ALAMEDA COUNTY COMMUNITY DEVELOPMENT AGENCY
PLANNING DEPARTMENT

STAFF REPORT

PLANNING COMMISSION

HEARING DATE: **January 14, 2013**

GENERAL INFORMATION

PROPOSAL: **PLN2012-00169 ~** application to rezone a property to a Planned Development (PD) zoning district to allow a proposed 85-unit multi-family housing (38.4 du/ac density) with 2,339 sq. ft. of commercial development at the southwest corner of Kent Avenue and East 14th Street.

APPLICANT / OWNER: Kava Massih, architect / Resources for Community Development

ADDRESS, LOCATION, ASSESSOR'S PARCEL NO. AND SIZE OF PARCEL: 16309, 16325, 16327, and 16331 Kent Avenue, unincorporated Ashland area, with County assessor's parcel numbers: 080C-0479-023-02, -023-01, -021-00, and -022-00, respectively; the site is a 2.21-acre site.

ZONING: *Ashland Cherryland Business District Specific Plan (ACBDSP)*, Transit Access (TA) land use, and R-1 (Single-Family Residence) zoning, districts.

GENERAL PLAN DESIGNATION: *Eden Area General Plan* land use designation of High Density Residential (between 43 to 86 dwelling units per acre density) with General Commercial allowed as a secondary use.

CEQA: This project requires an Initial Study per the requirements of the California Environmental Quality Act (CEQA), to determine the potential effects to the environment resulting from the development. The Initial Study and a Mitigated Negative Declaration, stating that the project would not have a significant effect on the environment if certain mitigation measures are followed, have been drafted and are available for ***public review and comment from December 10, 2012, through January 14, 2013.***

RECOMMENDATION

Staff recommends that the Planning Commission review this staff report, the attached drawings, and the Initial Study and Mitigated Negative Declaration, discuss the proposal, take public testimony, and recommend approval of the proposed rezoning, and adoption of the draft Mitigated Negative Declaration, to the Board of Supervisors.

PARCEL ZONING HISTORY

July 18, 1957, 133rd Zoning Unit initially classified the project property with address 16309 Kent Avenue and County assessor's parcel number (APN) 080C-0479-023-02, and other parcels fronting along East 14th Street, as part of the C-2 (General Commercial) District, and the remainder of the project properties and parcels to the south and west as R-1 (single-family) residential.

June 01, 1995, the *Ashland Cherryland Business District Specific Plan* classified the project property with APN 080C-0479-023-02 as TA (Transit Access) land use designation.

SITE AND CONTEXT DESCRIPTION

Physical Features: The 2.21 acre site is an assemblage of four flat lots at the southwest corner of Kent Avenue and East 14th Street. It currently includes a mobile home park, three single family residences, and various outbuildings including an old barn. The site will add a portion of the right-of-way (if it is abandoned by the County) at the intersection of Kent Avenue and East 14th Street for use by the project. The site currently has only 5.62 feet of frontage along East 14th Street and nearly its entire frontage along Kent Avenue, but with the abandoned corner to be used by the project, would result in approximately 120 feet of frontage along East 14th Street, and the same frontage along Kent Avenue.

Adjacent Area: The site is located in the Ashland area of unincorporated Alameda County, adjacent to Edendale Park, Edendale Middle School, Hayward Area Recreation District Jack Holland Park, and the Alameda County Ashland Youth Center, currently under construction. There is a small grocery store located southeast of the site, and a single-family residential neighborhood located south of the site along Kent Avenue. A multi-family housing complex is located south of the small grocery store. A mix of commercial businesses is located along East 14th Street northwest and southeast of the site. There are several AC Transit bus lines along East 14th Street in front of the property, and Bayfair BART station and Bayfair shopping mall located to the northwest.

REFERRAL RESPONSES

Alameda County Fire Department: Has verbally responded in December of 2012, that their concerns over emergency access, adequate egress, and fire-fighting equipment have been sufficiently addressed to allow the project to continue to the building permit phase. Detailed review of the proposal for fire safety measures can occur then. These comments supersede their 10/19/12 letter.

The Fire Department first responded on October 19, 2012, with a response that the application was not complete and needed more information and modifications. This letter has since been updated by comments from the Fire Department hereinabove.

Alameda County Public Works Agency, Building Inspection Division: Responded on October 16, 2012, that a soils report and/or geological study will be required; all new trash enclosures must be covered and comply with County clean water requirements; a site permit will be required for on-site stormwater systems, underground utilities, parking lot lighting, and accessible paths of travel; and applying for a new/change of address may be necessary during the Building Permit phase. They also including general conditions of approval to me met prior to development for this project, and enforceable during the Building Permit phase of the review.

Public Works Agency, Real Estate Division: Responded on October 18, 2012 that, under Streets and Highways code 8330, the County cannot summarily vacate a street or highway if it would terminate

public service easements. Since the road portion of Kent Avenue contains all of the public utility facilitates, they would need to be relocated before County staff is able to go to the Board of Supervisors and the County can legally vacate Kent Avenue. Once the County vacates, it has no legal rights or responsibilities.

Alameda County Public Works Agency, Land Development Division: Responded on January 02, 2013, that the outstanding issues for this project are more on the detailed engineering design of the storm drainage system, the water quality treatment measures, the traffic access/signalized intersection improvements at East 14th Street / Kent Avenue, and the interfacing with Caltrans master plan for East 14th Street, which for all intents and purposes will have to be addressed more comprehensively in the final Building Permit review stage and not something in the discretionary approval stage.

The Development Division first responded on November 08, 2012, listing several issues which have been addressed since, as reflected on the January 02, 2013 response. The remaining issues can be addressed during the Building Permit phase of this project review.

Alameda County Public Works Agency, Permits Division: Responded on January 03, 2013, that one of the design details that remains open is the need for a definite plan for the necessary storage and flow control of stormwater runoff on the site. The owner will be required to enter into a permanent stormwater maintenance agreement with the County for the proposed detention system, along with stormwater treatment, site design, and detention.

Alameda County Public Works Agency, Grading Division: Responded on January 03, 2013, that a peer review was conducted in November 2012 of the submitted geotechnical report and concluded that the submitted report did not adequately address the liquefaction hazard and expansive soils concerns at the subject site. The Grading Division has yet to hear back on this issue. This issue should be addressed prior to discretionary approval of the project. There are no foreseen major grading changes needed to the site due to the flat site condition. The only earthwork that is likely for the project is the remedial earthwork that might be necessary to mitigate the unfavorable geologic/geotechnical conditions and some fine grading required for drainage.

The Grading Division first responded on November 07, 2012, listing three issues which continue to be addressed as reflected on the January 03, 2013 response. These issues will have to be addressed prior to project approval, to the satisfaction of the Grading Division, so that more detailed review of proposed grading can continue during the Building Permit phase of project review.

Alameda County Parks, Recreation, and Historical Commission: At their December 06, 2012 hearing, the PRHC voted that the barn structure was neither a historically nor architecturally significant resource and that the barn structure should be made available for salvage and reuse.

Alameda County Public Works Agency, Traffic Division: Responded on November 16, 2012, that the proposed lane widths at Kent Avenue just southwest of the intersection of East 14th Street are adequate. A sidewalk bulb-out is to be constructed at the project frontage to the intersection of East 14th Street and Kent Avenue, a crosswalk is to be incorporated into the civil and signal designs, but is to be installed with Phase II improvements (new sidewalks, medians, and utility undergrounding along East 14th Street). The traffic signal controller is ok to be placed in the proposed project plaza area at the project frontage to the intersection of East 14th Street and Kent Avenue.

City of San Leandro Community Development: Responded on November 02, 2012 that they had no comment.

California Department of Transportation (Caltrans): In a letter dated January 08, 2013, Caltrans wrote that they wanted clarification on ingress and egress points for the project relative to East 14th Street (State Route 185), and on what improvements to the right-of-way the project would be making. Caltrans also reminded staff that the project would need an encroachment permit from Caltrans.

Oro Loma Sanitary District: Responded on October 18, 2012, with standard conditions of approval for providing sewer service to the project. The attached letter lists those conditions.

East Bay Municipal Utility District: Responded on October 22, 2012, with standard language for providing water service to the project. The attached letter describes those conditions.

Cherryland Community Association: The association responded twice (11/6/12 and 12/4/12), with comments of concern over additional affordable housing in the area, the amount of commercial space and on-site parking proposed, and the design of the building. More detail, and staff response to these comments, is in the "community comments" section of this report.

Ashland Area Community Association: As of this writing, staff has not received a response from this organization despite repeated attempts at outreach for their comments.

DISCUSSION OF PROPOSAL

The development will contain 85 units – twenty nine (29) one-bedroom, thirty (30) two-bedroom and twenty five (25) three-bedroom units along with a three-bedroom manager's unit – in a cluster of three-story buildings around a central green space. Fifteen of the one bedroom units will house emancipated foster youth. A mixed-use building on East 14th Street will include apartments above commercial space, offices for property management and resident services, a community room serving the residents, and laundry facilities. Affordability levels range from 30% to 50% of area median income. The development of the Ashland Youth Center adjacent to the site creates an opportunity for services linkages with transition aged foster youth residing at the property. In addition, twenty-four (24) secured bicycle spaces will be provided. Each residential unit will receive one free AC Transit bus pass for at least 40 years.

- 85 dwelling units (25 three-bedroom, 30 two-bedroom, and 29 one-bedroom, plus 1 three-bedroom manager's unit);
- 2,339 sq. ft. of commercial space;
- 93 on-site residential parking spaces and 6 on-site commercial parking spaces;
- One free AC Transit bus pass per residential unit for at least 40 years or for the life of the project;
- four buildings, from one to four stories (up to 45 feet) tall, but most of massing is 3 stories;
- Community center with large multi-purpose meeting/community room and exercise room for residents of the development;
- Laundry facilities;
- Onsite resident support services such as youth programs, educational workshops and job readiness classes, including programming tailored to the needs of transition age youth (at no cost to residents);
- Community open spaces: a large central plaza, a community gardening area for residents, and tot lot;
- Secured entry through keyed lobby or gated driveway;
- Full-time resident property manager and maintenance staff and part-time resident services manager;
- One building, the enclosed community space, will be one story and will have a "green roof"; the building facing East 14th Street will have four stories along East 14th Street (fourth story will be

2,414 sq. ft.) and have a partial green roof, and will drop to three stories along Kent Avenue. All other buildings will be three stories.
- An outdoor plaza area for public use at the corner of East 14th Street and Kent Avenue.

The project proposes to add a roughly triangular-shaped portion of the right-of-way at the intersection of East 14th Street and Kent Avenue for additional frontage along East 14th Street, and the creation of a small pedestrian plaza at the intersection, next to the proposed un-programmed commercial space.

The previous residents of the mobile home park are currently in the process of being relocated and compensated for their relocation as required per State law.

ENTITLEMENT PROCESS

The entitlement procedure for this project is for a rezoning to a Planned Development (PD) District, since the *ACBDSP* requires "special consideration, as PUD [planned unit development], when development includes underground or parking structure, special pedestrian amenities such as plazas or access pathways, transit facilities, or a mix of residential and commercial uses" (pgs 3-28 and 3-29). Therefore, staff is seeking a recommendation from the Planning Commission for action by the Board of Supervisors whether or not to rezone the property to a Planned Development district to allow the proposed mixed use.

CONFORMANCE WITH THE SPECIFIC PLAN

The front of the site (parcel with address 16309 Kent Avenue and County APN 080C-0479-023-02) is located within the *Ashland and Cherryland Business District Specific Plan (ACBDSP)*, which has the force and effect of zoning ordinance, with a zoning designation of Transit Access (TA); see *ACBDSP*, page 1-14: "Policies and regulations developed by the Ashland and Cherryland Business Districts Specific Plan take precedent over and replace standard zoning and the provisions of the Alameda County Zoning Ordinance for the Plan Area." The *ACBDSP* states that any amendments to the land use policies of the specific plan have to be conducted in the same manner and according to the procedures established for amendments to the zoning ordinance. Because the specific plan itself requires special consideration of mixed-use projects through a PD (or, PUD as the specific plan called it in 1995), the process to obtain a PD is through a rezoning to a Planned Development zoning district as established in the zoning ordinance. Therefore, this rezoning process is consistent with the intent in the specific plan for review of the project through a PUD.

The *ACBDSP* "Ashland Avenues Business District" (pages 3-8 through 3-12) states that mixed-use commercial office, retail and residential development is appropriate in this business district (page 3-10). Also, according to this business district language, opportunities exist for upgrading existing tenancies through new in-fill development for neighborhood serving retail. Revitalization strategies include public plaza and streetscape improvements along East 14th Street, a public plaza or park utilizing the triangular area public right-of-way at Kent Avenue and East 14th Street, and a new easement for a pedestrian connection or park extension connecting this intersection with Edendale Park. Assist in creating feasible project sites for higher intensity, mixed use commercial and office or residential development, appropriate for a transit adjacent area, between 159th and 162nd Avenues. Key projects at or near neighborhood nodes should have ground floor, storefront space, especially at corners, to be used for neighborhood service program offices, and for convenience retail serving neighborhood households and building tenants.

This project proposes a mixed-use high-density residential and neighborhood serving commercial, in-fill development along a commercial and transit corridor, on parcels located just south of 162nd Avenue, still within the new neighborhood node created by the Ashland Youth Center and revitalized Edendale Park. It does not provide a pedestrian easement from the corner of Kent Avenue / East 14th Street to the park, but

there are ample sidewalks directly linking this corner to the adjacent Edendale Park. The project provides a small plaza at the northwest corner of this intersection, with adjacent commercial space of almost 2,400 sq. ft. for potential indoor-outdoor café use. There are four AC Transit lines running along East 14th Street (see "Parking" discussion later in this report), to provide public transit access to the Bay Fair BART station located about one mile to the north west of the site.

By all of these measures, the project conforms to the intent and policies of the specific plan.

The project proposes a 45'-0" tall four-story building at the East 14th Street frontage (25'-0" tall is the ***minimum*** height required along East 14th Street). The height is reduced to 32'-6" and three stories as the project moves further southwest into the Ashland neighborhood (a 45 degree angle for height is required per the specific plan from residential property; given that the building height closest to residential is 32'-6" over a 62'-4" horizontal distance, the project height is adequate).

The project setbacks are:

- 0'-0" from East 14th Street (0' are required per the specific plan),
- 10'-0" from Kent Avenue (10' landscape setback is required along the side property line per the specific plan),
- 62'-4" from the adjacent single-family house located to the southwest of the property at 16341 Kent Avenue (a 45 degree angle for rear setback is required per the specific plan from residential property; given that the building height closest to residential is 32'-6" over a 62'-4" horizontal distance, the project rear yard setback is adequate),
- 69'-0" from Edendale Park (a 45 degree angle for rear setback is required per the specific plan from residential property; given that the building height closest to residential is 32'-6" over a 62'-4" horizontal distance, the project rear yard setback is adequate), and
- 11'-3" away from the side of the commercial property that is Bay Signs at 16375 East 14th Street (10' side yard setback for residential uses is required per the zoning ordinance).

The project proposes 93 on-site parking spaces for 85 residential units (1.1 on-site parking spaces per unit), where the ***maximum*** parking ratio is 1.1 parking spaces per unit, and 6 on-site commercial parking spaces, where 3.5 spaces per 1,000 net leasable square feet of commercial.

The project meets the development standards in the specific plan and in the zoning ordinance in this regard.

CONFORMANCE WITH THE ZONING ORDINANCE

The three other parcels, 16325, 16327, and 16331 Kent Avenue, unincorporated Ashland area, with County assessor's parcel numbers: 080C-0479-023-01, -021-00, and -022-00, respectively, are located in the R-1 (Single Family Residence) zoning district, per the Alameda County Zoning Ordinance.

The project would rezone these properties to be in conformance with the densities allowed by the *Eden Area General Plan* (see discussion of conformance with this general plan below) through the Planned Development process. In order to make the Zoning Ordinance vertically consistent with the general plan, the zoning will have to be changed to conform to the densities allowed in the general plan for High Density Residential (between 43 to 86 dwelling units per acre density), whenever there is a proposal to redevelop these three properties. Therefore, because these three properties cannot be redeveloped into single-family residential uses in order comply with the policies of the general plan (see "conformance with the general plan" discussion below), the best option is to integrate them into the development of the

parcel that fronts East 14th Street.

