant Avenue Industrial Area. | N/A |
| LU-15 | P2 | As industrial uses redevelop over time, the County should allow the transition to Research and Development/Office uses in industrial areas. | N/A |
| LU-15 | P3 | To the extent possible, new Light Industrial development should only take place within existing industrial areas. | N/A |
| LU-15 | P4 | To the extent possible, the County shall require mitigation measures to minimize the impacts of new Light Industrial development on adjacent areas. | N/A |

| Goal or Section | Policy | Policy language | Consistent? |
|-----------------|--------|--|-------------|
| LU-15 | P5 | New heavy industrial uses shall not be allowed in the Eden Area. Existing heavy industrial uses may remain in place until such time as the property is redeveloped, at which point new Research and Development/Office uses shall be allowed and new zoning for Research and Development/Office uses shall be put in place. | N/A |
| Goal LU-16 | | Preserve significant cultural resources in the Eden Area. | |
| LU-16 | P1 | Historic or culturally significant buildings and other resources in the Eden Area should be preserved. | Y |
| LU-16 | P2 | To the extent possible, the County shall cause no substantial adverse change in the significance of a historical or archaeological resource as defined in 15064.5 of the California Environmental Quality Act (Title 14, California Code of Regulations) through its direct or indirect actions. | Y |
| LU-16 | P3 | To the extent possible, unique paleontological resources, sites or unique geologic features shall not be directly or indirectly destroyed or significantly altered. | Y |
| LU-16 | P4 | The County should make the Eden Area a top priority when conducting historic and cultural resources inventories in the county. | Y |
| LU-16 | P5 | Prior to the completion of a professionally-prepared historic survey, property owners of potentially significant historic resources shall be required to prepare professional historic surveys prior to demolition of any structure. Potentially significant historic resources may be defined as those resources identified in professionally prepared surveys or where additional evidence suggests that the property or structure may be significant. | Y |
| LU-16 | P6 | New development, alterations and remodeling projects on or adjacent to historic properties should be sensitive to historic resources and should be compatible with the surrounding historic context. | Y |
| LU-16 | P7 | The County should support the development of local history projects, including the collection of oral histories from local residents. | Y |
| Goal LU-17 | | Preserve and improve air quality in the Eden Area. | |
| LU-17 | P1 | New development projects shall be analyzed in accordance with the BAAQMD CEQA Guidelines. Appropriate mitigation measures to reduce vehicle trips and vehicle miles traveled should be applied to projects. | Y |
| LU-17 | P2 | New development that would emit air toxic contaminants or odors shall provide adequate buffers and screening to protect sensitive land uses from unhealthy levels of air pollution or objectionable odors. | Y |
| LU-17 | P3 | New development involving sensitive receptors shall be located an adequate distance from sources of air pollution and odor, such as freeways, arterial roadways and stationary air pollutant sources, or shall provide appropriate mitigation measures. | Y |

| Goal or Section | Policy | Policy language | Consistent? |
|--|--------|---|-------------|
| LU-17 | P4 | <p>New development shall apply control measures to reduce PM10 emissions from construction activities. The following list of feasible control measures, recommended by the BAAQMD for construction projects, shall be included as requirements at construction sites to reduce air pollutant emissions. For all construction projects:</p> <ul style="list-style-type: none"> • Sprinkle all active construction areas at least twice daily and more often when conditions warrant. • Cover all trucks hauling soil, sand and other loose materials or require all trucks to maintain at least 2 feet of freeboard. • Pave, apply water three times daily, or apply (non toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites. • Sweep daily all paved access roads, parking areas and staging areas at construction sites. • Sweep streets daily if visible soil material is carried onto adjacent public streets. For construction sites that are located adjacent to sensitive receptors or warrant additional controls: <ul style="list-style-type: none"> • Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site. • Suspend grading activities when winds exceed 25 miles per hour (mph) and visible dust clouds cannot be prevented from extending beyond active construction areas. • Limit the area subject to excavation, grading and other construction activity at any one time. | Y |
| Land Use Element : Specific Guidance Areas - Lewelling Boulevard | | | |
| E.1.a | | Four Corners | |
| E.1.a | 1 | The Four Corners area of Lewelling Boulevard shall be developed as a District with a diverse mix of uses that serves as a community meeting and gathering place, through the development of public and private partnerships. | Y |
| E.1.a | 2 | The intersection of Interstate 880 with Lewelling Boulevard should be designed as a gateway into the Eden Area. Special attention should be given to the types of uses and design of this area to ensure that development is visually attractive. | Y |
| E.1.a | 3 | The County should explore designating Four Corners as a historic district due to its significance in the development of the Eden Area. | Y |
| E.1.a | 4 | Historic buildings and sites in Four Corners should be identified and preserved. | Y |
| E.1.b | | Middle Lewelling Boulevard | |
| E.1.b | 1 | Middle Lewelling Boulevard should contain a mix of residential and commercial uses. The development of residential uses should focus on the creation of affordable housing for a variety of income levels. New commercial uses should serve residential Neighborhoods as well as the High School. | Y |
| E.1.c | | East Lewelling Boulevard | |
| E.1.c | 1 | East Lewelling Boulevard should be redeveloped over time to emphasize commercial uses. | Y |
| E.1.c | 2 | Mixed use developments with residential over general commercial uses shall be allowed. | Y |
| E.1.c | 3 | The County shall encourage the consolidation of parcels in order to create larger-scale redevelopment projects and parcels that are more developable. | Y |