The project proposes to provide at least 20'-0" between each building, where 20' is the minimum required per the zoning ordinance. There is a vertical separation between the pedestrian access and the vehicular access, independent walkways leading to central courtyards and a central community building. The project proposes outdoor useable space in a combination of communal usable space and private back yards / balconies. The specific plan does not state what the minimum useable open space amount should be per dwelling unit for high density residential uses. The zoning ordinance does not have an adequately comparable zoning district in the case of commercial and transit corridor adjacent housing. The most often used zoning district, the R-S (suburban residence) multi-family residence district, requires 600 sq. ft. of useable open space per dwelling unit. However, where the density allowed is up to 50 dwelling units per acre, as in the case of the TA (Transit Access) land use designation of the specific plan, a requirement of 600 sq. ft. of usable open space per dwelling unit cannot yield that density. This project proposes a density of 38.5 dwelling units per acre (roughly one unit for every 2,500 sq. ft. of land). In order to maintain this high density on parcels located adjacent to a commercial and transit corridor, and located adjacent to a teen center and a public park, staff recommends that the required 600 sq. ft. of useable open space per unit be reduced to the project proposed useable opens space. The rezoning of these parcels to the Planned Development zoning district would procedurally allow for such a reduction.

CONFORMANCE WITH THE PLANNED DEVELOPMENT ORDINANCE

The proposal would rezone all four parcels, plus the right-of-way to be abandoned by the County and acquired by the project, to a Planned Development (PD) zoning district, per the entitlement process described on page 3-28 of the *ACBDSP*. The findings in Section 17.18.115 – "Land use and development plan – Required findings" would have to be made in order to allow for the rezoning of the entire project to a PD District (see section on required Planned Development rezoning findings).

The rezoning of the four parcels from TA and R-1 to the Planned Development designation to allow 85 dwelling units (38.4 dwelling units per acre density) and a 2,339 sq. ft. commercial space is in keeping with the *ACBDSP*, which anticipates and promotes mixed use development (with a maximum density of 50 dwelling units per acre) along the East 14th Street corridor, and with the *Eden Area General Plan*, as explained below.

CONFORMANCE WITH THE GENERAL PLAN

The four parcels are all located within the *Eden Area General Plan* land use designation of High Density Residential (between 43 to 86 dwelling units per acre density) with General Commercial allowed as a secondary use per Figures 3-4A and 3-4B of the *General Plan*. The proposal would result in a density of 38.4 dwelling units per acre.

In the Eden Area, there are also certain parcels that are allowed to have both residential and commercial uses. On these parcels, the primary and secondary uses are identified. Unless it is otherwise stated, the primary use must occur on the parcel and the secondary use is optional. For example, if a parcel is designated as High Density Residential with a secondary use of General Commercial, the residential use must be located on the parcel and the General Commercial use is allowed but not required. On these parcels, new development may occur at the maximum density allowed in the residential designation and to the maximum FAR for commercial development. Neighborhood-serving commercial uses, such as grocery and convenience stores, salons, professional offices, restaurants, drug stores, dry cleaners, day care centers and banks, are desired in these areas.

The secondary use designation allows property owners to develop a vertically "mixed use" project, such

as residential or office uses over retail, or to develop a horizontal mix of uses on their parcel with separate buildings for different uses. The secondary use designations primarily occur on major arterial roadways and are intended to provide flexibility for property owners to develop their property in ways that meet changing economic conditions and to encourage vibrant Corridors and Districts with a mix of uses.

The land use designation is implemented through the *Specific Plan*, which provides more specific classifications than the General Plan. Thus, the specific density ultimately allowed on each parcel may be lower than the maximum density identified in the applicable land use designation due to site constraints or other County regulations.

Every residential land use designation in the *Eden Area General Plan* allows dedicated affordable housing units so long as the buildings match the density requirements. Uses such as community centers, parks, schools, places of worship, care centers and home occupations may also be permitted in residential areas.

CONFORMANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

An Initial Study per the requirements of the California Environmental Quality Act (CEQA) has been conducted to determine the potential effects to the environment resulting from the development. The Initial Study and a Mitigated Negative Declaration, stating that the project would not have a significant effect on the environment if certain mitigation measures are followed, have been drafted and are available for ***public review and comment from December 10, 2012, through January 14, 2013.*** To read the Initial Study and Mitigated Negative Declaration, along with the CEQA document appendices, go to: http://acgov.org/cda/planning/landuseprojects/currentprojects.htm, under Ashland Family Housing.

Environmental factors which may be affected by the project are listed alphabetically below. Marked factors (indicated by a "☑") were determined to be fully mitigated through the implementation of mitigation measures adopted as conditions of approval or provisions of reclassification adopted by Alameda County and would be applicable to the project if approved, and will not be further studied in a subsequent EIR.

☑ Aesthetics	☑ Hazards and Hazardous Materials	☑ Population and Housing
☐ Agriculture Resources	☑ Hydrology and Water Quality	☐ Public Services
☑ Air Quality	☐ Land Use and Planning	☐ Recreation
☑ Biological Resources	☐ Mineral Resources	☐ Transportation and Circulation
☑ Cultural Resources	☑ Noise	☐ Utilities and Service Systems
☑ Geology and Soils		

This Initial Study does not indicate that there are any biology, hydrology or water quality impacts associated with the proposed project that cannot be mitigated. There is no evidence to indicate that there are any fish or wildlife populations that would be significantly affected by the proposed project. Implementation of the project would not threaten to eliminate a plant or animal, nor reduce the number nor restrict the range of a rare or endangered plant or animal species. There are no known historic or known cultural resources in the project area that could be adversely affected by the project.

The proposed project would not have impacts that are individually limited but cumulatively considerable. The approved Provisions of Reclassification would address the majority of the potential impacts for this project.

Issue areas that typically have the potential to result in cumulative impacts include Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials,

Hydrology and Water Quality, Noise, and Population and Housing. However, no cumulative impacts were identified in these areas, and the potential impacts in these areas are reduced to a less than significant with mitigation level through implementation of mitigation measures adopted as Provisions of Reclassification.

Regarding Air Quality, the Project is consistent with the local CAP and the General Plan. The BAAQMD CEQA Guidelines state that if a project is consistent with the local CAP and General Plan, then it would not have a significant cumulative impact.

Regarding Land Use, the project site is in an urbanized area, surrounded by like development, and would therefore be considered infill.

Regarding Population (and associated issue areas), the proposed project would be consistent with both the General Plan and ABAG population projections; consequently, there would be no cumulative impacts to population associated issue areas such as Housing, Public Services or Utilities and Services.

Finally, regarding Transportation and Traffic, the trip-generation analysis prepared for this project determined that the project would not contribute to any significant cumulative traffic impacts.

Therefore, there are no significant cumulative impacts as a result of this project.

The project could have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly, including air quality, geological considerations, minor flooding, loss of cultural resources and noise. With the implementation of the required mitigation measures and all other requirements of the Alameda County General Ordinance, all of the identified impacts on the natural environment would be reduced to a level of less than significant with mitigation.

See the attached "Mitigation Monitory and Reporting Program" for a complete list of the project mitigation measures to reduce the potential impacts to less than significant levels.

Comments on the Initial Study

As of this writing, staff has received comments from two sources on the Initial Study.

Source #1: Caltrans
In a letter dated January 08, 2013, Caltrans wrote that they wanted clarification on ingress and egress points for the project relative to East 14th Street (State Route 185), and on what improvements to the right-of-way the project would be making. Caltrans also reminded staff that the project would need an encroachment permit from Caltrans.

Staff Response:

Alameda County staff responded to Caltrans with the information requested, and Caltrans responded that staff had addressed the questions from Caltrans.

Source #2: Alameda County Public Works Agency, Grading Department
The other comments were from the Alameda County Public Works Agency, Grading Department, which wanted

> We have reviewed the Initial Study and Mitigated Negative Declaration (IS&MND) prepared for the subject project and have the following comment:

- Mitigation Measure G1 provided on page 16 and 69 of the *Environmental Checklist and Initial Study (IS),* and the study provided in Chapter 4, Section VI. *Geology and Soils* are referring to and relying on the geotechnical study that was performed by *Jensen-Van Lienden (JVL)* and the recommendations provided in the JVL's report dated May 18, 2011.

- In November 2012, the above-mentioned JVL's report was reviewed by our geotechnical engineering consultants, *Kleinfelder*, and it was their opinion that the JVL's report didn't adequately address the liquefaction hazard and expansion potential of near surface soils in the area and additional information would be required in order to satisfy the State and the County requirements; see attached Kleinfelder's review letter dated November 27, 2012. Based on the Kleinfelder's review, the suitability of using the JVL's report as a mitigation measure is questionable at this time. It is recommended that the comments those provided in the Kleinfelder's review letter be addressed adequately by the project geotechnical engineer and the necessary documents be provided to this office for review and approval. We believe that, as a minimum, the IS & MND document should refer to the Kleinfelder's review letter and provide a statement informing that the mitigation measures provided in the JVL are subject to further review and some revisions might be necessary.

Staff Response:

The mitigation and monitoring reporting program has been updated to refer to the Kleinfelder peer review letter and include a statement that the mitigation measures provided in the Jensen-Van Lienden report are subject to further review and some revisions might be necessary:

G1. The results of the Geotechnical Study performed by Jensen-Van Lienden Associates, Inc. and dated May 18, 2012, indicate that the sandy soils encountered in several test borings are potentially liquefiable. A review of the Geotechnical Study was done by Kleinfelder on November 27, 2012 at the request of ACPWA (Project No. 130859). Kleinfelder stated that the report does not adequately address the liquefaction hazard in this area: *"In order to address the liquefaction hazard at the site, additional information on ground motions, additional laboratory tests, and details of liquefaction analysis are needed. Further discussions on expansion potential of near surface soils are also needed."* Project geotechnical engineer should adequately address comments provided in the Kleinfelder letter and provide to ACPWA for review and approval. Mitigation measures that follow are subject to further review and revisions.

HISTORIC IMPACT

The existing barn at the project site has been found to have no historic or architectural significance by Vicki Beard of Tom Origer & Associates. The potential historical integrity regarding roofing material and age has been previously reduced to no historic or architectural significance due to modifications to the structure with addition of a second story, interior modifications and foundation work. At their December 06, 2012 hearing, the PRHC voted that the barn structure was neither a historically nor architecturally significant resource and that the barn structure should be made available for salvage and reuse.

PROJECT FINANCING

Financing will be provided by investment equity from low-income housing tax credits, Alameda County Redevelopment Housing Successor Agency, Federal Home Loan Bank's Affordable Housing Program, and a conventional 30-year permanent loan.

PARK DEDICATION FEES

Because this project constitutes “affordable housing” as defined by Section 12.20.050 of the Alameda County General Ordinance Code, the residential units do not need to provide park dedication or pay park dedication in lieu fees, per Section 12.20.090 of the same code. No park land dedication or in-lieu fees will be collected for this project.

12.20.050 - Definitions.

For purposes of this chapter, certain words and phrases are defined and shall be construed as set out in this section unless it is apparent from the context that they have a different meaning. Words or phrases not defined below shall have the meaning given to them in other sections of this title, or, if not defined therein, shall have the meaning commonly ascribed to them by professional or general usage in the context of this chapter.

"Affordable housing" means a rental housing unit with rent restricted for fifty-five (55) years to be affordable to households with incomes of no more than sixty (60) percent of area median income, adjusted for household size, or an ownership housing unit with price restricted for forty-five (45) years to be affordable to households with incomes of no more than eighty (80) percent of area median income, adjusted for household size, as defined by the U.S. Department of Housing and Urban Development or a successor agency designated by the director of community development.

…

"Housing for the disabled" means an affordable housing unit with occupancy restricted to people with disabilities for a period of not less than fifty-five (55) years for rental housing and forty-five (45) years for ownership housing, as defined by the U.S. Department of Housing and Urban Development or a successor agency designated by the director of community development.

…

"Senior housing" means a rental housing unit which meets the definition of senior housing as defined by the U.S. Department of Housing and Urban Development, with rent restricted for fifty-five (55) years to be affordable to households with incomes of no more than sixty (60) percent of area median income, or an ownership housing unit with price restricted to forty-five (45) years to be affordable to households with incomes of no more than eighty (80) percent of area median income, adjusted for household size, as defined by the U.S. Department of Housing and Urban Development or a successor agency designated by the director of community development.

12.20.090 - Exemptions from the requirement.

This requirement shall not apply in the following cases:

A. To construction of dwelling units in a project for which a requirement for dedication of land or money for park or recreation purposes or improvements to park or recreational facilities has been made a part of the approval of the project and which requirement is specifically stated to take the place of the requirement of this chapter. This exemption may be total or partial, depending on the terms of the condition;
B. To construction of dwelling units on lots created by a tract for which a tentative map has been approved prior to the effective date of the ordinance codified in this chapter, which tentative map has required dedication of land or payment of in-lieu fees, and for which the required land has been dedicated or in-lieu fees paid prior to the effective date of this requirement, even though a final map may have not been filed;
C. To construction of dwelling units that meet the requirements of affordable housing, housing for the disabled, or senior housing;

…

(Ord. 2004-81 § 1 (part))

PRESENTATIONS AT COMMUNITY MEETINGS

Prior to submittal of this application, the applicant, the architect, and the Redevelopment Successor Agency held a community meeting at the Ashland Community Center on 167th Avenue on September 11, 2012, to discuss the proposal with members of the community.

Prior hearings at the Planning Commission include:

Planning Commission	1st hearing	October 15, 2012
Planning Commission	2nd hearing	December 17, 2012
Planning Commission	3rd hearing	January 14, 2013

A ***tentative*** range of hearing dates for the upcoming Board of Supervisors hearing is on the week of February 11, 2013.

COMMUNITY COMMENTS

The County Planning Department has received four letters and three phone calls from members of the community expressing opposition to the project. The community concerns include:

1. The area does not need any more affordable housing. The County should instead focus on facilitating additional commercial development.
2. There have been two shootings in the area in September of 2012, plus other shooting and crimes the year before, at the adjacent Ashland Village Apartments complex. This new affordable housing complex will bring more crime into the area.
3. The proposal includes an inadequate amount of parking, since most households in the area own two cars or more, and there is not enough guest parking. The overflow will have negative impact on the surrounding streets.
4. There is not enough commercial space proposed. It seems like a token, with not enough area to be viable in an area full of similar struggling small stores.
5. The 14th St colors stripes are not attractive. The concept shows some bold imagination but needs to be tweaked for some visual cohesion. It looks like someone shuffled the deck and pulled them randomly, hoping that any bright colors would be adequate.
6. The colors stand out in an unpleasant way. This does make a statement but we are reminded of our elementary school painting class. The rest of the buildings have nice texture variation and color palettes. Unbroken solid color stripes just don't seem to fit in. Perhaps some horizontal divisions, relief texture or further muting?
7. The community is glad to see the investment and upgrade on those parcels. Of course long-term sustainability depends on active management and continued funding. Our concern is the creation concentrated section 8 slums 10 years from now.
8. The project seems to be pushing the limits in every direction. The number of units proposed, the limited parking and a traffic bottleneck on Kent Ave. The community will be interested in the Parking Study. As public transit fades into the background, residence will not be served and will be back into cars.

The fourth letter is from the Indian Canyon Mutsun Band of Coastanoan, expressing interest in the Ashland Family Housing project, and concern about the general sensitivity of the area since the project is

located within the vicinity of San Lorenzo Creek. In the event that cultural resources, including human remains, are encountered during construction, the representative of the Band asked to be notified. Staff has added this to the Provisions of Reclassification.

Staff has reviewed the proposal and considers that the proposed security measures, including limited site access, 24-hour on-site management, high visibility of community areas from the residential units, and provision of on-site space for resident activities and improvement opportunities, would help in reducing the potential for crime associated with this housing development.

The proposed parking is in keeping with the parking maximums in the *Ashland Cherryland Business District Specific Plan*, and would be supported by the project proximity to public transit, such as four AC Transit lines, and walking distance to BART. Also, the demographics of the residents of this project would indicate a lower rate of vehicle ownership than would for market rate housing away from transit lines.

The proposal includes modifications to the architecture and color scheme based on community and Planning Commission feedback.

The amount of commercial space has been increased from 1,434 sq. ft. to 2,339 sq. ft. Together with the proposed café at the Ashland Youth Center, plus the additional demand for commercial services from the additional residents, this amount of commercial space would create a new synergy and catalyst for further commercial development in the immediate area.

The density proposed is well below the maximum density allowed by the General Plan, (38.4 du/ac proposed where the General Plan calls for between 43 to 86 du/ac) and below the maximum density allowed by the specific plan (50 du/ac is the maximum allowed in the TA zone). The increase in density from the current single-family residential zoning is mitigated by the fact that the existing site is currently used as a mobile-home park with 17 mobile homes, plus 5 wood-frame units (22 total), and by the already determined increase in density for this entire site since the General Plan land use designation of High Density Residential applies to the entire site (including the parcels currently zoned R-1), not just the one parcel currently zoned TA.