| Goal or Section | Policy | Policy language | Consistent? |
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| E.1.c | 4 | Public improvements should be developed to mitigate the impacts of Interstate 238 on existing and proposed residential and commercial developments along East Lewelling Boulevard and the Four Corners area. Mitigation measures may include additional landscaping, soundwalls or other appropriate measures. | Y |
| Circulation Element : Specific Goals and Policies | | | |
| Goal CIR-1 | | Provide attractive streets designed to serve a broad spectrum of land use patterns and travel modes. | |
| CIR-1 | P1 | The County should develop functional classification and street design standards that allow for variations in street width based on the function of the facility and the land use context. These "context-sensitive" roadway designs should have the following aims: <ul style="list-style-type: none"> • Use design features to make the corridor a center of community activity. • Create an aesthetically attractive streetscape and safe pedestrian environment. • Increase bicycle safety by following accepted standards or by designing a bicycle circulation system. • Balance the needs of autos, pedestrians, trucks, transit and bicyclists. The extent to which each mode is emphasized should vary according to the function of the roadway and the adjacent existing and future land uses. • Decrease the impacts of roadways on surrounding uses by slowing speeds, reducing noise impacts and emphasizing pedestrian travel. | Y |
| CIR-1 | P2 | Whenever possible, roadway modifications should include accommodations for bicycle and pedestrian travel. | Y |
| CIR-1 | P3 | Land use concepts shall be promoted that minimize auto- mobile trips and encourage walking, bicycling and transit use. | Y |
| CIR-1 | P4 | The County should improve transportation infrastructure, such as roadway widening, intersection improvements and bicycle and pedestrian facilities at a rate that keeps pace with growth. | Y |
| CIR-1 | P5 | New developments shall mitigate the full impacts of their projects on the transportation system. A variety of mitigation measures should be considered, including impact fees, street improvements and transportation demand management (TDM) measures. | Y |
| CIR-1 | P6 | New developments shall incorporate design features that encourage use of alternative modes such as transit, bicycling and walking. | Y |
| CIR-1 | P7 | New traffic control device technologies should be considered in order to maximize efficiency of auto, transit, bicycle and pedestrian traffic. | Y |
| Goal CIR-2 | | Adopt and enforce level of service (LOS) standards that provide a high level of mobility and accessibility for all travel modes. | |
| CIR-2 | P1 | An LOS of E or better shall be applied to Congestion Management Program (CMP) Roadways: Foothill Boulevard, Center Street, 'A' Street, Hesperian Boulevard, Interstate 880, Interstate 580 and Interstate 238. | |
| CIR-2 | P2 | An LOS of D or better shall be applied to all non-CMP roadways during peak travel periods. | |
| CIR-2 | P3 | The County may allow individual locations to fall below the LOS standards in instances where the construction of physical improvements would be infeasible, prohibitively expensive, significantly affect adjacent properties or the environment, have a significant adverse impact on the character of the Eden Area, or where the lower standard results from significant physical improvements to transit, bicycle or pedestrian facilities. | |
| CIR-2 | P4 | Intersections may be permitted to fall below their adopted LOS standards on a temporary basis when the improvements necessary to preserve the LOS standard are in the process of construction or have been designed and funded but not yet constructed. | |

| Goal or Section | Policy | Policy language | Consistent? |
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| Goal CIR-3 | | Provide for efficient motor vehicle circulation within the Eden Area. | |
| CIR-3 | P1 | The County should support regional efforts to improve the freeway and arterial system as well as transit facilities, routes, and frequency within and near the Eden Area. | Y |
| CIR-4 | P2 | Where traffic congestion is an existing or imminent problem, priority should be given to those measures that will provide for more efficient use of existing streets and highways, including the use, where appropriate, of high- occupancy vehicle lanes, traffic signal synchronization, and restrictions on turning during peak travel periods. | Y |
| CIR-5 | P3 | The County should maintain street connectivity in the Eden Area in order to disperse traffic on multiple streets and ensure adequate response time for emergency services. | Y |
| CIR-6 | P4 | The County shall ensure that projects implemented as part of the Neighborhood Traffic Calming Program maintain street connectivity and provide appropriate emergency vehicle access. | Y |
| Goal CIR-4 | | Provide access and circulation along Corridors and in Districts while respecting the intensity of adjacent development. | |
| CIR-4 | P1 | Corridors identified in the Land Use Element (East. 14th/Mission Boulevard, Hesperian Boulevard, West 'A' Street, Lewelling Boulevard, and Meekland Avenue) shall emphasize pedestrian and transit access to adjacent land uses. | Y |
| CIR-4 | P2 | At intersections located in and immediately adjacent to Districts, pedestrian and transit circulation should take precedence over the movement of motor vehicles. The Districts identified and described in the Land Use Element are: <ul style="list-style-type: none"> • San Lorenzo Village Center. • East 14th Street at Ashland Avenue. • Mission Boulevard at Mattox Road. • The Four Corners area (the intersection of Hesperian Boulevard and Lewelling Boulevard). • The commercial uses on Bockman Road east of Channel Road. • The intersection of Hesperian Boulevard and West 'A' Street. | Y |
| CIR-4 | P3 | On-street parking should be allowed, where appropriate, along Corridors and in Districts to provide access to adjacent land uses and to serve as a buffer for pedestrians. | Y |
| CIR-4 | P4 | The County may create shared parking districts in order to centralize and reduce the total amount of land allocated to parking in Districts and Corridors. | Y |
| CIR-4 | P5 | Shared parking arrangements should be encouraged in Districts and along Corridors. | Y |
| CIR-4 | P6 | Wide sidewalks shall be provided in Districts and along Corridors. Where it is not possible to provide wide sidewalks continuously along a Corridor, sidewalks shall be widened at their most congested locations such as in Districts located along corridors and at bus stops. | Y |
| CIR-4 | P7 | Public spaces should be designed along sidewalks on Corridors and in Districts. Sidewalks provide opportunities for people to interact on the street, and space for this interaction should be provided to the greatest extent feasible. | Y |
| Goal CIR-5 | | Ensure that public transit is a viable alternative to driving in the Eden Area. | |
| CIR-5 | P1 | Encourage AC Transit and BART to provide transit service throughout the Eden Area, preferably within one-quarter mile of all residences, businesses, health care, parks and service facilities. | Y |
| CIR-5 | P2 | The County should work with AC Transit and BART to ensure that the frequency and duration (hours of operation) of transit service is adequate and that overall travel time and convenience of travel by public transit is comparable to travel by other modes. | Y |