PARKING

A total of 99 parking spaces will be provided onsite: three (3) will be accessible; 93 spaces will be assigned to residents; and six (6) spaces will be parking for the commercial space. In addition, twenty-four (24) secured bicycle spaces will be provided. Each unit will receive one free transit pass for at least 40 years or for the life of the project.

The project proponent, Resources for Community Development, has committed to providing one free annual AC Transit EasyPass for each of the 85 dwelling units for 40 years, plus offering one additional EasyPass for each unit with more than one resident over the age of five. The additional passes will be offered at-cost, which is discounted at 90% off of the retail value, also for 40 years. See attached letter from to TransForm RCD dated 12/4/12.

The target population for this community includes emancipated youth leaving the foster care system. Fifteen of the one-bedroom units are set aside for this population. These young adults would have lower rates of vehicle ownership compared to the rates expected in the general population. Also, studies show income and vehicle ownership rates are correlated, with lower income households owning fewer cars than higher income households. There is further evidence that renters own fewer cars than homeowners, even at the same income level.

TransForm, an advocacy group for public transportation and walkable communities in the Bay Area and beyond, submitted a parking analysis report for the project (see attached), which concluded:

> In conclusion, parking provided at the rate of 1.1 space/unit at Ashland Family Housing will be sufficient for 85 units of affordable housing. The demographics of the area and future occupants support the reduced number of parking spaces. The outputs from URBEMIS, an emissions reduction model, indicate reduced vehicle use. Studies show that parking is frequently oversupplied, and that affordable housing requires less parking. The site is well served by AC Transit and every unit will be provided with one FREE EasyPass card for use on any AC Transit bus. Bus access takes residents to BART, less than a mile away. For these reasons, TransForm's analysis shows that the parking provided will be adequate.

The existing *Ashland Cherryland Business Districts Specific Plan* requires a maximum amount of parking (not a minimum as with conventional zoning districts), for the subject Transit Access (TA) land use designation as follows (page 3-29):

1. Commercial uses: 3.5 spaces per 1,000 net leasable square feet, and
2. Residential uses: 1.1 spaces per unit

The Specific Plan TA land use designation establishes a minimum level of transit-oriented development as a condition of planning approval in the immediate vicinity of transit and bus stops. The TA designation is meant to create a mixture of residential, commercial, and employment opportunities that benefit from and are supportive of high access transit service.

AC Transit bus lines 32, 93, 99, and 801 run along Eat 14th Street in front of this project. Although the service levels are not at 10 minute intervals or higher during peak hours, as called for in the plan for location of the TA designation itself, staff notes that the property is already zoned TA, and additional housing and commercial development with the density (38.4 du/ac proposed where 50 du/ac is the maximum allowed in the TA, and where the General Plan calls for between 43 to 86 du/ac), Floor Area Ratio (0.95:1 FAR proposed where 0.75:1 FAR is the minimum minimum per the specific plan, and 1.0 FAR is the maximum per the General Plan), and maximum parking ratios (93 residential parking spaces proposed for 85 units, or 1.09 spaces per unit where 1.1 maximum is required) called for in the specific plan would add for demand for improved service levels by AC Transit along this corridor.

The Bay Fair BART station is located at about a one-mile walk to the northwest of the site.

Therefore, Planning Department staff considers that the proposed amount of parking is adequate for this project.

DESIGN MODIFICATIONS SINCE THE LAST PLANNING COMMISSION HEARING

Since the Planning commission hearing f December 17, 2012, the project architect has made the following design modifications:

1. Modified the fenestration and architectural details of the four-story building to be more uniform and organized throughout the front and sides of the building.
2. Modified the colors and paneling to be less bold and more subdued to better blend in with the surrounding area.

Staff agrees with these modifications and endorses the design as currently submitted.

REQUIIRED PLANNED DEVELOPMENT REZONING FINDINGS

17.18.115 - Land use and development plan—Required findings.

The planning commission and the board of supervisors shall not approve any reclassification of property to a planned development district unless they can make all the following findings in the affirmative:

A. The resulting development implements the applicable policies, objectives, principles, and goals of the county general plan, area plans, and applicable specific plans;

This project implements the goals of the Eden Area General Plan to improve the East 14th Street corridor with permanent buildings, to provide for affordable housing, to reduce vehicle miles traveled with the development of a mixed-use project along a transit corridor and within walking distance of a regional transit station.

B. The parcel size, shape, property lines, and terrain are suitable for the proposed development;

The site is a flat site that will use abandoned right-of-way to increase frontage along the East 14th Street for 2,339 sq. ft. of commercial space. The corner location among commercial services, and its location near the new Ashland Youth Center and Edendale Park, make it a valuable location for multi-family housing and commercial mixed use.

C. The resulting development is integrated and harmonious with and/or beneficial to the character and infrastructure of the surrounding area in terms of physical development and use;

The mixed-use commercial and multi-family residential development will be well integrated with the mixed-use urban setting along the East 14th Street corridor. It will be provided with adequate utility and public services such as public transit, parks, and protection services. Also, the development will be harmonious with the scale and design of the new Ashland Youth Center to the northwest, and the existing older single-family residential neighborhood to the south.

D. The development results in a higher quality design or site plan than would otherwise result from development of the property if subject to the existing zoning development and use standards; and

The development needs a rezoning to the Planned Development zoning district because the ACBD Specific Plan requires review through a planned unit development of proposed mixed use development. The development meets the density maximums of the Eden Area General Plan, so that the proposed increase in zoning for the current R-1 parcels would comply with the General Plan land use policies. Also, the proposal would meet the current density maximums allowed by the ACBD Specific Plan for the parcel at the intersection of Kent Avenue and East 14th Street. The design would be a vertically mixed use building (residential over commercial), at the East 14th Street frontage, with residential only near the existing single-family residential neighborhood further south on Kent Avenue. The parking lot adjacent to the single-family residential neighborhood and to the existing Edendale Park would provide a 60-foot buffer between this development and the surrounding land uses. The proposed plaza area at the corner of East 14th Street and Kent Avenue, next to the proposed commercial space, would provide a special urban amenity that could be developed into an outdoor eating café. The interior courtyard and outdoor useable open space, surrounded by the project buildings and protected from exterior noise or intrusion, would be a peaceful place for resident outdoor use. Therefore, the general design of the project would be beneficial to its residents and to the surrounding neighborhood. Not only is the site layout well thought out and of quality design, but

also, the ACBD Specific Plan requires review of mixed use development for this land use designation through a planned unit development. A mixed-use project could not have been considered without use of a planned unit development review.

E. Any increase in density over that permitted by existing zoning standards shall either:

1. Provide a positive relationship to adjacent land uses and densities;

This statement is not applicable; see #2 below.

2. Provide affordable housing; or

The proposal is for mixed-use affordable housing with 2,339 sq. ft. of commercial space. The development will contain 85 units (twenty nine (29) one-bedroom, thirty (30) two-bedroom and twenty five (25) three-bedroom units along with a three-bedroom manager's unit) in a cluster of three-story buildings around a central green space, at a density of 38.4 du/ac. Fifteen of the one bedroom units will house emancipated foster youth. A mixed-use building on East 14th Street will include apartments above commercial space, offices for property management and resident services, a community room serving the residents, and laundry facilities. Affordability levels range from 30% to 50% of area median income.

3. Provide a tangible public benefit, such as:

This statement is not applicable; see #2 above.

a. Substantial improvement to public infrastructure in the immediate area;

b. Public uses such as community centers, public parks, or open spaces; or

c. Additional impact fees (which may be achieved through development agreements) for which there might not otherwise be nexus on project impacts.

In addition to the above findings, the planning commission and board of supervisors shall not approve any reclassification of property to a planned development district for residential developments greater than fifty (50) units unless they can make all the following additional findings in the affirmative:

F. The streets and thoroughfares proposed are suitable and adequate to carry anticipated traffic, and the density will not generate traffic in such amounts as to overload the street network outside the PD district;

As stated in the transportation section of the Initial Study, the proposed development would mitigate its own traffic impacts by adequately reconfiguring the intersection of Kent Avenue and East 14th Street, providing for bulb-outs at the intersection to reduce pedestrian crossing distances at this intersection, providing one free AC Transit bus pass to each unit in the project for forty years, and improving the traffic signals, at the intersection.

G. There will be no adverse fiscal impact to the county, specifically, but not limited to provision of services; and

As stated in the public services section of the Initial Study, the proposed development would not cause adverse fiscal impacts to the County, because it would pay impact fees to schools, roads, and pay for

its utility service improvements. Fire and Sheriff response services would not be significantly adversely affected by this project.

H. Each phase, if applicable, of the development, as well as the development as a whole, can exist as an independent unit capable of creating an environment of sustained desirability and stability.

The project would be developed all in one phase. This statement is not applicable.

The rezoning of the four parcels from TA and R-1 to the Planned Development designation to allow 85 dwelling units (38.4 dwelling units per acre density) and a 2,339 sq. ft. commercial space is in keeping with the *ACBDSP*, which anticipates and promotes mixed use development (with a maximum density of 50 dwelling units per acre) along the East 14th Street corridor, and with the *Eden Area General Plan*, as explained below.

CONCLUSION

Staff considers that the applicant has resolved all of the outstanding design issues, and continues to work with the County Public Works Agency and the State Department of Transportation (Caltrans) on technical issues such as stormwater treatment and grading, as well as intersection configuration for the area of Kent Avenue and East 14th Street to be acquired by the project from the County for use as building and plaza area. Staff considers this high-density commercial/residential mixed-use infill project to fit into the commercial and transit corridor and into the residential neighborhood to the southwest of the site. The provision of affordable housing and neighborhood commercial opportunity space next to a public park, with the availability of several bus lines and within one mile of the Bay Fair BART station, will be an asset to the Ashland Community.

RECOMMENDATION

Staff recommends that the Planning Commission:

1. review this staff report, the attached drawings, and the Initial Study, Mitigated Negative Declaration, and Mitigation and Monitoring Reporting Program, discuss the proposal, take public testimony;

2. recommend to the Board of Supervisors approval of the proposed rezoning to a PD (Planned Development) Zoning District, the 2.21-acre property at 16309, 16325, 16327, and 16331 Kent Avenue, unincorporated Ashland area, with County assessor's parcel numbers: 080C-0479-023-02, -023-01, -021-00, and -022-00, respectively; subject to all land use limitations and development standards for the TA (Transit Access) land use designation in the *Ashland Cherryland Business District Specific Plan*, except as modified to permit a maximum of 85 residential units of multi-family housing with at least 2,339 sq. ft. of commercial development, 93 on-site residential parking spaces plus six (6) on-site parking spaces for commercial use, at the southwest corner of Kent Avenue and East 14th Street, such development as limited by the attached "Provisions of Reclassification" and the plans marked, PLN2012-00169 Exhibit "B", on file with the Alameda County Planning Department; and

3. recommend to the Board of Supervisors adoption of the draft Initial Study and Mitigated Negative Declaration, and Mitigation and Monitoring Reporting Program.

INITIAL STUDY & MITIGATED NEGATIVE DELCARATION AVAILABLE FOR PUBLIC REVIEW

To review the Initial Study / Mitigated Negative Declaration, go to:

http://acgov.org/cda/planning/landuseprojects/currentprojects.htm and then scroll down to the bottom of the webpage under "Ashland Family Housing",

or

Contact Rodrigo Orduña at the Alameda County Planning Department, at 510-670-6503 or rodrigo.orduna@acgov.org for a paper copy.

ATTACHMENTS

A. Provisions of Reclassification

B. Mitigation and Monitoring Reporting Program

C. Planning Commission Resolution

D. Project Description from the Applicant

E. Project Drawings

F. Responses to Referrals

G. Community Comments Received

H. Parking Analysis Report for Ashland Family Housing

I. Errata Sheet showing the changes to the Initial Study and Mitigated Negative Declaration so far.

PREPARED BY: Rodrigo Orduña Senior Planner
REVIEWED BY: Albert Lopez Planning Director

ATTACHMENT A

PROVISIONS OF RECLASSIFICATION

1. This rezoning authorizes the change in zoning designation from a TA (Transit Access) and from R-1 (single-family residence) zoning district to a PD (Planned Development) Zoning District, the 2.21-acre property at 16309, 16325, 16327, and 16331 Kent Avenue, unincorporated Ashland area, with County assessor's parcel numbers: 080C-0479-023-02, -023-01, -021-00, and -022-00, respectively; subject to all land use limitations and development standards for the TA (Transit Access) land use designation in the *Ashland Cherryland Business District Specific Plan*, except as modified to permit a maximum of 85 residential units of multi-family housing with at least 2,339 sq. ft. of commercial development, 93 on-site residential parking spaces plus six (6) on-site parking spaces for commercial use, at the southwest corner of Kent Avenue and East 14th Street, such development as limited by the these "Provisions of Reclassification" and the plans marked, PLN2012-00169 Exhibit "B", including the approved Materials and Color Board, on file with the Alameda County Planning Department.

2. Minor modification(s) to plans marked, PLN2012-00169 Exhibit "B", including the approved Materials and Color Board, as well as to these Provisions of Reclassification, including the approved Mitigation and Monitoring Reporting Program, may be conducted as an administrative Planning Department staff-level procedure not requiring a public hearing. The determination of minor modification(s) and of the level of staff review necessary shall be subject to the discretion by the Planning Director.

3. All Demolition, Grading, Site, Stormwater, Encroachment, and Building Permits shall be issued, and development of the site shall be conducted to its full capacity as shown on PLN2012-00169 Exhibit "B", on file with the Alameda County Planning Department, including issuance of Final Occupancy, prior to four (4) calendar years from the date of rezoning by the Board of Supervisors, or the zoning shall revert back to the zoning for each parcel in existence prior to this rezoning.

4. All site improvements, including all landscaping, grading, stormwater treatment, drainage control, exterior structures, and buildings, shall be subject to review and approval by Alameda County Planning Department and Public Works Agency. All site improvements shall be subject to laws, policies, and regulations applicable at the time of application for respective Demolition, Grading, Site, Stormwater, Encroachment, or Building Permits.

5. All site improvements shall be subject to California State Water Efficiency Landscape Ordinance and Alameda Countywide Clean Water Program stormwater treatment and stormwater pollution prevention drainage regulations.

6. Prior to issuance of Demolition, Grading, Site, Stormwater, Encroachment, or Building Permits, the project proponent shall provide to the satisfaction of the Alameda County Public Works Agency, and the Alameda County Planning Director, evidence of compliance with all laws, policies, and regulations applicable at the time of application for respective Demolition, Grading, Site, Stormwater, Encroachment, or Building Permits.

7. The property owner shall defend, indemnify, and hold harmless Alameda County or its agents, officers, and employees from any claim, action, or proceeding against Alameda County or its, agents, officers or employees to attack, set aside, void, or annul Rezoning, PLN2012-00169, the findings of the CEQA determination, or any combination thereof. Such indemnification shall include, but not be limited to, an award of costs and attorney's fees incurred by Alameda County in its defense. The County shall promptly notify applicant of any such challenge.

8. In the event that cultural resources, including human remains, are encountered during construction, the Indian Canyon Mutsun Band of Coastanoan shall be notified within two calendar days.

9. Prior to issuance of Demolition Permits, the project proponent shall provide to the satisfaction of the Planning Director written evidence, such as but not limited to 1/8 page newspaper notice in the classified section of the newspaper of major circulation in the County jurisdiction, that the existing barn on the subject site has been made available for salvage and reuse.

10. Prior to issuance of Demolition, Grading, Site, Stormwater, Encroachment, or Building Permits, the project proponent shall provide to the satisfaction of the Alameda County Public Works Agency, Land Development Division, and the Alameda County Planning Director, evidence that the intersection modifications at the corner of East 14th Street (State Route 185) and Kent Avenue have been approved in detail by the California Department of Transportation (Caltrans) and the abandonment or sale of the County portion of the right-of-way has been approved by the Alameda County Board of Supervisors.

11. Prior to Final Occupancy, the project proponent shall provide written evidence to the Planning Director of compliance with the requirements of the following agencies per their memos written in the dates indicated (the conditions of approval in those memos hereby become part of these provisions of reclassification and have the same force and effect):

    a. Alameda County Public Works Agency, Building Inspection Department – 10/16/12
    b. Alameda County Public Works Agency, Traffic Division – 11/16/12 (except that the traffic signal controller location shall be approved by the Planning Director in coordination with the Public Works Agency)
    c. Alameda County Public Works Agency, Land Development Division – 11/08/12 and 01/02/13
    d. Alameda County Public Works Agency, Grading Division – 01/03/13 and 11/07/12
    e. Alameda County Public Works Agency, Clean Water Division – per comments from the Land Development Division memos of 11/08/12 and 01/02/13
    f. Alameda County Public Works Agency, Real Estate Division – two memos of 10/18/12
    g. Alameda County Fire Department – per memo of 10/19/12 as modified in subsequent communications with the Planning Department
    h. California Department of Transportation (Caltrans) – 01/08/13
    i. Oro Loma Sanitary District – 10/18/12
    j. East Bay Municipal Utility District – 10/22/12
    k. Alameda County Parks, Recreation, and Historical Commission – recommendations of their hearing of 12/06/12

12. The attached approved Mitigation and Monitoring Reporting Program is hereby incorporated into these Provisions of Reclassification and shall have the same force and effect. Minor modification(s) to the approved Mitigation and Monitoring Reporting Program may be conducted as an administrative Planning Department staff-level procedure not requiring a public hearing. The determination of minor modification(s) and of the level of staff review necessary shall be subject to the discretion by the Planning Director.

_____ END OF PROVISIONS OF RECLASSIFICATION _____

ATTACHMENT B

MITIGATION MONITORING AND REPORTING PROGRAM

This Mitigation Monitoring and Reporting Program (MMRP), *Mitigation Monitoring and Reporting*, has been prepared pursuant to Public Resources Code Section 21081.6, which requires adoption of a MMRP for projects in which the Lead Agency has required changes or adopted mitigation to avoid significant environmental effects. The County of Alameda is the Lead Agency for the proposed Ashland Family Housing Project and therefore is responsible for administering and implementing the MMRP. The decision-makers must define specific reporting and/or monitoring requirements to be enforced during Project implementation prior to final approval of the proposed Project. The primary purpose of the MMRP is to ensure that the mitigation measures identified in the Initial Study (designated as IS) is implemented thereby minimizing identified environmental effects.

The MMRP for the proposed Project will be in place through all phases of the project, including design (preconstruction), construction, and operation (both prior to and post-occupancy). The County of Alameda is responsible for administering the MMRP. The County will ensure that monitoring is documented through periodic reports and that deficiencies are promptly corrected. The designated environmental monitor will track and document compliance with mitigation measures, note any problems that may result, and take appropriate action to remedy problems.

Each mitigation measure is categorized by impact area, with an accompanying identification of:

- The phase of the project during which the measure should be monitored;
    - Pre-Construction
    - Construction
    - Prior to occupancy
    - Post-occupancy
- The implementation responsible agency; and
- The monitoring agency.

Mitigation Monitoring and Reporting Program

	Mitigation Measure	Implementation Responsible Agency	Monitoring Responsible Agency	Phase	Initials
Aesthetics					
A1.	The applicant shall obtain approval from Pacific Gas & Electric (PG&E), East Bay Municipal Utility District (EBMUD), Oro Loma, Comcast, American Telephone & Telegraph (AT&T), and others which own utility facilities presently existing in the present road configuration of Kent Avenue to a relocate (which may include undergrounding of overhead lines) of their respective utility facilities to a new configuration of Kent Avenue that is acceptable to the Alameda County Public Works Agency (ACPWA).	Applicant	PG & E, EBMUD, Oro Loma, Comcast, AT & T Alameda County Public Works Agency (ACPWA)	Pre-Construction	
A2.	Contingent on the Board of Supervisors approval, the applicant shall, at its sole expense, provide all the road improvement based on a design reviewed and approved, as well as completed construction work, acceptable to both California Department of Transportation (Caltrans) and ACPWA.	Applicant	Board of Supervisors Caltrans ACPWA	Pre-Construction	
A3.	The applicant shall redesign the Kent Avenue and Southeast bound East 14th Street signal so that they are acceptable to both Caltrans and ACPWA.	Applicant	Caltrans ACPWA	Pre-Construction	
A4.	The applicant shall realign Kent Avenue to adequately interface and/or be compatible with the overall Caltrans East 14th Street “Streetscape” plan.	Applicant	Caltrans ACPWA	Pre-Construction	
A5.	The applicant shall design the frontage of the proposed project appropriately in accordance with the East 14th Street Master Plan by Caltrans. Applicant is required to obtain Caltrans and ACPWA approval of the building location behind the new intersection.	Applicant	Caltrans ACPWA	Pre-Construction	
A6.	The applicant shall complete frontage improvements consistent with the Master Plan.	Applicant	ACPWA	Pre-Construction	

Mitigation Measure	Implementation Responsible Agency	Monitoring Responsible Agency	Phase	Initials
A7. The applicant shall provide any right-of-way dedication, road improvements, and any necessary relocation of utility facilities at no cost to the County, except as provided by the PG&E franchise agreement with the County.	Applicant	ACPWA	Pre-Construction	
A8. The applicant shall provide all property dedications to the County in a form and a manner acceptable to the Real Estate Division, Public Works Agency.	Applicant	ACPWA, Real Estate Division	Pre-Construction	
A9. The applicant shall acquire an encroachment permit from Alameda County and/or Caltrans, as appropriate, for all work within the roadway right-of-way.	Applicant	Caltrans Alameda County Planning Department	Pre-Construction	
A10. The applicant shall obtain acceptance and approval from AC Transit for the new bus stop location.	Applicant	AC Transit Alameda County	Pre-Construction	
A11. The applicant is required to submit a lighting plan that includes mitigation measures to ensure light and glare impacts are less than significant.	Applicant	Alameda County Planning Department	Pre-Construction	
A12. All exterior lights on the property shall be privately owned and maintained by the applicant or property owner.	Applicant or property owner	ACPWA	Ongoing	
A13. All streetlights on public streets installed by the applicant shall meet County standards and, upon acceptance by the Board of Supervisors, shall be owned and maintained by the County. These lights shall be energized at the PG&E LS-2 rate schedule.	Applicant	Board of Supervisors ACPWA	Construction	
A14. The applicant shall install streetlights at locations shown on plans approved by the County in accordance with the Streetlight Design Guidelines and Specifications. Streetlight plans shall include electrolier and foundation details, trench detail, and a circuitry plan that includes pole identification numbers, PG&E service points, underground conduit size, wires, alignment, and pull box locations.	Applicant or project contractor	ACPWA	Construction	
A15. The circuitry for the exterior lights that will be privately owned and maintained by the applicant shall be separate from the circuitry for the streetlights that will be owned and maintained by the County.	Applicant or project contractor	ACPWA	Pre-Construction	
A16. All electroliers installed by the applicant shall be anchored to a concrete footing and comply with the County's grounding requirement.	Applicant or project contractor	ACPWA	Pre-Construction	

Mitigation Measure	Implementation Responsible Agency	Monitoring Responsible Agency	Phase	Initials
A17. Adequate street lighting shall be provided by the applicant at the entrance and on-site according to County requirements. Streetlights shall be located at least three (3) feet from driveway flares, five (5) feet from fire hydrants, and 20 feet from trees.	Applicant/property owner or project contractor	ACPWA	Construction	
A18. The applicant may install decorative electroliers on the site; however, wood poles are no longer recommended.	Applicant/property owner or project contractor	ACPWA	Construction	
A19. Prior to any trenching for streetlight conduits and installation of streetlight facilities, the applicant must obtain approval to begin work from the County inspector.	Applicant or project contractor	ACPWA	Pre-Construction	
Air Quality				
AQ1. Water all active construction areas as needed to minimize dust.	Applicant or project contractor	ACPWA	Construction	
AQ2. Cover all trucks hauling soil, sand, and other loose materials.	Applicant or project contractor	ACPWA	Construction	
AQ3. Apply water as needed, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at the construction site	Applicant or project contractor	ACPWA	Construction	
AQ4. Sweep daily (using water sweepers, as necessary) all paved access roads, parking areas and staging areas at construction site as directed by the County Engineer; and	Applicant or project contractor	ACPWA	Construction	
AQ5. Sweep streets as necessary (with water sweepers) if visible soil material is carried onto adjacent public streets, as directed by County Engineer.	Applicant or project contractor	ACPWA	Construction	
Biological Resources				
BR1. Non-breeding season (Approximately September 1 to January 31): WRA recommends that initial vegetation removal, clearing and grubbing be initiated in the nonbreeding season, defined as September 1 to January 31. During this period breeding is not occurring and surveys are not required. However, if nesting birds are encountered during work activities in the non-breeding season, disturbance activities within a minimum of 50 feet of the nest should be postponed until the nest is abandoned or young birds have fledged.	Applicant or project contractor	Alameda County Planning Department	Pre-Construction	

Mitigation Measure	Implementation Responsible Agency	Monitoring Responsible Agency	Phase	Initials
BR2. Breeding season (Approximately February 1 to August 31): Between February 1 and August 31, it is recommended that pre-construction breeding bird surveys be conducted by a qualified biologist prior to and within 10 days of any initial ground disturbance activities. Surveys should be conducted within all suitable nesting habitat within 250 feet of the grading activity when feasible. Active nests of Migratory Bird Treaty Act (MBTA) species identified at that time should be protected by a 50-foot radius exclusion zone. Active raptor or special-status species' nests should be protected by a buffer with a radius of 200 feet. California Department of Fish and Game (CDFG) recommends a minimum 500 foot exclusion buffer be established around active white-tailed kite nests. Survey results are valid for 14 days from the survey date. Should ground disturbance commence later than 14 days from the survey date, surveys should be repeated. If no breeding birds are encountered then work may commence as planned. Exclusion zone sizes may vary depending on habitat characteristics and species, and are generally larger for raptors and colonial nesting birds. Each exclusion zone would remain in place until the nest is abandoned or all young have fledged. The assessment also determined that one special status bat species could potentially use the structures within the Study Area as roosting habitat. Additionally, California Fish and Game Code protects non-special-status roosting bats. The removal or demolition of on-site structures could potentially affect roosting bats. WRA prescribes the following measures to avoid impacts to roosting bats.	Applicant or project contractor	Alameda County Planning Department	Pre-Construction	
BR3. Non-roosting Season (Approximately September 1 to October 31): WRA recommends that any initial demolition and removal of on-site structures be conducted during the non-roosting season. During this period, no preconstruction emergence surveys are required. If evidence of roosting is observed during work activities, consultation with a qualified bat biologist to determine an appropriate exclusion buffer is recommended.	Applicant or project contractor	Alameda County Planning Department	Pre-Construction	

Mitigation Measure	Implementation Responsible Agency	Monitoring Responsible Agency	Phase	Initials
BR4. Hibernation Season (Approximately November 1 to March 31): WRA recommends internal searches of all structures slated for removal or demolition to determine presence/absence of bat hibernation roosts. All active roosts identified during surveys should be protected by a buffer to be determined by a qualified bat biologist. The buffer will be determined by the type of bat observed, sensitivity of roost, type of potential disturbance, etc. Each exclusion zone would remain in place until the end of the hibernation season or until the bats leave on their own accord. If no active roosts are identified then work may commence as planned. Survey results are valid for 30 days from the survey date. Should work commence later than 30 days from the survey date, surveys should be repeated.	Applicant or project contractor	Alameda County Planning Department	Pre-Construction	
BR5. Maternity Roosting Season (Approximately April 1 to August 31): WRA recommends night-time evening emergence surveys and/or internal searches of all structures slated for removal or demolition to determine presence/absence of bat maternity roosts. All active roosts identified during surveys should be protected by a buffer to be determined by a qualified biologist. The buffer will be determined by the type of bat observed, sensitivity of roost, type of potential disturbance, etc. Each exclusion zone would remain in place until the end of the maternity roosting season. If no active roosts are identified then work may commence as planned. Survey results are valid for 30 days from the survey date. Should work commence later than 30 days from the survey date, surveys should be repeated.	Applicant or project contractor	Alameda County Planning Department	Pre-Construction	
BR6. Consultation with CDFG may be warranted to determine appropriate mitigation measures if roosts are disturbed or destroyed.	Applicant or project contractor	Alameda County Planning Department	Construction	
Cultural Resources				
HR1. Timbers and wood from the barn shall be salvaged and either sold on the private market or made available for re-use through non-profit organizations such as StopWaste.org at the request of the Parks, Recreation and Historic Commission.	Applicant or project contractor	Alameda County Parks, Recreation & Historic Commission Alameda County Planning Department	Demolition/ Construction	

Mitigation Measure	Implementation Responsible Agency	Monitoring Responsible Agency	Phase	Initials
CR1. Immediately halt or relocate excavations and contact a qualified archaeologist to inspect the site. If the archaeologist determines that potentially significant archaeological materials or human remains are encountered, the archaeologist must record, recover, retrieve, and/or remove any archaeological materials.	Applicant or project contractor's grading and trenching crews	Alameda County Planning Department	Construction	
CR2. The archaeologist must study any archaeological resources found onsite and publish data concerning these resources.	Applicant	Alameda County Planning Department	Construction	
CR3. If human remains are found on the site, Applicant must notify the Ohlone Most Likely Descendants, as designated by the California Native American Heritage Commission; the coroner shall be called and the archaeologist shall provide safe and secure storage of these remains while on-site, in the laboratory and otherwise, and shall consult with the Native American representatives regarding either onsite reburial of the remains or other arrangements for their disposition.	Applicant or project contractor	Alameda County Planning Department Coroner's Office NAHC Ohlone tribe/NA representatives	Construction	
CR4. The archaeologist shall provide a copy of documentation of all recovered data and materials found onsite to the regional information center of the California Archaeological Inventory (CAI) for inclusion in the permanent archives, and another copy shall accompany any recorded archaeological materials and data.	Applicant	Alameda County Planning Department	Construction	
CR5. If any historic artifacts are exposed, the archaeologist shall record the data and prepare a report to be submitted to the local historical society.	Applicant	Alameda County Planning Department	Construction	
CR6. Monitoring for these measures must be performed by Applicant on a continual basis during construction. At the completion of work, Applicant will submit a summary of findings to the Planning Director for review and for the final record.	Applicant	Alameda County Planning Department	Construction	
Geology and Soils				
G1. The geotechnical report including the liquefaction hazard assessment must be reviewed and approved by the County of Alameda prior to issuance of a building permit in conformance with the provisions of the *Seismic Hazard Zones Mapping Act* and the Special Publication 117A *"Guidelines for evaluating and mitigating seismic hazards in California"*.	Applicant or project contractor	Alameda County Planning Department ACPWA	Pre-Construction	

Mitigation Measure	Implementation Responsible Agency	Monitoring Responsible Agency	Phase	Initials
G2. The results of the Geotechnical Study performed by Jensen-Van Lienden Associates, Inc. and dated May 18, 2012, indicate that the sandy soils encountered in several test borings are potentially liquefiable. A review of the Geotechnical Study was done by Kleinfelder on November 27, 2012 at the request of ACPWA (Project No. 130859). Kleinfelder stated that the report does not adequately address the liquefaction hazard in this area: *"In order to address the liquefaction hazard at the site, additional information on ground motions, additional laboratory tests, and details of liquefaction analysis are needed. Further discussions on expansion potential of near surface soils are also needed."* Project geotechnical engineer should adequately address comments provided in the Kleinfelder letter and provide to ACPWA for review and approval.	Applicant or project contractor	ACPWA	Pre-Construction	
Hazards and Hazardous Materials				
HZ1. If heating oil underground storage tanks (USTs) are encountered during site development activities, remove in accordance with applicable Alameda County Department of Environmental Health (ACDEH) requirements. Verification soil sampling and possibly limited excavation and removal of impacted soil could be required.	Applicant or project contractor	ACPWA	Construction	
HZ2. Appropriately dispose of the following items: abandoned vehicle in yard area; 55-gallon drum and multiple 1-gallon cans of thinner in the overgrown yard area; 55-gallon drum and multiple containers of oily material in the carport area at the northwestern corner of the site.	Applicant or project contractor	ACPWA	Construction	
HZ3. Clear brush from the overgrown yard area behind the 16325 Kent Avenue residence and inspect for any additional hazardous materials containers that require disposal. Ascertain whether such containers may have leaked and impacted underlying soil.	Applicant or project contractor	ACPWA	Construction	
HZ4. Excavate, remove and properly dispose of visually-impacted soils present at several areas within the carport structures. Collect verification soil samples from the bottoms of the excavations to confirm the impacted materials have been adequately removed.	Applicant or project contractor	ACPWA	Construction	