| Goal or Section | Policy | Policy language | Consistent? |
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| CIR-5 | P3 | The County shall support efforts to enhance regional transit service serving the Eden Area, such as the extension of BART to San Jose and enhanced bus service on East 14th Street/Mission Boulevard and Hesperian Boulevard. | Y |
| CIR-5 | P4 | The County shall promote Transit-Oriented Development (TOD) opportunities and pursue available grant funding from local, state and federal sources to fund potential projects. | Y |
| Goal CIR-6 | | Complete and enhance the pedestrian circulation network serving the Eden Area. | |
| CIR-6 | P1 | Walking shall be considered an essential and integral part of the County's circulation network. | Y |
| CIR-6 | P2 | An uninterrupted pedestrian network of sidewalks, with continuous sidewalks along both sides of streets, should be ensured. An interconnected pedestrian network is essential to a functional and safe walking environment. | Y |
| CIR-6 | P3 | The provision of curbs, gutters and sidewalks on uncompleted street segments in the Eden Area shall be required whenever possible. The County should prioritize sidewalk locations in the following order: near schools and parks; on residential streets without sidewalks; in locations with a high level of pedestrian collisions; in areas that can close small, existing gaps in the sidewalk network; near special needs housing; in locations with high pedestrian volumes; on primary transportation corridors; near shopping and retail areas; and within a quarter-mile of BART and other transit facilities. | Y |
| CIR-6 | P4 | Ample crossing opportunities shall be provided, especially in Districts and along Corridors. In addition to marked crosswalks at all intersections, mid-block crossings and adequately timed signals should be provided at intersections which are too widely spaced for reasonable pedestrian access. | Y |
| CIR-6 | P5 | On street frontages that do not currently include sidewalks, the installation of sidewalks shall be a requirement for all new development. | Y |
| CIR-6 | P6 | New development projects shall be required to provide sidewalks and direct pedestrian connections to adjacent neighborhood streets. | Y |
| CIR-6 | P7 | Street trees, planting strips, bollards and other physical improvements that buffer pedestrians from traffic should be provided on all streets with existing or potential future high volumes of vehicular and pedestrian activity. | Y |
| CIR-6 | P8 | Direct and safe pedestrian access routes shall be designed between development and transit facilities, including the Bayfair BART station, the Amtrak Capitol Corridor station in Hayward and major bus transit routes. This encourages the use of public transportation. | Y |
| CIR-6 | P9 | The County's pedestrian system shall have a high level of connectivity, especially between residences and common local destinations, such as schools, shopping and parks. | Y |
| CIR-6 | P10 | The County shall investigate measures to enhance access and circulation as required by the Americans with Disabilities Act. | Y |
| CIR-6 | P11 | The County shall promote Transit-Oriented Development (TOD) opportunities and pursue available grant funding from local, State and federal sources to fund potential projects. | Y |
| Goal CIR-7 | | Promote bicycling as a form of transportation within the Eden Area. | |
| CIR-7 | P1 | Bicycling shall be considered an essential and integral part of the County's circulation network. | Y |
| CIR-7 | P2 | The County shall develop and maintain a bikeway system for the Eden Area that effectively serves residential areas, employment centers, schools, parks and transit stations. | Y |

| Goal or Section | Policy | Policy language | Consistent? |
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| CIR-7 | P3 | Safe and direct bicycle facilities should be constructed to provide access from residential neighborhoods to the Bayfair and Hayward BART stations and the Amtrak Capitol Corridor station south of the Eden Area. | Y |
| CIR-7 | P4 | The County shall support efforts to develop a regional bike-way network. | Y |
| CIR-7 | P5 | When arterial or collector streets are resurfaced, bicycle lanes shall be installed whenever feasible. | Y |
| CIR-7 | P6 | New commercial, office and Research & Development projects and multi-family residential development projects shall provide safe and secure covered bicycle parking or storage facilities. | Y |
| CIR-7 | P7 | The County shall pursue development of safe and efficient Class I bicycle paths within the Union Pacific Railroad Oakland Subdivision right-of-way along Western Boulevard. | Y |
| Goal CIR-8 | | Provide for adequate truck circulation to allow for the efficient transport of goods within the Eden Area while protecting neighborhoods from truck-related impacts. | |
| CIR-8 | P1 | The County shall enforce the truck restrictions described in the Truck Restriction Ordinance. | Y |
| CIR-8 | P2 | Significant new truck traffic-generating land uses should be limited to locations along designated truck routes, in industrial areas or within a quarter mile of freeways. | Y |
| CIR-8 | P3 | The County shall work to reduce truck traffic on Grant Avenue by working with property owners of industrial land to limit truck traffic during morning and afternoon peak commute hours. | Y |
| CIR-8 | P4 | The County shall pursue alternative routes to the Grant Avenue Industrial Area including the West 'A' Street extension through Hayward, along the alignment of the proposed State Route 61 and along Railroad Avenue to the City of San Leandro. | Y |
| Goal CIR-9 | | Minimize the negative effects of traffic on adjacent land uses and improve traffic safety. | |
| CIR-9 | P1 | Use of local residential streets by non-local and commercial traffic should be discouraged. | Y |
| CIR-9 | P2 | Appropriate buffering and screening mechanisms should be incorporated in development projects to limit the impacts associated with motor vehicle traffic and parking. | Y |
| CIR-9 | P3 | The use of soundwalls on arterial, collectors and residential streets shall only be allowed if no other design alternatives exist. | Y |
| CIR-9 | P4 | The County shall implement traffic calming measures in order to reduce travel speeds and create a safer pedestrian environment. Priority measures should include street trees, pedestrian-scaled lighting, speed bumps, traffic circles and bulb-outs at intersections. | Y |
| CIR-9 | P5 | Road widening projects shall be limited to ensure that roadways do not become barriers between neighborhoods. | Y |
| CIR-9 | P6 | Safety around at-grade railroad crossings along Western Boulevard and Grant Avenue should be improved through a variety of physical design techniques such as increasing signage, restricting pedestrian access, and creating more gradual transitions in-grade between parallel roadways and the railroad tracks. | Y |
| Parks and Recreation Element: Specific Goals and Policies | | | |
| Goal PR-1 | | Improve the quality of life in the Eden Area through the maintenance and improvement of parks and recreation facilities. | |
| PR-1 | P1 | A full range of parks and recreational facilities should be provided for Eden Area residents of all ages and physical capabilities. | Y |