Mitigation Measure	Implementation Responsible Agency	Monitoring Responsible Agency	Phase	Initials
HZ5. Evaluate soil quality in the locations of historic structures for presence of residual metals and/or pesticides/herbicides. If pesticides and/or metals are found to be present at significant concentrations, appropriate handling and possibly removal or remediation could be required.	Applicant or project contractor	ACPWA	Construction	
HZ6. Sub-grade structures such as underground storage tanks (USTs), pipelines, septic tanks, fill materials, buried debris, building materials and impacted soil may be present from previous site development. If discovered during development at the site, special measures for removal of such items may be required, possibly including soil characterization and/or remediation.	Applicant or project contractor	ACPWA	Construction	
HZ7. During Site demolition activities, removal of the cistern should be conducted and the structure should be evaluated to confirm its use as a cistern. If a use other than water storage is suspected, further evaluation should be conducted.	Applicant or project contractor	ACPWA	Construction	
HZ8. Attempt to obtain additional information from the current property owner on the following issues: reportedly, the 16331 Kent Avenue property was in the proximity of a former or current waste disposal site; and, the 16325 and 16331 Kent Avenue properties were indicated as having pipelines carrying oil, gas, or chemicals beneath or adjacent.	Applicant or project contractor	ACPWA	Construction	
HZ9. The site owner should provide notification to employees, contractors, subcontractors, and tenants of the site structures as to the presence, location, and quantity of asbestos-containing material (ACM), lead-based paint (LBP), and lead in soil at the site within 15 days of receiving this information.	Applicant or project contractor	ACPWA	Construction	
HZ10. Prior to demolition of the 16 mobile homes and associated structures (including bath structures), the site owner should engage the services of a Cal-OSHA certified asbestos consultant to conduct appropriate asbestos survey/s in compliance with applicable regulations.	Applicant or project contractor	ACPWA	Construction	

Mitigation Measure	Implementation Responsible Agency	Monitoring Responsible Agency	Phase	Initials
HZ11. All ACM present in site structures should be removed prior to disturbance by construction activities by a properly licensed asbestos abatement contractor employing only properly trained and currently certified asbestos personnel who apply appropriate work practices in accordance with current local, State, and Federal asbestos regulations.	Applicant or project contractor	ACPWA	Construction	
HZ12. Prior to work at the site that may disturb asbestos in "any amount", Cal-OSHA requires advanced written notification from the subject contractor of their "Intent to Conduct Asbestos Related Work."	Applicant or project contractor	ACPWA	Construction	
HZ13. A 10 working day advance written notification and payment of appropriate fees are required by the Bay Area Air Quality Management District (BAAQMD) for every demolition project within their jurisdiction, even when no ACM is present, and for each renovation project where the amount of friable ACM is equal to or greater than 160 lineal feet or 260 square feet.	Applicant or project contractor	ACPWA	Construction	
HZ14. Contractors disturbing lead-based and lead-containing paint should implement appropriate lead related work practices in accordance with applicable Cal-OSHA worker exposure regulations to include, at a minimum of lead awareness training for all site workers and provision of hand-washing stations at the work site.	Applicant or project contractor	ACPWA	Construction	
HZ15. Contractors disturbing lead-based paint on building components must do so in compliance with applicable regulations of California Department of Occupational Safety and Health, including the submission of an advance notification to the local Cal-OSHA office of their "Intent to Conduct Lead- Related Construction Activity."	Applicant or project contractor	ACPWA	Construction	
HZ16. The approximately 600 square feet (to a depth of no less than 3-inches) of lead-impacted soil present at the drip-line of the 16309 Kent Avenue Barn and in the flower bed (garden) of the 16333 Kent Avenue residence should be removed from the site by a properly licensed contractor and disposed of at an appropriate landfill in accordance with applicable regulations. Remaining soil should be capped with grass, asphalt, or concrete to minimize contact by children.	Applicant or project contractor	ACPWA	Construction	

Mitigation Measure	Implementation Responsible Agency	Monitoring Responsible Agency	Phase	Initials
HZ17. The fluorescent lights tubes, fluorescent light ballasts, and refrigeration units commonly contain small amounts of mercury, PCBs, and refrigerants. The contractor for the project should be advised to properly recycle/dispose of these items prior to building demolition and in accordance with applicable regulations. A California licensed hazardous waste hauler should transport these items from the site to an appropriate landfill.	Applicant or project contractor	ACPWA	Construction	
HZ18. It is the client's responsibility to assess the potential risk of each reported site condition and balance their desired end result with the projected cost of implementing some or all of RGA's recommendations. RGA is available to assist the client in securing their desired end result by insuring that all recommend work is done in accordance with current regulations and guidelines.	Applicant or project contractor	ACPWA	Construction	
Hydrology and Water Quality				
H1. Approval of the project is conditional upon Caltrans formal acceptance of ownership and maintenance responsibility (not merely acknowledgement of Caltrans issuance of permit) of the proposed storm drainage line within the East 14th Street's road right-of-way. The development of the site must fully comply with Provision C.3 of the Municipal Regional Stormwater Permit by integrating in the on-site storm drainage design post-construction storm water measures.	Applicant or project contractor	Caltrans ACPWA	Pre-Construction	
H2. The project will be required to implement Hydrograph Modification Management (HM). With HM, the project therefore must include in the design of its storm drainage system detention measures, using the Bay Area Hydrologic Model (BAHM) program that must be sized to control the flow and duration of the storm water runoff.	Applicant or project contractor	ACPWA	Pre-Construction	
H3. Any storm drain line proposed to be constructed within the Kent Avenue road right-of-way will have to be designed and constructed based on the County of Alameda guidelines. However, the storm drain line constructed will not be considered as "an extension" of the District's Zone 2, Line C-2 flood control facility.	Applicant or project contractor	ACPWA	Construction	

	Mitigation Measure	Implementation Responsible Agency	Monitoring Responsible Agency	Phase	Initials
H4.	The development of the site is not to augment storm runoff to the existing District's Zone 2 Line C storm drain facility downstream, located northwesterly of the project site, which cannot accommodate additional runoff that was not accounted for in its original design. A modified runoff coefficient factor, C' of 0.62 had been assigned to this site in the District's hydrology calculations prepared for the sizing of the existing storm drainage system along East 14th Street. If the proposed development warrants a higher runoff coefficient than the original C' value of 0.62, mitigation measures with adequate outlet and/or metering works will need to be included and implemented by the project developer in the design of the on-site storm drainage facility.	Applicant or project contractor	ACPWA	Construction	
H5.	The design of mitigation measure will have to be reviewed and approved by Alameda County Public Works Agency (ACPWA) and any connection of the proposed on-site storm drain system to the District's flood control facility will be subject to a District flood encroachment permit Pre-Construction .	Applicant or project contractor	ACPWA	Construction	
H6.	All roadway and storm drain facilities are to conform to Alameda County's Subdivision Design Guidelines and Hydrology and Hydraulics Criteria Summary. All work must be in compliance with Alameda County ordinances, guidelines, and permit requirements.	Applicant or project contractor	ACPWA	Construction	
H7.	No sheet flow of drainage shall flow over the sidewalk area. Collect all drainage on the property and discharge to the road gutter using Alameda County's Standard Sidewalk Drain SD-527 or to the storm drain culvert in the roadway.	Applicant or project contractor	ACPWA	Construction	
H8.	The minimum size stormwater pipe allowed in the County right-of-way is 18 inches in diameter. The ACPWA recommends that all storm drains be no less than 18 inches in diameter to minimize maintenance problems.	Applicant or project contractor	ACPWA	Construction	
H9.	Catch basins deeper than three (3) feet must have a minimum top opening of 2' x 3' and must have steps for access.	Applicant or project contractor	ACPWA	Construction	
H10.	Do not block the runoff from the adjacent properties. The drainage area map created for the project drainage design calculations shall clearly indicate all areas tributary to the project site.	Applicant or project contractor	ACPWA	Construction	

Mitigation Measure	Implementation Responsible Agency	Monitoring Responsible Agency	Phase	Initials
H11. Do not augment or concentrate runoff to the adjacent properties to the rear or side of the development area.	Applicant or project contractor	ACPWA	Construction	
H12. Develop a contingency overland flow drainage plan to account for blocked drainage inlets and the100-year storm. The emergency overflow plan should show emergency overflow contained within the roadway right-of-way. Show right-of-way on the tentative map between lots to allow passage of emergency overflow releases, where low point cul-de-sac's or other internal low points are unavoidable. The potential area of flooding should not extend outside the roadway right-of-way, unless approved by the Public Works Agency.	Applicant or project contractor	ACPWA	Construction	
H13. No structure or load shall be placed over the storm drainage pipe.	Applicant or project contractor	ACPWA	Construction	
H14. Downstream/offsite facilities: The engineer must prove that the existing storm drainage system will be adequate to accept augmented runoff from the development area.	Applicant or project contractor	ACPWA	Construction	
WQ1. It is the responsibility of the applicant to comply with Federal, State, and local water quality standards and regulations. In order for the County and the applicant to comply with the Alameda Countywide Clean Water Program's (ACCWP) National Pollutant Discharge Elimination System (NPDES) Municipal Storm Water Permit issued by the San Francisco Bay Regional Water Quality Control Board, water quality protection must be implemented both during construction and after construction. Permanent measures to protect water quality will reduce pollution that is commonly produced from the creation of new impervious surfaces such as roads and rooftops. The applicant shall provide measures to prevent discharge of contaminated materials into public drainage facilities both during construction and post-construction periods. The primary references for providing stormwater treatment are "ACCWP C.3 Stormwater Handbook" and the "California Best Management Practices (BMP) Handbook for New Development and Redevelopment, 2003".	Applicant or project contractor	ACPWA	Construction	

Mitigation Measure	Implementation Responsible Agency	Monitoring Responsible Agency	Phase	Initials
WQ2. Due to the impacts impervious surfaces have on creeks and water quality, new development projects must provide stormwater quality treatment according to numeric sizing standards. In order for this project to be in compliance with the provisions of the NPDES permit, stormwater is to be treated on the project site. Treatment of stormwater is to be provided with through the implementation of landscape features. Should the applicant find that landscape features are not practicable, the applicant must demonstrate this with calculations, geotechnical review and/or soil analysis. After review by Land Development, alternative options may be explored. The stormwater treatment system must be maintained in perpetuity. Maintenance language identifying the type, frequency, and party responsible for providing maintenance, must be included in a recorded maintenance agreement and/or on the deed prior to finalizing the project.	Applicant or project contractor	Alameda County Land Development ACPWA	Construction	
WQ3. Projects with disturbances greater than one acre must file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) per the regulations of the General Construction Activities NPDES permit. The SWRCB will require the preparation of a Storm Water Pollution Prevention Plan (SWPPP). Two copies of the NOI and the SWPPP must be submitted, one to the project engineer and one to the Grading Division prior to issuance of a grading permit and prior to any land disturbance of on the site. The SWPPP will include specifications for best management practices (BMPs) that will be implemented during project construction to minimize the potential for accidental releases or contamination, and to minimize runoff from the construction areas, including storage and maintenance areas and building materials laydown areas. Measures should include dust control, such as water spraying or application of dust suppressants, and gravel covering of high-traffic areas, temporary storage of excavated soil material, and controls on the release of groundwater generated by dewatering. The SWPPP will also include a description of a plan for communicating appropriate work practices to field workers and a plan for monitoring, inspecting and reporting any release of hazardous materials.	Applicant or project contractor	SWRCB Alameda County Grading Division	Construction	
WQ4. The developer shall design all landscaping irrigation so runoff is minimized. Design of landscaping shall consider that the use of pesticides and fertilizers shall be minimized to prevent storm water contamination (i.e., native and/or pest resistant plants).	Applicant	Alameda County Planning Department	Pre-Construction	

Mitigation Measure	Implementation Responsible Agency	Monitoring Responsible Agency	Phase	Initials
WQ5. The developer shall provide the Alameda Countywide Clean Water Program brochure entitled "The Bay Begins at Your Front Door" available to initial property buyers/occupants at the time of property sales/move-in.	Applicant or property owner	ACPWA	Prior to occupancy	
WQ6. In order to help discourage the disposal of litter and other pollutants into the drains, the developer shall stencil, emboss the concrete, or affix an iron placard on all storm drain inlets where storm water runoff from the site may enter the storm drain system with the message "NO DUMPING! DRAINS TO BAY" or other approved wording.	Applicant or project contractor	ACPWA	Construction	
WQ7. Outdoor storage of potential pollutants or storm water contaminants must be under a roof, cover, or temporary tarp during the rainy season.	Applicant or property owner	ACPWA	Post construction	
WQ8. If a homeowners association (HOA) is being formed, the HOA shall provide the Alameda Countywide Clean Water Program brochure entitled "The Bay Begins at Your Front Door" to new owners upon resale of any properties within the development.	Applicant or property owner	ACPWA	Post-occupancy	
WQ9. Trash enclosures and recycling areas must be completely covered. Grading and drainage for the trash enclosure area shall ensure that no other area shall drain into this area and this area shall not drain out to another area. Drains from trash and/or recycling areas shall not connect to the storm drain. If drains are used they shall connect to the sanitary sewer, with the approval of the Sanitary District. Contact your sanitary district for their standards.	Applicant	Alameda County Planning Department ACPWA	Construction/ Post-occupancy	
WQ10. Site planning practices such as limiting disturbed areas, limiting impervious surfaces, avoiding areas with water quality benefits and susceptibility to erosion, protection of existing vegetation and topography, and clustering to structures should be employed.	Applicant	Alameda County Planning Department	Construction	
Noise				
N1. Follow all recommendations for sound class ratings for building materials as found in Figure 2 and 3 of the Environmental Noise Study performed for the project by Charles M. Salter Associates, Inc. and dated October 16, 2012.	Applicant or project contractor	Alameda County Planning Department ACPWA	Construction	

	Mitigation Measure	Implementation Responsible Agency	Monitoring Responsible Agency	Phase	Initials
N2.	Follow Conditions of Approval labeled N3 through N6 to manage temporary noise during demolition and construction of the project.	Applicant or project contractor	ACPWA	Construction	
N3.	Construction activity shall be limited to the hours of 7 AM to 6 PM, Monday through Saturday. No construction is allowed on Sundays and federal holidays.	Applicant or project contractor	ACPWA	Construction	
N4.	All construction vehicles and equipment shall be fitted with working mufflers.	Applicant or project contractor	ACPWA	Construction	
N5.	Machinery, including motors, shall be turned off when not in use.	Applicant or project contractor	ACPWA	Construction	
N6.	A "disturbance coordinator" shall be designated who will be responsible for responding to any local complaints regarding construction noise. The coordinator (who may be a member of City staff or employee of the general contractor) will determine the cause of the complaint and require that reasonable measures warranted to correct the problem be implemented. A telephone number of the noise disturbance coordinator shall be conspicuously posted at the construction site fence and on the notification sent to neighbors adjacent to the site.	Applicant or project contractor	ACPWA	Construction	
Population and Housing					
P1.	The project will involve relocation of residents. The project will be subject to the Uniform Relocation Act (46 U.S.C. § 4600 et seq.), passed by Congress in 1970, its implementing regulations (49 C.F.R.) Part 24); the California Relocation Assistance Law, California Government Code Section 7260 et seq (the "CRAL") and the California Relocation Assistance and Real Property Acquisition Guidelines, Title 25, California Code of Regulations, Chapter 6, Section 6000 et seq. (jointly the "Rules and Regulations"). A conforming relocation plan has been developed and is being implemented.	Applicant	Alameda County Planning Department	Pre-Construction/ Post-occupancy	

Project Sponsor's Incorporation of Mitigation Measures

As the project sponsor or the authorized agent for the project sponsor, I, LISA MOTOYAMA, undersigned, have reviewed the Initial Study for the Ashland Family Housing project and have particularly reviewed all mitigation measures and monitoring programs identified herein. I accept the findings of the Initial Study and mitigation measures and hereby agree to include and incorporate all mitigation measures and monitoring programs as set forth.

, DIR. OF HOUSING DEV., RCD

Property Owner (authorized agent)

1-10-13

Date

ATTACHMENT C

THE COUNTY PLANNING COMMISSION OF ALAMEDA COUNTY
HAYWARD, CALIFORNIA

RESOLUTION NO. 13- - AT MEETING HELD JANUARY 14, 2013

Introduced by Commissioner XXXX
Seconded by Commissioner XXXX

WHEREAS the Alameda County Planning Commission did receive the petition of Resources for Community Development initiating consideration of an amendment to the General Ordinance of the County of Alameda, California, for approval of a proposed rezoning from the current TA (Transit Access) land use designation in the *Ashland Cherryland Business District Specific Plan* and R-1 (Single Family Residence) Zoning District, to a PD (Planned Development) Zoning District, on a 2.21-acre property at 16309, 16325, 16327, and 16331 Kent Avenue, at the southwest corner of Kent Avenue and East 14th Street, unincorporated Ashland area of Alameda County, with County assessor's parcel numbers: 080C-0479-023-02, -023-01, -021-00, and -022-00, respectively, to permit 85 residential units of multi-family housing with 2,339 sq. ft. of commercial development; and

WHEREAS this Commission did hold a public hearing on said proposed amendment at the hour of 3:00 pm on Monday, the 14th day of January, 2013, at 224 West Winton Avenue, Room 160, Public Hearing Room, Hayward, California, 94544; and

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

WHEREAS this reclassification petition been reviewed for potential impacts to the environment through an Initial Study (IS) checklist per the requirements of the California Environmental Quality Act (CEQA), and a determination of *Less than Significant with Mitigation* resulted in publication of a Mitigated Negative Declaration (MND), stating that the project would not have a significant effect on the environment if certain mitigation measures are followed, and this IS and MND have been drafted and are available for ***public review and comment from December 10, 2012, through January 14, 2013***; and

WHEREAS it is the finding of this Commission that reclassification of the herein described property is in the public interest for the reasons that the required findings per Alameda County General Ordinance Code Section 17.18.115 – "Land use and development plan—Required findings" can be made in the affirmative, such that:

A. The resulting development implements the applicable policies, objectives, principles, and goals of the county general plan, area plans, and applicable specific plans;

This project implements the goals of the Eden Area General Plan to improve the East 14th Street corridor with permanent buildings, to provide for affordable housing, to reduce vehicle miles traveled with the development of a mixed-use project along a transit corridor and within walking distance of a regional transit station.

B. The parcel size, shape, property lines, and terrain are suitable for the proposed development;

The site is a flat site that will use abandoned right-of-way to increase frontage along the East 14th Street for 2,339 sq. ft. of commercial space. The corner location among commercial services, and its location near the new Ashland Youth Center and Edendale Park, make it a valuable location for multi-family housing and commercial mixed use.

C. The resulting development is integrated and harmonious with and/or beneficial to the character and infrastructure of the surrounding area in terms of physical development and use;

The mixed-use commercial and multi-family residential development will be well integrated with the mixed-use urban setting along the East 14th Street corridor. It will be provided with adequate utility and public services such as public transit, parks, and protection services. Also, the development will be harmonious with the scale and design of the new Ashland Youth Center to the northwest, and the existing older single-family residential neighborhood to the south.

D. The development results in a higher quality design or site plan than would otherwise result from development of the property if subject to the existing zoning development and use standards; and

The development needs a rezoning to the Planned Development zoning district because the ACBD Specific Plan requires review through a planned unit development of proposed mixed use development. The development meets the density maximums of the Eden Area General Plan, so that the proposed increase in zoning for the current R-1 parcels would comply with the General Plan land use policies. Also, the proposal would meet the current density maximums allowed by the ACBD Specific Plan for the parcel at the intersection of Kent Avenue and East 14th Street. The design would be a vertically mixed use building (residential over commercial), at the East 14th Street frontage, with residential only near the existing single-family residential neighborhood further south on Kent Avenue. The parking lot adjacent to the single-family residential neighborhood and to the existing Edendale Park would provide a 60-foot buffer between this development and the surrounding land uses. The proposed plaza area at the corner of East 14th Street and Kent Avenue, next to the proposed commercial space, would provide a special urban amenity that could be developed into an outdoor eating café. The interior courtyard and outdoor useable open space, surrounded by the project buildings and protected from exterior noise or intrusion, would be a peaceful place for resident outdoor use. Therefore, the general design of the project would be beneficial to its residents and to the surrounding neighborhood. Not only is the site layout well thought out and of quality design, but also, the ACBD Specific Plan requires review of mixed use development for this land use designation through a planned unit development. A mixed-use project could not have been considered without use of a planned unit development review.

E. Any increase in density over that permitted by existing zoning standards shall either:

1. Provide a positive relationship to adjacent land uses and densities;

   This statement is not applicable; see #2 below.

2. Provide affordable housing; or

The proposal is for mixed-use affordable housing with 2,339 sq. ft. of commercial space. The development will contain 85 units (twenty nine (29) one-bedroom, thirty (30) two-bedroom and twenty five (25) three-bedroom units along with a three-bedroom manager's unit) in a cluster of three-story buildings around a central green space, at a density of 38.4 du/ac. Fifteen of the one bedroom units will house emancipated foster youth. A mixed-use building on East 14th Street will include apartments above commercial space, offices for property management and resident services, a community room serving the residents, and laundry facilities. Affordability levels range from 30% to 50% of area median income.

3. Provide a tangible public benefit, such as:

This statement is not applicable; see #2 above.

a. Substantial improvement to public infrastructure in the immediate area;

b. Public uses such as community centers, public parks, or open spaces; or

c. Additional impact fees (which may be achieved through development agreements) for which there might not otherwise be nexus on project impacts.

F. The streets and thoroughfares proposed are suitable and adequate to carry anticipated traffic, and the density will not generate traffic in such amounts as to overload the street network outside the PD district;

As stated in the transportation section of the Initial Study, the proposed development would mitigate its own traffic impacts by adequately reconfiguring the intersection of Kent Avenue and East 14th Street, providing for bulb-outs at the intersection to reduce pedestrian crossing distances at this intersection, providing one free AC Transit bus pass to each unit in the project for forty years, and improving the traffic signals, at the intersection.

G. There will be no adverse fiscal impact to the county, specifically, but not limited to provision of services; and

As stated in the public services section of the Initial Study, the proposed development would not cause adverse fiscal impacts to the County, because it would pay impact fees to schools, roads, and pay for its utility service improvements. Fire and Sheriff response services would not be significantly adversely affected by this project.

H. Each phase, if applicable, of the development, as well as the development as a whole, can exist as an independent unit capable of creating an environment of sustained desirability and stability.

The project would be developed all in one phase. This statement is not applicable.

The rezoning of the four parcels from TA and R-1 to the Planned Development designation to allow 85 dwelling units (38.4 dwelling units per acre density) and a 2,339 sq. ft. commercial space is in keeping with the *ACBDSP*, which anticipates and promotes mixed use development

(with a maximum density of 50 dwelling units per acre) along the East 14th Street corridor, and with the *Eden Area General Plan*.

NOW THEREFORE

BE IT RESOLVED that this Planning Commission does hereby recommend to the Board of Supervisors approval of the proposed rezoning to a PD (Planned Development) Zoning District, the 2.21-acre property at 16309, 16325, 16327, and 16331 Kent Avenue, unincorporated Ashland area, with County assessor's parcel numbers: 080C-0479-023-02, -023-01, -021-00, and -022-00, respectively; subject to all land use limitations and development standards for the TA (Transit Access) land use designation in the *Ashland Cherryland Business District Specific Plan*, except as modified to permit a maximum of 85 residential units of multi-family housing with at least 2,339 sq. ft. of commercial development, 93 on-site residential parking spaces plus six (6) on-site parking spaces for commercial use, at the southwest corner of Kent Avenue and East 14th Street, such development as limited by the attached "Provisions of Reclassification" and the plans marked, PLN2012-00169 Exhibit "B", on file with the Alameda County Planning Department; and

BE IT RESOLVED that this Planning Commission does hereby recommend to the Board of Supervisors adoption of the draft Initial Study and Mitigated Negative Declaration, and Mitigation and Monitoring Reporting Program.

ADOPTED BY THE FOLLOWING VOTE:

AYES:

NOES:

ABSENT:

EXCUSED:

ABSTAINED:

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

ATTACHMENT D

rcd
Creating & Preserving Affordable Housing

ASHLAND FAMILY HOUSING

16309 – 16331 Kent Avenue
San Lorenzo, California

Concept: Provide 85 affordable rental apartments to families who earn incomes between 30% to 50% of the area median and emancipated foster youth, while contributing to the overall improvement of the Ashland-Cherryland business district.

Rent: Approximately $526 to $1215 per month (depending on household size and income and subject to change based on annually published HUD rents for Alameda County)

Description: The 2.21 acre site is located at the intersection of East 14th Street and Kent Avenue, adjacent to Edendale Park, Edendale Middle School, Hayward Area Recreation District Jack Holland Park, and the Alameda County Ashland Youth Center, currently under construction. The site currently includes a mobile home park, three single family residences, and various outbuildings. The development will contain 85 units – twenty nine (29) one-bedroom, thirty (30) two-bedroom and twenty five (25) three-bedroom units along with a three-bedroom manager's unit – in a cluster of three-story buildings around a central green space. Fifteen of the one bedroom units will house emancipated foster youth. A mixed-use building on East 14th Street will include apartments above commercial space, offices for property management and resident services, a community room serving the residents, and laundry facilities. Affordability levels range from 30% to 50% of area median income. The development of the Ashland Youth Center adjacent to the site creates an opportunity for services linkages with transition aged foster youth residing at the property.

Amenities:

- Community center with large multi-purpose meeting/community room and exercise room for residents of the development
- Laundry facilities
- Onsite resident support services such as youth programs, educational workshops and job readiness classes, including programming tailored to the needs of transition age youth (at no cost to residents)
- Lushly landscaped central plaza, a large community gardening area for residents, and tot lot
- Secured entry through keyed lobby or gated driveway
- Onsite parking including 90 spaces for residents and staff and 6 spaces serving the commercial space
- Full-time resident property manager and maintenance staff and part-time resident services manager

Investment: Financing will be provided by investment equity from low-income housing tax credits, Alameda County Redevelopment Housing Successor Agency, Federal Home Loan Bank's Affordable Housing Program, and a conventional 30-year permanent loan.

Proximity:

- Adjacent to AC Transit bus lines
- Approximately one mile from Bay Fair BART and Bay Fair Mall which offers a wide range of restaurant options, retail (including a Target), a movie theater, and a weekly certified farmers market
- Adjacent to Edendale Park and Edendale Middle School, Hayward Area Recreation District Jack Holland Park, and the Alameda County Ashland Youth Center

Timeline: Construction anticipated to begin in fall 2013 with completion in winter 2014.

Developer: **Resources for Community Development (RCD)** is an award-winning non-profit affordable housing development corporation dedicated to creating and preserving affordable housing for people with the fewest options in northern California. Founded by Berkeley community members in 1984, RCD currently has a portfolio of over 1,700 affordable housing units that it has developed or owns in Alameda, Contra Costa and Solano Counties, which serves over 4000 individuals and families. RCD's mission is to create and preserve affordable housing for those with the fewest options, to build community and enrich lives. For more information, visit www.rcdev.org.

Architect: **Kava Massih Architects** provides comprehensive planning and award-winning architectural design services for residential communities, retail, hospitality, mixed-use and related specialty developments. See www.kavamassiharchitects.com.

Contacts:

Alicia Klein, Senior Project Manager
Resources for Community Development (RCD)
510.841.4410 x336
aklein@rcdev.org

rcd

Creating & Preserving Affordable Housing

October 19, 2012

Rodrigo Orduña
Senior Planner
Alameda County Planning Department
Community Development Agency
224 West Winton Avenue, Suite 111
Hayward, CA 94544

Subject: Application PLN2012-00169

Dear Mr. Orduña:

The development Resources for Community Development proposes for Kent Avenue and East 14th Street, submitted to the Alameda County Planning Department as Application PLN2012-00169, will be affordable housing. All 85 units will be rent restricted for 55 years to be affordable to households with incomes of no more than 60 percent of area median income, adjusted for household size, as defined by the U.S. Department of Housing and Urban Development or the California State Department of Housing and Community Development, or their successor agencies. In fact, we will be targeting households with incomes between 30 and 50 percent of the area median, including targeting 15 units to transition age youth emancipating from foster care.

The affordability of the rental units to be developed will be regulated under the terms of the Agency Regulatory Agreement and Restricted Covenants recorded against the property on August 5, 2011 with a term of 57 years.

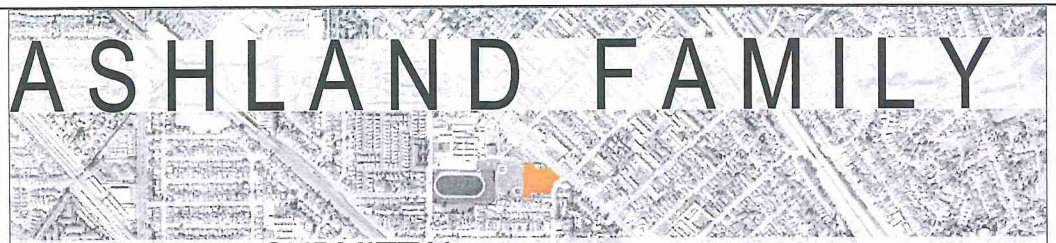
If you have any questions, please do not hesitate to contact me at (510) 841-4410, extension 336.

Sincerely,

Alicia Klein
Senior Project Manager

ATTACHMENT E

ASHLAND FAMILY HOUSING



PLANNING RE-SUBMITTAL

NOVEMBER 12, 2012

PROJECT DESCRIPTION

The development will contain 85 units - twenty nine (29) one-bedroom, thirty (30) two-bedroom and twenty five (25) three-bedroom units along with a three-bedroom manager's unit - in a cluster of three-story buildings around a central green space. Fifteen of the one bedroom units will house emancipated foster youth. A mixed-use building on East 14th Street will include apartments above commercial space, offices for property management and resident services, a community room serving the residents, and laundry facilities.

PLANNING INFORMATION

PROJECT ADDRESS(ES):

16309,16325, 16327 & 16331 KENT AVENUE

APNs:

PROJECT SITE
080C-0479-021
080C-0479-022
080C-0479-023-01
080C-0479-023-02

ZONE:
ACBD-TA
(ASHLAND CHERRYLAND BUSINESS DISTRICT, TRANSIT ACCESS)

SITE AREA: 96,550 SF (2.21 ACRES)

TOTAL UNITS:
(85) TOTAL UNITS
38.5 UNITS PER ACRE

VEHICULAR PARKING PROVIDED: (SEE SHEET A1.1 FOR ADD'L INFO.)

(99) TOTAL PARKING STALLS ((3) ACCESSIBLE)

BICYCLE PARKING PROVIDED:

(24) SECURED BICYCLE SPACES

BUILDING AREA/ UNIT SUMMARY:

BUILDING 'A'

LEVEL	GROSS S.F.	1 BR	2 BR	2 BR TOWN	3 BR
L1	14,733	5	4	-	-
L2	13,648	10	5	-	-
L3	13,406	6	4	5	-
L4	2,414	-	-	-	-
SUB TOTAL	44,201	21	13	5	-

BUILDING 'B'

LEVEL	GROSS S.F.	1 BR	2 BR	2 BR TOWN	3 BR
L1	5,760	4	0	-	3
L2	5,527	0	2	-	3
L3	5,527	0	2	-	3
SUB TOTAL	16,814	4	4	-	9

BUILDING 'C'

LEVEL	GROSS S.F.	1 BR	2 BR	2 BR TOWN	3 BR
L1	2,304	2	0	-	1
L2	1,909	0	2	-	0
L3	1,909	0	2	-	0
SUB TOTAL	6,122	2	4	-	1

BUILDING 'D'

LEVEL	GROSS S.F.	1 BR	2 BR	2 BR TOWN	3 BR
L1	8,064	2	0	-	6
L2	7,756	0	2	-	5
L3	7,756	0	2	-	5
SUB TOTAL	23,576	2	4	-	16

BUILDING 'E'

LEVEL	GROSS S.F.	1 BR	2 BR	2 BR TOWN	3 BR
L1	1,030	-	-	-	-
SUB TOTAL	1,030	-	-	-	-

TOTAL	91,743 S.F.	29	25	5	26

(85) TOTAL UNITS

SHEET LIST

A0.1	TITLE SHEET
A0.2	SITE PHOTOS
A0.3	SITE PHOTOS
A0.4	AERIAL SITE PHOTO
CIVIL	
C-1	EXISTING SITE SURVEY
C-2	SITE GRADING PLAN
C-3	SITE UTILITY PLAN
C-4	STORM WATER TREATMENT PLAN
LANDSCAPE	
L1.00	LANDSCAPE PLAN
L2.00	ENLARGED LANDSCAPE PLAN
L3.00	PLANT & PAVING MATERIALS
L4.00	SITE FURNISHING MATERIALS
TRAFFIC	
TR-1	KENT AVE. REALIGNMENT - GEOMETRY
TR-2	KENT AVE. REALIGNMENT - TURN RADIUS
TR-3	KENT AVE. REALIGNMENT - TURN RADIUS
TR-4	KENT AVE. REALIGNMENT - SIGHTLINE DIAGRAM
ARCHITECTURAL	
A1.0	SITE DEMOLITION PLAN
A1.1	ARCHITECTURAL SITE PLAN
A1.1A	CODE COMPLIANCE/ EXITING PLAN
A2.1	OVERALL FLOOR PLANS - LEVEL 1
A2.2	OVERALL FLOOR PLANS - LEVEL 2
A2.3	OVERALL FLOOR PLANS - LEVEL 3
A2.4	OVERALL FLOOR PLANS - LEVEL 4
A3.1A	BUILDING 'A' ELEVATIONS
A3.1B	BUILDING 'A' ELEVATIONS
A3.1C	BUILDING 'A' ELEVATIONS
A3.1D	BUILDING 'A' ELEVATIONS
A3.2A	BUILDING 'B' ELEVATIONS
A3.2B	BUILDING 'B' ELEVATIONS
A3.2C	BUILDING 'B' ELEVATIONS
A3.2D	BUILDING 'B' ELEVATIONS
A3.3A	BUILDING 'C' ELEVATIONS
A3.3B	BUILDING 'C' ELEVATIONS
A3.3C	BUILDING 'C' ELEVATIONS
A3.4A	BUILDING 'D' ELEVATIONS
A3.4B	BUILDING 'D' ELEVATIONS
A3.4C	BUILDING SECTIONS
A3.5	BUILDING SECTIONS
A3.6	BUILDING SECTIONS
A4.1	ENLARGED UNIT PLANS
A4.2	ENLARGED UNIT PLANS
A4.3	ENLARGED UNIT PLANS
A4.4	ENLARGED UNIT PLANS
A4.5	ENLARGED UNIT PLANS
A4.6	ENLARGED UNIT PLANS
A5.1	SITE PERSPECTIVES
A5.2	SITE PERSPECTIVES
A5.3	SITE PERSPECTIVES
A5.4	SITE PERSPECTIVES
A5.5	SITE PERSPECTIVES
A10.1	MATERIAL AND COLOR PALETTE
A10.2	MATERIAL AND COLOR PALETTE