| Goal or Section | Policy | Policy language | Consistent? |
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| PR-1 | P2 | <p>Parks in the Eden Area should be regularly maintained and enhanced, as funding is available, to ensure continued public use and enjoyment, enhance public safety and prevent deterioration. Priorities set by the public for improvements to existing parks include the following:</p> <ul style="list-style-type: none"> • Community centers at Hesperian Park, Edendale Park and Meek Park. • Athletic fields at Edendale Park. • Tennis and/or basketball courts at Ashland Park. • Dog park at Cherryland Park. • Playgrounds at Ashland Park. • Picnic and barbeque facilities at Ashland Park and Edendale Park. | Y |
| PR-1 | P3 | Park facilities in the Eden Area should maintain a balance between active and passive recreation and should ensure that the park system benefits a diverse range of interest groups. | Y |
| PR-1 | P4 | The County, working with HARD, shall strive to achieve a combined park acreage-to-population ratio of five acres per 1,000 population for local and community parks in the Eden Area. | Y |
| PR-1 | P5 | The County shall work with HARD to locate a park that is accessible to every Eden Area resident by foot or transit. | Y |
| PR-1 | P6 | The County shall work with HARD to identify sufficient, appropriately-located land to meet the park standards identified in HARD's parks Master Plan. | Y |
| PR-1 | P7 | New and rehabilitated parks in the Eden Area shall comply with the requirements and standards in the Americans with Disabilities Act (ADA). | Y |
| PR-1 | P8 | Existing recreational programs shall be maintained and enhanced to the greatest extent feasible. | Y |
| PR-1 | P9 | All park and recreation lands shall, to the greatest extent feasible, be dedicated and held inviolate in perpetuity, protected by law against diversion to non-recreational purposes and against invasion by inappropriate uses. Exceptions to this policy may be made in the interest of acquiring additional park land or recreation facilities. | Y |
| Goal PR-2 | | Develop new parks and recreational facilities in the Eden Area to meet existing deficiencies. | |
| PR-2 | P1 | <p>Work with HARD to identify strategic locations for new or expanded parks in the Eden Area. Several potential future park sites have been identified through the General Plan process and are listed below:</p> <ul style="list-style-type: none"> • A new park at the former Holland Oil Site on the west side of East 14th Street and north of Kent Avenue. • The expansion of Mervyn Morris Park to include the Little League fields leased by the San Lorenzo Village Homes Association and two privately-owned parcels along Nielson Avenue. • The expansion of Kennedy Park on land behind the Bohannon School on Bockman Road. | Y |
| PR-2 | P2 | Given limited land availability, the County shall work with HARD to establish highly programmed recreation centers. | Y |
| PR-2 | P3 | Priorities for new park and recreational facilities should include: community centers, playgrounds, swimming pools, dog parks, athletic fields, a gymnasium, picnic sites and a skate park. | Y |
| PR-2 | P4 | Require new development to pay an impact fee or dedicate parkland at five acres of parks per 1,000 population to offset the increase in park needs resulting from new residents to the greatest extent allowed by law. | Y |
| PR-2 | P5 | In-lieu park fees shall be maintained at levels that reflect true costs of land acquisition and park development costs. | Y |
| PR-2 | P6 | New parks dedicated through the development process shall be improved by the project sponsor and ownership shall be transferred to HARD. | Y |
| PR-2 | P7 | New parks and recreation facilities shall be designed to maximize usable open space, avoid conflicts with adjacent neighborhoods and provide direct pedestrian and bicycle access between homes and parks. | Y |

| Goal or Section | Policy | Policy language | Consistent? |
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| PR-2 | P8 | To the extent feasible, new investments in parks should be focused on neighborhoods that are the least served in terms of park access and variety of recreational amenities. | Y |
| PR-2 | P9 | To the greatest extent feasible, new neighborhood and community parks should be located in predominantly residential areas. | Y |
| PR-2 | P10 | The inclusion of publicly-accessible parks, plazas, courtyards, landscaped commons and other open spaces shall be pursued within new commercial, industrial and public facility development projects. | Y |
| PR-2 | P11 | The development of privately owned and operated recreation facilities, such as skating rinks, bowling alleys, and batting cages, should be encouraged so long as such facilities are compatible with surrounding uses and consistent with community goals. | Y |
| PR-2 | P12 | When it is determined that a school is to be closed and that the facility will not be required in the future, the reuse of the property for park, recreation and community facilities should be the highest priority. | Y |
| PR-2 | P13 | To the extent feasible, when a water retention basin is required for development, the retention basin shall be designed to serve as a usable green space such as a playfield. | Y |
| Goal PR-3 | | Pursue the joint use of public facilities for recreational purposes. | |
| PR-3 | P1 | The County, working with HARD, shall promote joint use agreements with school districts and other public agencies to maximize public access to all public spaces and grounds during non-business or school hours. | Y |
| PR-3 | P2 | The County shall work with the school districts to develop creative solutions to maintenance, liability, security and funding challenges associated with the joint use of school properties for public recreation. | Y |
| PR-3 | P3 | The County shall work with the school districts to implement design changes that allow school grounds to function as parks and recreational facilities. | Y |
| Goal PR-4 | | Create a comprehensive network of multi-use trails and linear park facilities within and through the Eden Area. | |
| PR-4 | P1 | The County shall pursue the conversion of underutilized rail corridors and spurs in the Eden Area into multi-use trails. | Y |
| PR-4 | P2 | The County shall improve access to the Bay Trail from the Grant Avenue Area. Such activities should include, at a minimum, increased parking, visible signage, restrooms and improved trail information. | N/A |
| PR-4 | P3 | Trails in the Eden Area should have adequate pedestrian amenities including benches, tables, restrooms and lighting. | Y |
| PR-4 | P4 | The County should pursue opportunities to increase access from all parts of the Eden Area to the EBRPD trail system, the Hayward Regional Shoreline and Chabot Regional Park. These opportunities include improved trail- heads that serve Eden Area residents, improved access from within the Eden Area and enhanced signage. | Y |
| PR-4 | P5 | Support the ongoing effort to create a multi-use trail along the BART right-of-way. This trail should include paved paths, landscaping and lighting to encourage walking and biking, enhance the visual appearance and ensure public safety. Design of the multi-use path should address privacy, noise and nuisance issues for adjacent residents. | Y |
| Public Facilities Element: Specific Goals and Policies | | | |
| Goal PF-1 | | Maintain a safe environment in the Eden Area through the prompt and efficient provision of police service. | |
| PF-1 | P1 | The County shall strive to continuously improve performance and efficiency in the Sheriff's Office. | Y |
| PF-1 | P2 | The ACSO shall maintain adequate police staffing, performance levels and facilities to serve the Eden Area's existing population as well as its future growth. | Y |