RECEIVED
01/04/13
PLN2012-00169
EXHIBIT "B"

KAVA MASSIH ARCHITECTS
920 Grayson Street | Berkeley, CA 94710



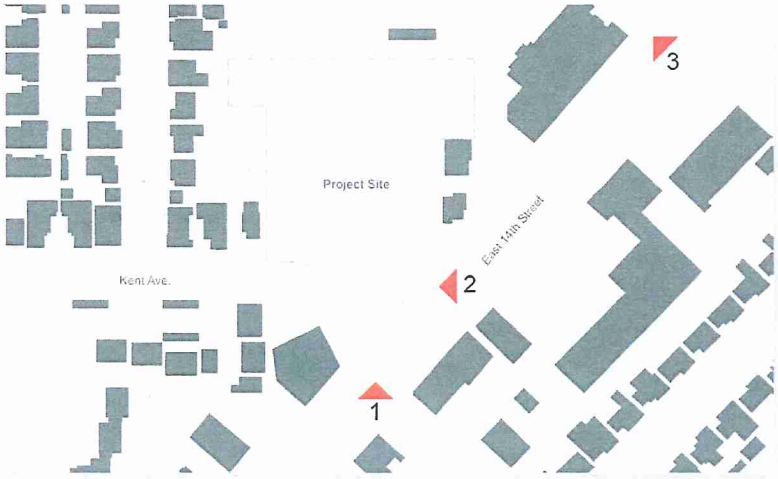
1. E 14TH STREET AT KENT AVE, WEST VIEW



2. E 14TH STREET AT KENT AVE, SOUTH VIEW



3. ASHLAND YOUTH CENTER & SKATEPARK, SOUTHWEST VIEW



N SITE MAP

SITE CONTEXT PHOTOS
NOT TO SCALE
JAN 4, 2013

Ashland Family Housing | Ashland, California
Resources for Community Development

A0.2

KAVA MASSIH ARCHITECTS
920 Grayson Street | Berkeley, CA 94710



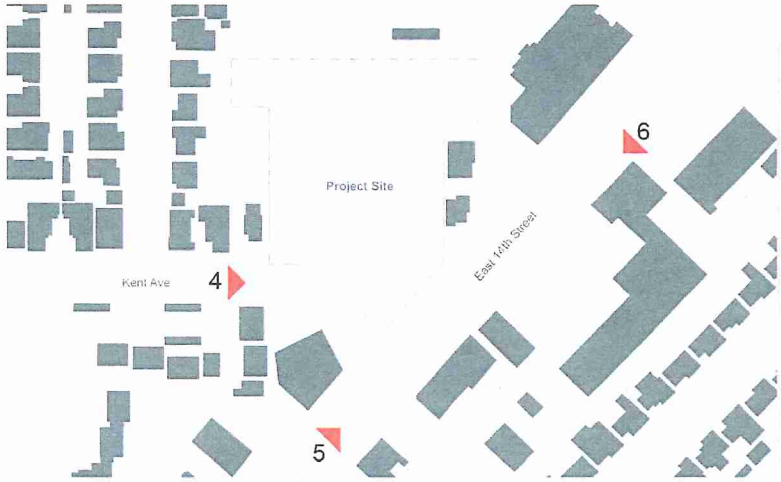
4. KENT AVE, NORTH VIEW



5. E 14TH STREET, NORTHWEST VIEW



6. E 14TH STREET, SOUTHEAST VIEW



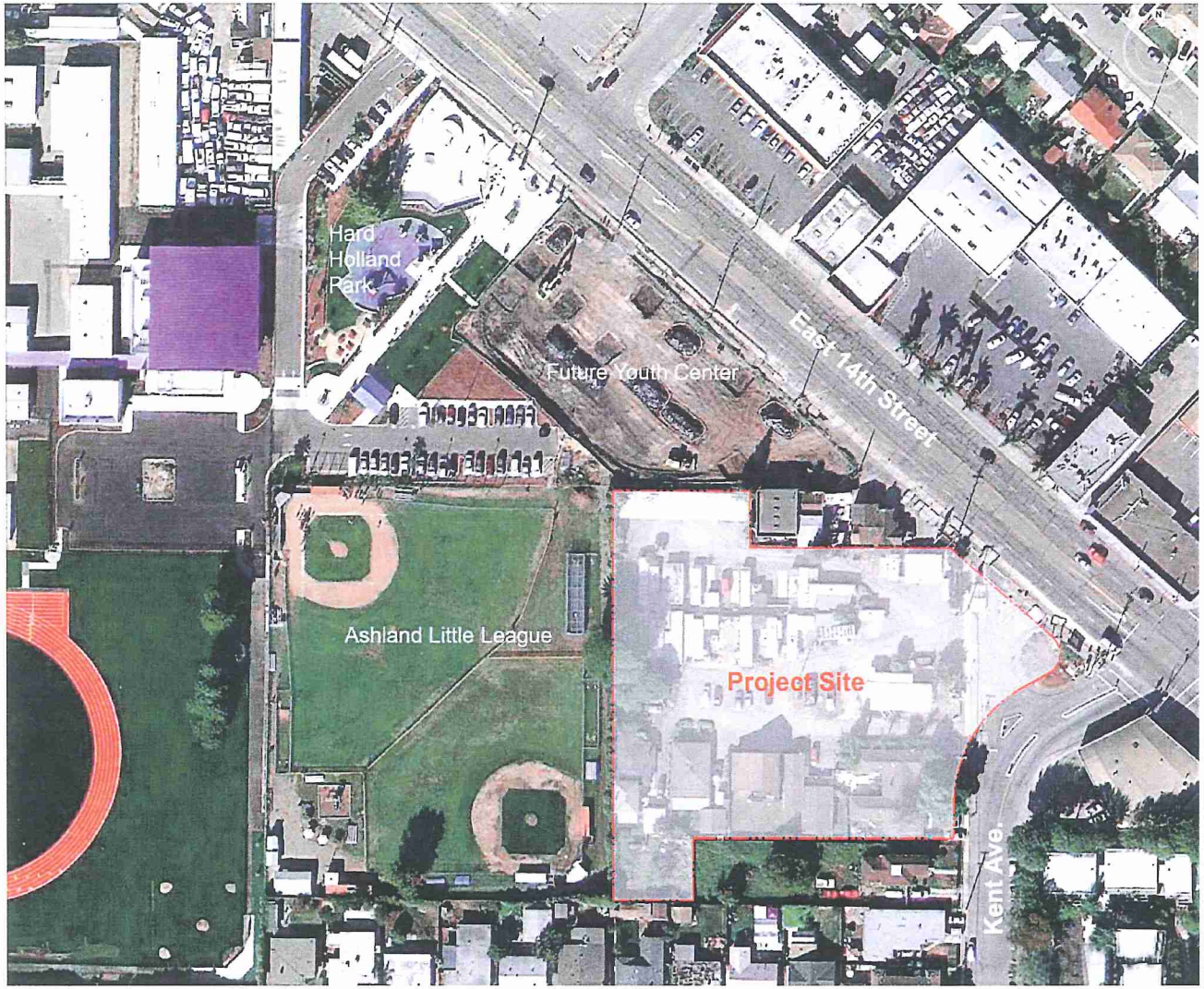
N SITE MAP

SITE CONTEXT PHOTOS
NOT TO SCALE
JAN 4, 2013

Ashland Family Housing | Ashland, California
Resources for Community Development

A0.3

KAVA MASSIH ARCHITECTS
920 Grayson Street | Berkeley, CA 94710



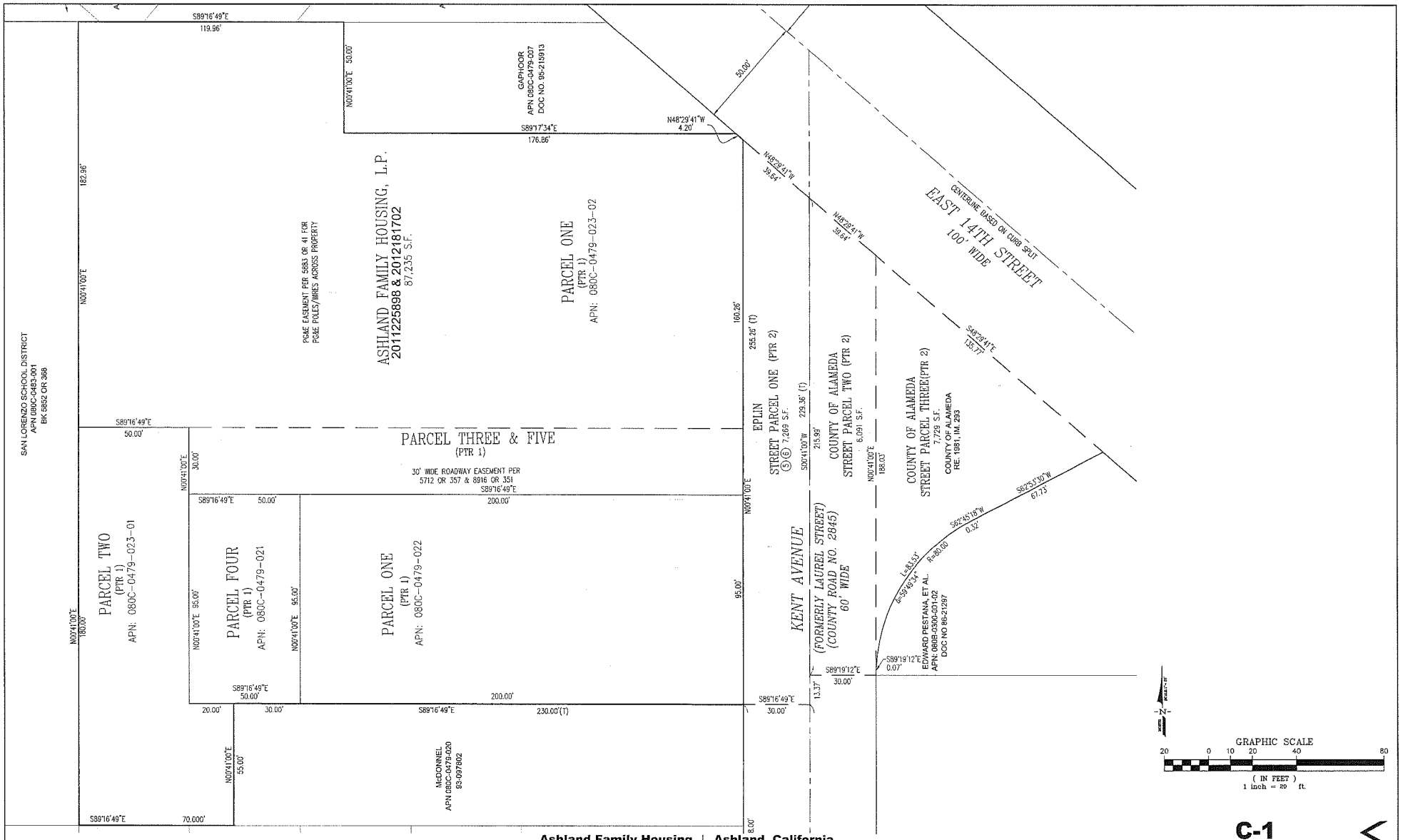
NORTH

AERIAL SITE PHOTO
NOT TO SCALE
JAN 4, 2013

Ashland Family Housing | Ashland, California
Resources for Community Development

A0.4

KAVA MASSIH ARCHITECTS
920 Grayson Street | Berkeley, CA 94710



C-1

Ashland Family Housing | Ashland, California

Resources for Community Development

SITE SURVEY

FILE NO. SURVEY-P10019A10.DWG
SCALE: 1"=20'
DATE: 01-03-2013

Luk and Associates
Civil Engineering–Land Planning–Land Surveying
738 Alfred Nobel Drive
Hercules, CA 94547
Phone (510) 724–3388
Fax (510) 724–3383

KAVA MASSIH ARCHITECTS
920 Grayson Street | Berkeley, CA 94710



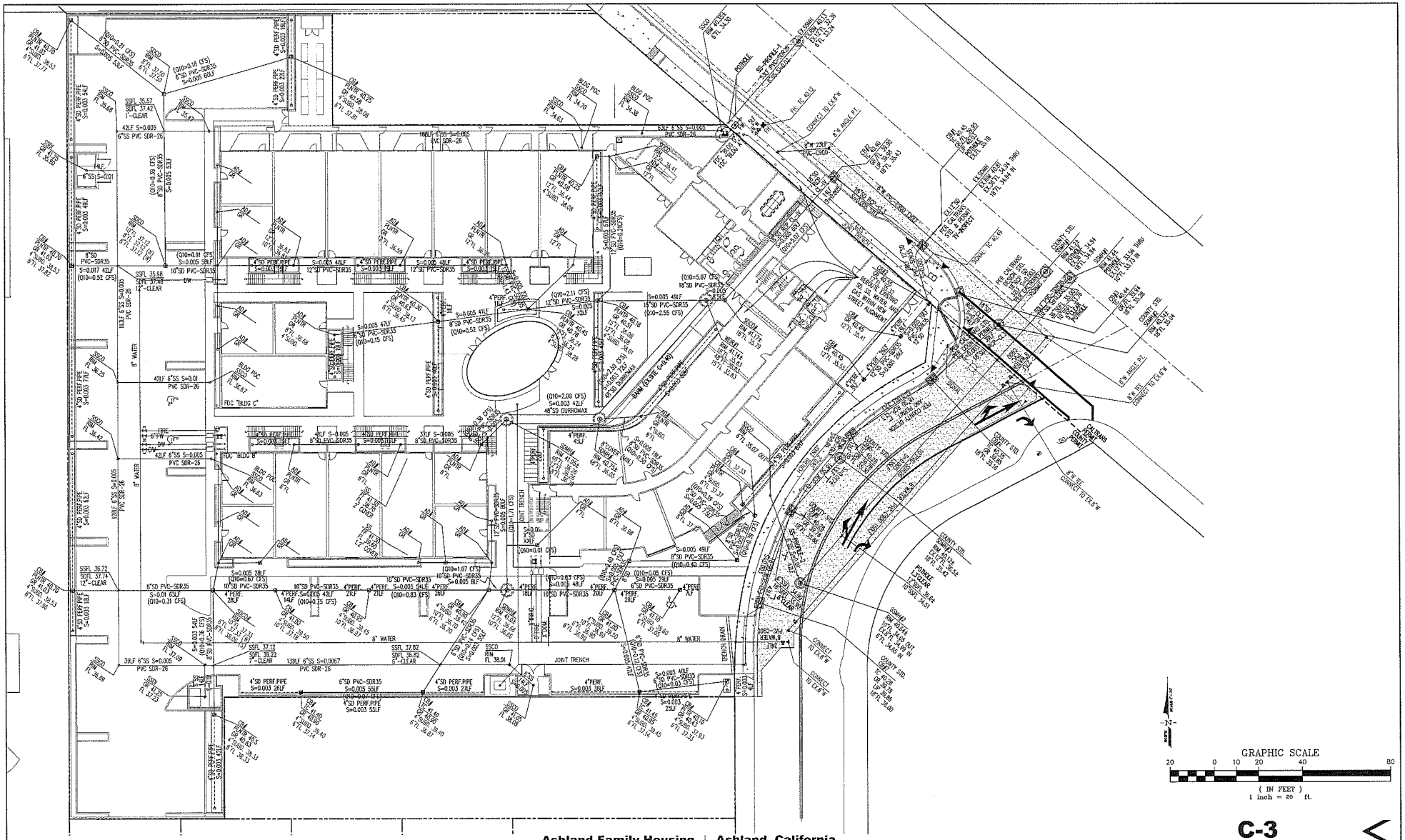
Ashland Family Housing | **Ashland, California**