| Goal or Section | Policy | Policy language | Consistent? |
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| PF-1 | P3 | The County shall reserve adequate sites for sheriff facilities in the Eden Area. | Y |
| PF-1 | P4 | Old or outdated sheriff's facilities should be replaced, to the greatest extent feasible, with new facilities that have the necessary infrastructure and design features to adequately support police functions for the area. | Y |
| PF-1 | P5 | The level of service standard shall be a maximum of a five minute response time for Priority One Emergency calls. | Y |
| Goal PF-2 | | Promote coordination between land use planning and law enforcement. | |
| PF-2 | P1 | Land use development proposals shall be reviewed for site design criteria and other law enforcement concerns. | Y |
| PF-2 | P2 | Physical site planning should be used as an effective means of preventing crime. Open spaces, landscaping, parking lots, parks, play areas and other public spaces should be designed for maximum exposure to community residents. | Y |
| PF-2 | P3 | The County should not approve development proposals or permits that create mini-subdivisions or apartment complexes. Gated developments shall be discouraged. | Y |
| PF-2 | P4 | As the need arises, new police substations shall be located in Districts or along Corridors wherever possible and feasible. | Y |
| Goal PF-3 | | Minimize the loss of life and property from fires, medical emergencies and other types of emergencies. | |
| PF-3 | P1 | The County should strive to continuously improve the performance and efficiency of fire protection services for the Eden Area. | Y |
| PF-3 | P2 | The County shall plan for new fire station locations to maintain or enhance current response levels. | Y |
| PF-3 | P3 | The County shall provide adequate sites for fire facilities in the Eden Area. Planned facilities include a new station on the west side of Hesperian Boulevard and a new station in the vicinity of Cherryland. | Y |
| PF-3 | P4 | Old or outdated fire facilities shall be replaced with new facilities containing the necessary infrastructure and design features to adequately support fire and emergency functions for the area. | Y |
| PF-3 | P5 | Fire flow shall be improved to 1,000 gallons per minute in areas with identified deficiencies, including the industrial complex at the western end of Grant Avenue in San Lorenzo, along Meekland Avenue in Cherryland. | Y |
| PF-3 | P6 | Necessary fire and emergency response facilities and personnel shall be provided, to the greatest extent feasible, to meet residential and employment growth in the Eden Area. | Y |
| Goal PF-4 | | Promote coordination between land use planning and fire protection. | |
| PF-4 | P1 | Fire hazards shall be identified and mitigated during the project review and approval process for new development. | Y |
| Goal PF-5 | | Provide sufficient library services to meet the information, cultural and educational needs of the population of the Eden Area. | |
| PF-5 | P1 | To the extent feasible, the County should strive for a standard of between 0.5 and 0.6 square feet of library space per capita in the Eden Area. | N/A |
| PF-5 | P2 | The County should continue to support the upgrading and expansion of Alameda County Library System services in the Eden Area, including the San Lorenzo Library Replacement Project, in order to keep pace with community needs and changes in information technology. | N/A |
| PF-5 | P3 | Library funding should remain adequate to sustain existing service levels and where possible, increase service levels. | N/A |
| PF-5 | P4 | Libraries should provide training programs to increase community access to reading materials and information technology. Such programs might include reading programs for adults and children, and computer training on basic computer literacy, internet use and information retrieval. | N/A |

| Goal or Section | Policy | Policy language | Consistent? |
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| Goal PF-6 | | Encourage adequate provision of licensed child care in the Eden Area and promote coordination between child care and land use planning. | |
| PF-6 | P1 | A range of new child care services should be encouraged throughout the Eden Area to meet the needs of a growing population. | Y |
| PF-6 | P2 | The County should work with all applicable agencies to provide subsidized child care services to lower income families in the Eden Area, to the greatest extent possible. | Y |
| PF-6 | P3 | The County should continue to collaborate with the Hayward and San Lorenzo Unified School Districts and the Hayward Area Recreation and Park District (HARD) to provide after-school care and day camps in the summer and during the holidays and vacations. | Y |
| PF-6 | P4 | The County shall encourage the siting of child care and other care facilities in areas with compatible land use and character, and shall encourage such facilities to be located near Districts, Corridors, Special Precincts, homes, schools, community centers, recreation facilities, transit stops, and commercial areas. | Y |
| PF-6 | P5 | The County shall support the provision of low cost or no cost leases for child care programs. | Y |
| Goal PF-7 | | The County shall encourage school services that meet the educational needs of Eden Area residents. | |
| PF-7 | P1 | The County shall strive to work with school districts to provide a high level of public education to all residents in the Eden Area. | Y |
| PF-7 | P2 | The County shall continue to provide the school districts with the opportunity to review large proposed residential developments and make recommendations about the need for additional facilities based on student generation rates and existing school capacity. | Y |
| PF-7 | P3 | Lands designated 'School' in the General Plan shall be zoned for both school and residential uses. The zoning designation shall call out a density of development that is comparable to surrounding land uses. | Y |
| PF-7 | P4 | When a public school parcel is to be designated for a new public use or sold off for a private use, there should be a public input process to provide feedback to the County about the proposed new use of the parcel. | Y |
| PF-7 | P5 | The County shall work with the Hayward Area Recreation and Park District (HARD) and the school districts serving the Eden Area to expand the joint use of school sites for parks and recreational facilities. | Y |
| PF-7 | P6 | Safe and direct pedestrian and bicycle access to schools, including new sidewalks, bicycle paths, bike lanes on roadways and direct connections from residential areas shall be provided as funding becomes available and redevelopment opportunities occur. | Y |
| Goal PF-8 | | Reduce the volume of solid waste generated in the Eden Area through reduction, recycling and resource conservation. | |
| PF-8 | P1 | The County should continue to work actively with the Alameda County Waste Management Authority to reduce the volume of solid waste generated in the Eden Area. | Y |
| PF-8 | P2 | The County shall strive to meet or exceed the goals for reducing, recycling and safely storing waste stated in the Alameda County Integrated Waste Management Plan. | Y |
| PF-8 | P3 | The County shall encourage local businesses to expand their recycling efforts and to reduce packaging of products manufactured in the Eden Area. | Y |
| PF-8 | P4 | Public buildings shall be designed or improved with on-site storage facilities for solid waste and recyclable materials. | Y |
| PF-8 | P5 | The salvage and reuse of construction and demolition materials and debris shall be encouraged at all construction projects in the Eden Area. | Y |

| Goal or Section | Policy | Policy language | Consistent? |
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| PF-8 | P6 | Residential buildings should be designed or improved to accommodate an increase in the amount and type of recyclable materials based on the Multi-Family Residential Guidelines and the Remodeling Guidelines distributed by the Alameda County Waste Management Authority. | Y |
| PF-8 | P7 | The County should work with residents, businesses and other members of the community, including architects, builders and contractors, to implement the County's Green Building Ordinance for residential and non-residential projects. | Y |
| PF-8 | P8 | The County should work to expand curbside recycling to all residential communities within the Eden area to ensure equal levels of service and divert solid waste from the landfill, in compliance with State law. | Y |
| Goal PF-9 | | Ensure sufficient water supplies and facilities to serve the residents of the Eden Area in an efficient and financially-sound manner. | |
| PF-9 | P1 | The County shall support the efficient use of water through such means as conservation and recycling, and shall encourage the development of water recycling facilities to help meet the needs in the Eden Area. | Y |
| PF-9 | P2 | The approval of new development shall be conditional on the availability of sufficient water for the project. Existing conditions should be considered in determining water availability. | Y |
| PF-9 | P3 | Continue to support EBMUD's water conservation incentive and consumer outreach programs through partnerships and advocacy. | Y |
| PF-9 | P4 | The County shall encourage the efficient use of water for non-residential landscape irrigation by supporting the use of recycled water. | Y |
| PF-9 | P5 | The County shall require that new development meet the Landscape Water Conservation Guidelines adopted by the Alameda County Board of Supervisors as a condition of permit approval. | Y |
| PF-9 | P6 | The County shall work with EBMUD to ensure effective management and long-term allocation of water resources, to develop a contingency plan for potential short-term water shortages and to develop uniform water conservation programs. | Y |
| PF-9 | P7 | The County shall maintain regular communication with EBMUD and the Hayward Water District about upcoming street improvement projects and shall provide the Districts the opportunity to combine water service improvements with roadway improvements to minimize costs and reduce disruption to traffic. | Y |
| PF-9 | P8 | The County shall identify opportunities to conserve water in public buildings in the Eden Area. | Y |
| PF-9 | P9 | The County shall strive to balance water supplies for existing residences with demands of new development. | Y |
| Goal PF-10 | | Encourage the collection, treatment and disposal of wastewater in a safe, sanitary and environmentally acceptable manner. | |
| PF-10 | P1 | The approval of new development shall be conditional on the availability of adequate, long-term capacity of wastewater treatment, conveyance and disposal sufficient to service the proposed development. | Y |
| PF-10 | P2 | To the greatest extent feasible, upgrades to wastewater conveyance systems shall not disrupt the quality of life for Eden Area residents by significantly increasing noise, air pollution or traffic congestion. | Y |
| PF-10 | P3 | All new development shall demonstrate to the County that the downstream sanitary sewer system is adequately sized and has sufficient capacity to accommodate anticipated sewage flows. If the downstream mains are found to be inadequate, the developer shall provide additional facilities to accept the additional sewage expected to be generated by the development. | Y |
| PF-10 | P4 | The County shall ensure that OLSD maintains an up-to-date, adequate plan and infrastructure for the delivery of wastewater collection, treatment and disposal in the Eden Area. | Y |

| Goal or Section | Policy | Policy language | Consistent? |
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| PF-10 | P5 | The County should encourage Oro Loma Sanitary District to find opportunities to expand the use of recycled water for industrial and irrigation purposes. | Y |
| Goal PF-11 | | Collect, store and dispose of stormwater in ways that are safe, sanitary and environmentally acceptable. | |
| PF-11 | P1 | Stormwater infrastructure shall be maintained in good condition. | Y |
| PF-11 | P2 | New development projects should be designed to preserve permeable surfaces, minimize the amount of impervious surface and reduce stormwater impacts. Specific strategies that should be considered include permeable paving materials, green roofs and swales. | Y |
| PF-11 | P3 | Local storm drainage improvements should be designed to carry appropriate design-year flows resulting from build out of the General Plan. | Y |
| PF-11 | P4 | The stormwater collection system for the Eden Area should be planned and managed in a logical, timely and appropriate manner. | Y |
| PF-11 | P5 | Design of storm drainage facilities shall be consistent with the SWQMP and NPDES requirements. | Y |
| PF-11 | P6 | A watershed management approach should be used in addressing, planning and managing stormwater issues. | Y |
| PF-11 | P7 | Natural or nonstructural stormwater drainage systems shall be encouraged to preserve and enhance the natural features of the Eden Area. | Y |
| PF-11 | P8 | Installation or repair of stormwater collection systems should occur concurrently with the repair of roadways to maximize efficiency. | Y |
| PF-11 | P9 | The County shall apply the Alameda County Clean Water Program's conditions of approval as development standards for new construction. | Y |
| PF-11 | P10 | The County shall protect surface and groundwater resources by implementing the water quality policies in the County-wide Resource and Conservation, Open Space and Agriculture Element (ROSA). | Y |
| PF-11 | P11 | The development of uses such as automobile dismantlers, waste disposal facilities, industries utilizing toxic chemicals, and other potentially polluting substances in areas near creeks shall be prohibited when polluting substances could come in contact with flood waters, permanently or seasonally high groundwater, flowing stream or creek waters, or reservoir waters. | Y |
| PF-11 | P12 | The County shall encourage new development to incorporate the measures contained in the Bay Friendly Landscaping guidance document developed by StopWaste.org. | Y |
| Noise Element: Goals and Policies | | | |
| Goal N-1 | | Protect citizens from excessive noise. | |
| N-1 | P1 | New land uses shall not be located in areas where either indoor or outdoor noise levels exceed those considered normally acceptable for each land use, as shown in Figure 7-1 [p. 7-9], unless measures can be implemented to reduce noise to acceptable levels. | Y |
| N-1 | P2 | New single-family residential development shall maintain a standard of 60 dB Ldn maximum (day/night average noise level) for exterior noise in private use areas. | Y |
| N-1 | P3 | Existing residential development sites exposed to noise levels exceeding 60 dB Ldn shall be analyzed following protocols in Appendix Chapter 12, Section 1208A, Sound Transmission Control, California Building Code. | Y |
| N-1 | P4 | New multi-family residential developments shall be designed to maintain a standard of 65 dB Ldn maximum in community outdoor recreation areas. Balconies shall not be considered outdoor recreation areas, thus no noise standards shall apply to these areas. | Y |

| Goal or Section | Policy | Policy language | Consistent? |
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| N-1 | P5 | All new residential land uses shall be designed to maintain a standard of 45 dB Ldn maximum in building interiors. | Y |
| N-1 | P6 | New residential development affected by noise from railroad, BART, freeway or aircraft operations shall be designed to limit typical maximum instantaneous noise levels to 50 dBA in bedrooms and 55 dBA in other rooms. These maximum instantaneous noise levels are compatible with airport noise regulations of 45-dBA CNEL, which is an average day/night level. | Y |
| N-1 | P7 | Noise-sensitive projects proposed within noise-affected areas (subject to noise levels exceeding 60 dB Ldn) shall be subject to acoustical studies and provide necessary mitigation from noise. | Y |
| N-1 | P8 | The reduction of noise inside buildings shall be achieved by requiring architectural design techniques that meet noise at- tenuation requirements such as: <ul style="list-style-type: none"> • Locating noise-tolerant rooms (garages, kitchens, bath- rooms) closest to the noise source and noise sensitive rooms or areas (living rooms and bedrooms) away from the noise source. • Using architectural design techniques and building façade materials that help shield noise. • Orienting buildings to shield noise sensitive outdoor spaces from a noise source. • Locating bedrooms or balconies on the sides of buildings facing away from noise sources. | Y |
| Goal N-2 | | Minimize the noise impacts from the construction and operation of new land uses. | |
| N-2 | P1 | As a condition of project approval, a noise analysis shall be required for all proposed projects that may result in potentially significant noise impacts to nearby noise-sensitive land uses, such as residential areas. The noise analysis shall include recommendations for design mitigation where significant impacts are identified. | Y |
| N-2 | P2 | Mitigation measures shall be required for all projects that would cause a significantly adverse community response or cause any of the following criteria to be exceeded: <ul style="list-style-type: none"> • Normally acceptable Ldn for land use • Increase of 5 dB Ldn at noise-sensitive uses • Noise ordinance limits (after adoption) | Y |
| N-2 | P3 | Inclusion of site design techniques for new construction shall be encouraged to minimize noise impacts, including building placement, landscaped setbacks, orientation of noise tolerant components (i.e. parking, utility areas and maintenance facilities) between noise sources and the sensitive receptor areas. | Y |
| N-2 | P4 | All construction in the vicinity of noise sensitive land uses, such as residences, hospitals or convalescent homes, shall be limited to 7:00 a.m. to 7:00 p.m. Monday through Friday, and to 8:00 a.m. to 5:00 p.m. Saturday and Sunday. These noise source standards may be exceeded as specified in the Alameda County Noise Ordinance in order to allow for temporary construction, demolition or maintenance noise and other necessary short-term noise events. | Y |
| N-2 | P5 | Mitigation measures for construction noise shall be included in EIRs or other appropriate environmental documents as a requirement of construction permit approval. | Y |
| N-2 | P6 | Industrial and commercial land uses shall be designed and operated so as to avoid the generation of noise effects on surrounding sensitive land uses (e.g. residences, schools, hospitals, and churches) from exceeding the following noise level standards: <ul style="list-style-type: none"> • 55 dBA L50 (7:00 am to 10:00 pm) • 45 dBA L50 (10:00 pm to 7:00 am) | Y |

| Goal or Section | Policy | Policy language | Consistent? |
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| N-2 | P7 | Local businesses shall be encouraged to reduce noise impacts on the community by replacing excessively noisy equipment and machinery, applying noise-reduction technologies and following operating procedures that limit the potential for conflicts with noise-sensitive land uses. | Y |
| Goal N-3 | | Control sources of excessive noise from transportation sources. | |
| N-3 | P1 | The County shall explore innovative approaches to reducing noise levels (i.e. reducing speed limits, alternative paving materials and street trees) on Eden Area streets and, where feasible and appropriate when undertaking improvements, extensions or design changes. | Y |
| N-3 | P2 | The County shall prioritize the implementation of noise reduction actions on Corridors and Districts identified in the Land Use Element. | Y |
| Goal N-4 | | Minimize noise impacts created by the operations of the Hayward Executive Airport and the Oakland International Airport. | |
| N-4 | P1 | Mitigation of airport noise impacts shall be pursued to the fullest extent possible through advocacy for better operational practices, new quieter technologies and physical improvements to airports that would reduce the number of properties in the Eden Area impacted by aircraft noise. | N/A |
| N-4 | P2 | The County shall actively participate in forums and discussions regarding operations and expansion plans for the Hayward Executive Airport and the Oakland International Airport. | N/A |
| N-4 | P3 | The County shall seek local representation on task forces, commissions, and advisory boards established to guide airport policies and programs. | N/A |
| N-4 | P4 | The County shall encourage the Port of Oakland and the City of Hayward to undertake noise abatement and mitigation programs that are based not only on the airport noise contour maps, but that consider other factors such as the frequency and single event noise levels for aircraft over-flights, standard flight path deviations, the altitude of aircraft and the hours of operation. | N/A |
| Public Safety Element: Goals and Policies | | | |
| Goal SAF-1 | | Minimize the risks to lives and property due to seismic and geologic hazards. | |
| SAF-1 | P1 | Site specific geologic hazard assessments, conducted by a licensed geologist, shall be completed prior to development approval in areas with landslide and liquefaction hazards as indicated in Figure 8-2 [p. 8-8] and for development proposals submitted in Alquist-Priolo Zones as indicated in Figure 8-3 [p. 8-9]. Hazards to be mapped include: <ul style="list-style-type: none"> • Seismic features • Landslide potential • Liquefaction potential Mitigation measures needed to reduce the risk to life and property from earthquake induced hazards should be included. | Y |
| SAF-1 | P2 | Buildings shall be designed and constructed to withstand ground shaking forces of a minor earthquake without damage, of a moderate earthquake without structural damage, and of a major earthquake without collapse of the structure. The County shall require that critical facilities and structures (e.g. hospitals, emergency operations centers) be designed and constructed to remain standing and functional following an earthquake. Minor, moderate and major earthquakes are defined in Table 8-1 [p. 8-4]. | Y |
| SAF-1 | P3 | All construction in the Eden Area shall conform with the Uniform Building Code and the Alameda County Building Code, which specify requirements for seismic design, foundations and drainage. | Y |
| SAF-1 | P4 | To the extent feasible, major infrastructure including transportation, pipelines, and water and natural gas mains, shall be designed to avoid or minimize crossings of active fault traces and to accommodate fault displacement without major damage that could result in long-term service disruptions. | Y |

| Goal or Section | Policy | Policy language | Consistent? |
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| SAF-1 | P5 | The County shall encourage the retrofitting of existing structures and other seismically unsafe buildings and structures to withstand earthquake ground-shaking. | Y |
| SAF-1 | P6 | New development in areas with the potential for landslides or liquefaction hazards, as indicated in Figure 8-2 [p. 8-8], shall not be approved unless the County can determine that feasible measures will be implemented to reduce the potential risk to acceptable levels, based on site-specific analysis. The County shall review new development proposals in terms of the risk caused by seismic and geologic activity. | Y |
| SAF-1 | P7 | In order to minimize off-site impacts of hillside development, new construction on landslide-prone or potentially unstable slopes shall be required to implement drainage and erosion control provisions to avoid slope failure and mitigate potential hazards. | Y |
| Goal SAF-2 | | Reduce hazards related to flooding and inundation. | |
| SAF-2 | P1 | Development shall only be allowed on lands within the 100-year flood zone if it will not: <ul style="list-style-type: none"> • Create danger to life and property due to increased flood heights or velocities caused by excavation, fill, roads and intended use. • Impede access of emergency vehicles during a flood. • Create a safety hazard due to the expected heights, velocity, duration, rate of rise and sediment transport of the flood waters at the site. • Exacerbate costs of providing governmental services during and after flooding, including increased maintenance and repair of public utilities and facilities. • Interfere with the existing water flow capacity of the floodway. • Substantially increase erosion and/or sedimentation. • Contribute to the deterioration of any watercourse or the quality of water in any body of water. | Y |
| SAF-2 | P2 | Both public and private service facilities and utilities in existing 100-year flood zones, such as the Oro Loma Wastewater Treatment Plant, shall be flood-proofed to a point at, or above, the base flood elevation. | Y |
| SAF-2 | P3 | The County shall prevent the construction of flood barriers within the 100-year flood zone that will divert flood water or increase flooding in other areas. | Y |
| SAF-2 | P4 | To the extent feasible, the County shall continue to improve its rating under the National Flood Insurance Program so that flood insurance premiums for residents in flood areas may be reduced. | Y |
| SAF-2 | P5 | Property owners should be encouraged to purchase National Flood Insurance, which reduces the financial risk from flooding and mudflows. | Y |
| SAF-2 | P6 | Development shall comply with applicable NPDES requirements. | Y |
| Goal SAF-3 | | Improve the ability of the San Lorenzo Creek to handle 100-year flood events. | |
| SAF-3 | P1 | The County shall ensure that any changes to the San Lorenzo Creek drainage channel will result in the continued ability to accommodate runoff from storms and to maintain a status outside the 100-year flood zone. | N/A |
| SAF-3 | P2 | The County shall not permit the flow of the San Lorenzo Creek to be diverted in any way that results in flooding to adjacent property owners. | N/A |

| Goal or Section | Policy | Policy language | Consistent? |
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| Goal SAF-4 | | Minimize Eden Area residents' exposure to the harmful effects of hazardous materials and waste. | |
| SAF-4 | P1 | The County shall strive to reduce hazardous waste using the following hierarchy of waste management strategies: <ul style="list-style-type: none"> • Reduce the sources of hazardous waste. • Recycle and reuse hazardous wastes. • Treat or incinerate residual hazardous waste. • Place reduced or untreatable waste in secure land disposal units. | Y |
| SAF-4 | P2 | New or expanding businesses shall be required to demonstrate compliance with the hierarchy of waste management strategies listed in Policy 1 of this Goal as a condition of receiving land use and business permits. | Y |
| SAF-4 | P3 | All existing hazardous waste generators shall be required to implement the hazardous waste management hierarchy listed in Policy 1 of this Goal to the maximum extent feasible, both technically and economically. | Y |
| SAF-4 | P4 | The County shall assist the Alameda County Waste Management Authority with the implementation of the Alameda County Integrated Waste Management Plan and the Alameda County Hazardous Waste Management Plan. | Y |
| SAF-4 | P5 | Adequate separation shall be provided between areas where hazardous materials are present and sensitive uses such as schools, residences and public facilities. | Y |
| SAF-4 | P6 | Developers shall be required to conduct the necessary level of environmental investigation to ensure that soil, groundwater and buildings affected by hazardous material releases from prior land uses and lead or asbestos in building materials will not have a negative impact on the natural environment or health and safety of future property owners or users. This shall occur as a pre-condition for receiving building permits or planning approvals for development on historically commercial or industrial parcels. | Y |
| SAF-4 | P7 | The safe transport of hazardous materials through the Eden Area shall be promoted by implementing the following measures: <ul style="list-style-type: none"> • Maintain formally-designated hazardous material carrier routes to direct hazardous materials away from populated and other sensitive areas. • Prohibit the parking of empty or full vehicles transporting hazardous materials on County streets. • Require new pipelines and other channels carrying hazardous materials avoid residential areas and other immobile populations to the extent possible. • Encourage businesses to ship hazardous materials by rail. | Y |
| SAF-4 | P8 | Emergency response plans shall be submitted as part of all use applications for any large generators of hazardous waste. | Y |
| SAF-4 | P9 | To the extent feasible, the County shall continue to support the removal of hazardous wastes from the solid waste stream in the Eden Area in accordance with Countywide plans. | Y |
| Goal SAF-5 | | Prepare and keep current County emergency procedures in the event of potential natural or man-made disaster. | |
| SAF-5 | P1 | The County shall coordinate with emergency response agencies in adjacent jurisdictions to prepare for natural and man-made disasters. | Y |
| SAF-5 | P2 | Adequate emergency water flow, emergency vehicle access and evacuation routes shall be incorporated into any new development prior to project approval. | Y |

| Goal or Section | Policy | Policy language | Consistent? |
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| Greenhouse Gas Action Element: Goals and Policies | | | |
| Goal GH-1 | | Reduce greenhouse gas emissions in the Eden Area. | |
| GH-1 | P1 | The County shall continue to participate in the ICLEI Climate Protection Program or a similar program designed to guide actions toward reductions in greenhouse gas emissions. | Y |
| GH-1 | P2 | The County shall continue to participate in State and regional efforts to reduce greenhouse gas emissions. | Y |
| GH-1 | P3 | The County's Climate Action Plan (CAP) shall be a guiding document for reductions of greenhouse gases in the Eden Area and shall be integrated into the County General Plan. | Y |
| GH-1 | P4 | The County shall participate in regional and statewide efforts to improve the proportion of renewable energy available to energy customers in the Eden Area. | Y |
| Goal GH-2 | | Prepare the Eden Area for the effects of climate change through the adoption of adaptation and resiliency strategies. | |
| GH-2 | P1 | The County shall participate in regional efforts focused on adapting communities to the effects of climate change. | Y |
| GH-2 | P2 | The County shall work with cities on either side of the portion of San Lorenzo near the San Francisco Bay to evaluate threats due to sea level rise. | Y |
| Goal GH-3 | | Improve the energy efficiency of new and remodeled buildings in the Eden Area. | |
| GH-3 | P1 | New County-owned buildings in the Eden Area shall achieve a Leadership in Energy and Environmental Design (LEED) Silver certification (or higher) under the United States Green Building Council's LEED program, or equivalent certification. | Y |
| GH-3 | P2 | New privately-developed construction and remodels above a certain size shall achieve certification under LEED, Build It Green GreenPoint Rated, or equivalent rating system. This policy shall be implemented through the County's Green Building Ordinance. New construction and remodels not required to achieve certification under the Green Building Ordinance shall be encouraged to incorporate green building techniques designed to reduce the energy and water use of new or remodeled buildings. | Y |
| GH-3 | P3 | The County shall encourage the adaptive reuse of existing buildings, so long as they can be used efficiently or remodeled for energy-efficient operations. | Y |
| GH-3 | P4 | The planting of trees should be required on the south- and west- facing sides of new buildings to reduce energy usage, unless trees would interfere with existing solar equipment. | Y |
| GH-3 | P5 | New development projects should be designed to maximize passive solar energy techniques, including house orientation, street and lot layout, vegetation and protection of solar access. Maximum efficiency is gained by siting homes on an east-west axis. | Y |



Ashland And Cherryland Business District Specific Plan



ALAMEDA COUNTY
Community Development Agency