Resources for Community Development

PRELIMINARY GRADING PLAN

C-2

FILE NO. MASTER-P10019A10 SCALE: 1"=20' DATE: 01-03-2013	Luk and Associates Civil Engineering–Land Planning–Land Surveying 738 Alfred Nobel Drive Hercules, CA 94547 Phone (510) 724–3388 Fax (510) 724–3383	**KAVA MASSIH ARCHITECTS** 920 Grayson Street I Berkeley, CA 94710



Ashland Family Housing | Ashland, California

Resources for Community Development

PRELIMINARY UTILITY PLAN

C-3

KAVA MASSIH ARCHITECTS

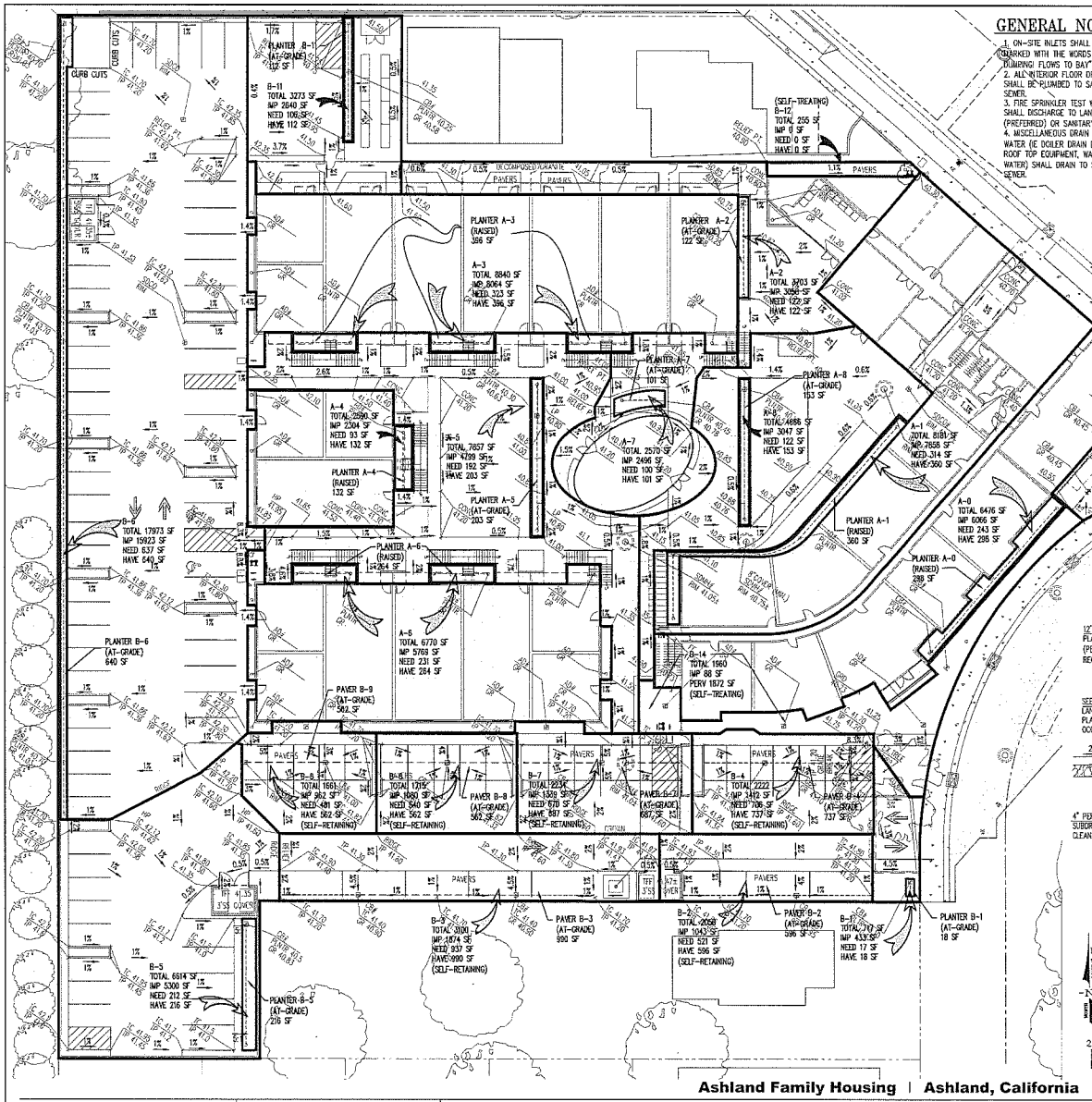
920 Grayson Street | Berkeley, CA 94710

FILE NO. MASTER-P10019A10

SCALE: 1"=20'

DATE: 01-03-2013

Luk and Associates
Civil Engineering–Land Planning–Land Surveying
738 Alfred Nobel Drive
Hercules, CA 94547
Phone (510) 724–3388
Fax (510) 724–3383



GENERAL NOTES

1. ON-SITE INLETS SHALL BE MARKED WITH THE WORDS "NO DUMPING! FLOWS TO BAY".
2. ALL INTERIOR FLOOR DRAINS SHALL BE PLUMBED TO SANITARY SEWER.
3. FIRE SPRINKLER TEST WATER SHALL DISCHARGE TO LANDSCAPING (PREFERRED) OR SANITARY SEWER.
4. MISCELLANEOUS DRAIN OR WASH WATER (IE BOILER DRAIN LINES, ROOF TOP EQUIPMENT, WASH WATER) SHALL DRAIN TO SANITARY SEWER.

SELF-RETAINING/TREATING AREAS

DRAINAGE AREA	TOTAL DRAINAGE AREA S.F.	IMPERVIOUS AREA S.F.	SELF-RET. (SELF-TREAT.) AREA S.F.	RATIO IMPERVIOUS TO PERVIOUS AREA	RATIO LESS THAN 2:1? (< 5%)
B-2	2058	1043	596	1.75:1	YES
B-3	3100	1874	990	1.89:1	YES
B-4	2222	1412	737	1.92:1	YES
B-7	2234	1339	687	1.95:1	YES
B-8	1715	1080	562	1.92:1	YES
B-9	1661	962	562	1.71:1	YES
B-12	255	0	(255)	(0:1)	(YES)
B-13	1046	0	1046	0:1	YES
B-14	1960	(88)	(1872)	(0.05:1)	(YES)

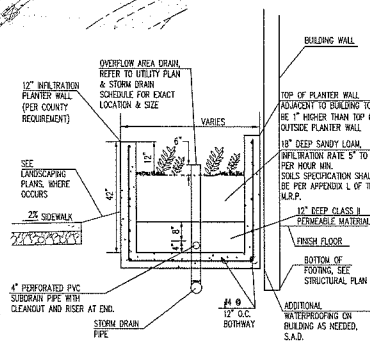
HYDRO-MOD NOTES:

1. MEAN ANNUAL PRECIPITATION = 22.0 INCHES (PER ACFCWCD FIGURE 9)
   TIME OF CONCENTRATION = 5 MINUTES
   Q10-YEAR INTENSITY (Tc=5MIN)= 3.04 IN/HR
2. TOTAL SITE AREA = 96,269 SQUARE FEET OR 2.21 ACRES
3. EXISTING CONDITIONS:
   PERVIOUS AREA = 45,075 SQUARE FEET
   IMPERVIOUS AREA = 51,194 SQUARE FEET
   RUNOFF COEFFICIENT = 0.62
4. PROPOSED CONDITIONS:
   PERVIOUS AREA = 19,872 SQUARE FEET
   IMPERVIOUS AREA = 72,008 SQUARE FEET
   PERVIOUS PAVER AREA = 4,389 SQUARE FEET
   RUNOFF COEFFICIENT = 0.75
5. HYDROMODIFICATION DESIGN BASED ON BAY AREA HYDROGRAPH MODEL (BAHM) PROGRAM. RESULTANT STORM WATER RETENTION SYSTEM BASE ON ABOVE VALUES AND SITE DESIGN CONTRAINTS RESULT THE RETENTION BASIN PIPE SHOWN ON THE UTILITY PLANS.

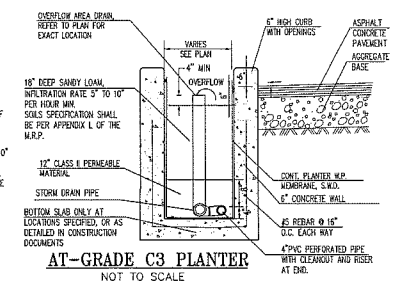
C.3 CALCULATION TABLE

SIZING FACTOR (SI) [PLANTER]=0.04 OF IMPERVIOUS AREA PER ALAMEDA COUNTY WIDE CLEAN WATER PROGRAM PUBLICATION: "C.3 STORMWATER TREATMENT GUIDANCE" OCTOBER 19, 2010 VERSION 2.1

DRAINAGE AREA#	TOTAL AREA S.F.	IMPERVIOUS AREA S.F.	Sf	MIN. IMP S.F.	DESIGN IMP S.F.	TREATMENT METHOD
A-0	6476	6066	0.04	243	298	PLANTER #A-0
A-1	8181	7858	0.04	314	360	PLANTER #A-1
A-2	3703	3056	0.04	122	122	PLANTER #A-2
A-3	8840	8064	0.04	323	396	PLANTER #A-3
A-4	2590	2304	0.04	93	154	PLANTER #A-4
A-5	7857	4799	0.04	192	203	PLANTER #A-5
A-6	6770	5769	0.04	231	264	PLANTER #A-6
A-7	2570	2496	0.04	100	101	PLANTER #A-7
A-8	4666	3047	0.04	122	153	PLANTER #A-8
A-9	1366	811	0.04	33	35	PLANTER #A-9
A-10	2933	1974	0.04	79	80	PLANTER #A-10
B-1	717	433	0.04	17	18	PLANTER #B-1
B-2	1671	1466	0.04	59	61	PLANTER #B-2
B-5	6614	5300	0.04	212	216	PLANTER #B-5
B-6	17973	15923	0.04	637	640	PLANTER #B-6
B-11	3273	2640	0.04	106	112	PLANTER #B-11

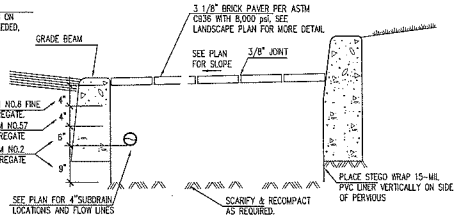


RAISED C3 PLANTER
NOT TO SCALE



AT-GRADE C3 PLANTER
NOT TO SCALE

NOTE:
1. WHERE PAVER IS ABUTTING HARDSCAPE (CONCRETE PAVEMENT OR ASPHALT PAVEMENT), PLACE STEGO WRAP 15-MIL PVC LINER VERTICALLY ON SIDE OF PERVIOUS AND BASE MATERIAL AND EXTEND LINER DOWN TO AT LEAST 2" BELOW GRAVEL TO PREVENT HARD SURFACE PAVEMENT FAILURE.



SELF-RETAINING PAVER
NOT TO SCALE

GRAPHIC SCALE
20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.

C-4

Ashland Family Housing | Ashland, California

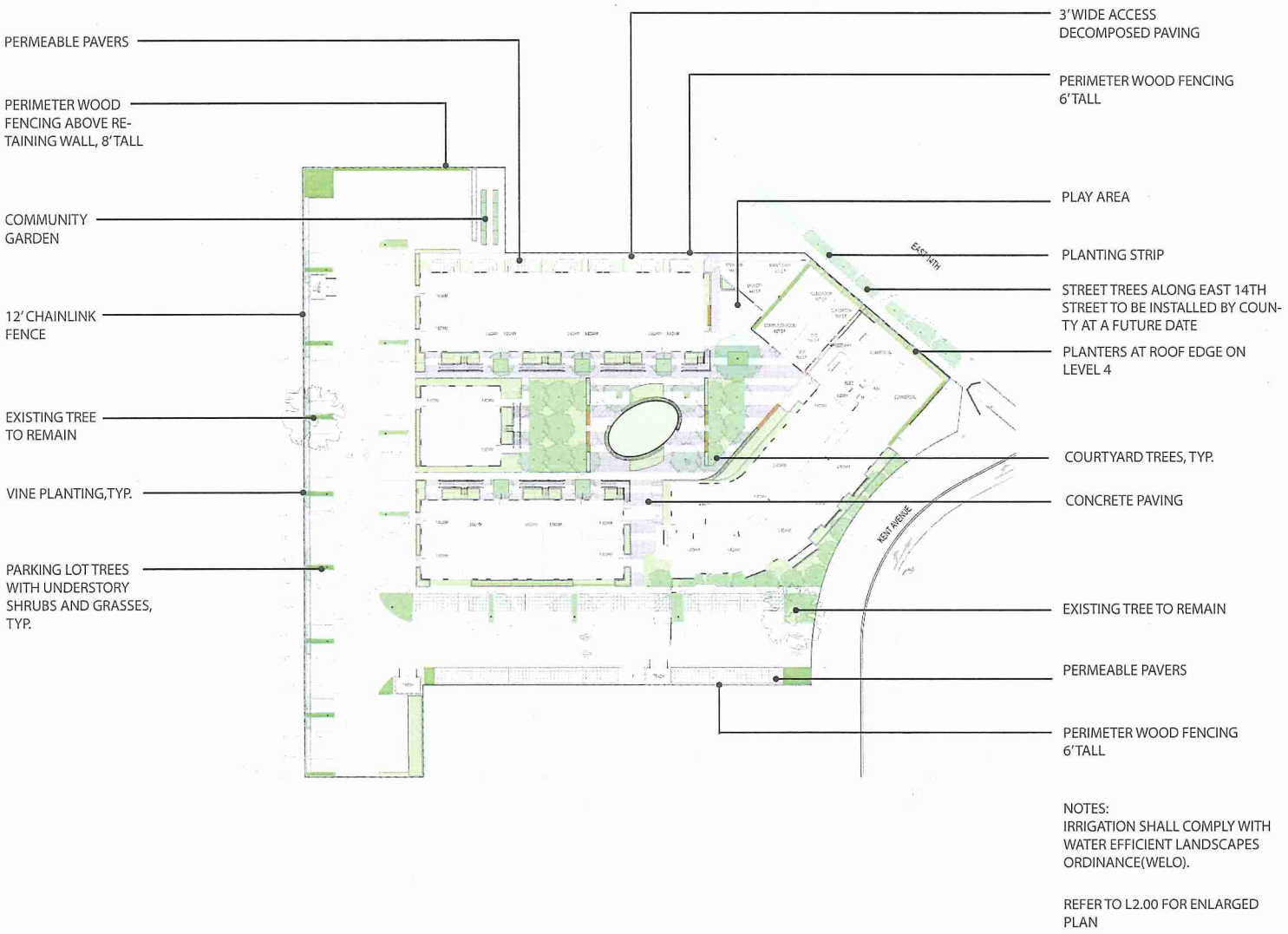
Resources for Community Development

PRELIMINARY STORMWATER TREATMENT PLAN

FILE NO. C3-P-10019A10.DWG
SCALE: 1"=20'
DATE: 01-03-2013

Luk and Associates
Civil Engineering–Land Planning–Land Surveying
735 Alfred Nobel Drive
Hercules, CA 94547
Phone (510) 724-3388
Fax (510) 724-3383

KAVA MASSIH ARCHITECTS
920 Grayson Street | Berkeley, CA 94710



NOTES:
IRRIGATION SHALL COMPLY WITH WATER EFFICIENT LANDSCAPES ORDINANCE(WELO).

REFER TO L2.00 FOR ENLARGED PLAN

LANDSCAPE PLAN - LEVEL 1

1/64" = 1' - 0"

JANUARY 4, 2013

Ashland Family Housing | Ashland, California

Resources for Community Development

CLIFF LOWE ASSOCIATES
1175 FOLSOM STREET
SAN FRANCISCO, CA.94103
415.431.0394
415.431.0396 FAX

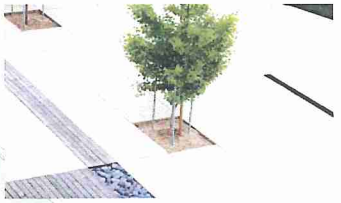
KAVA MASSIH ARCHITECTS
920 Grayson Street | Berkeley, CA 94710

L1.00



COMMUNITY GARDEN





PAVING MATERIAL



PLANTER WITH GRASSES ON LEVEL 4



BOSQUE OF TREES

BENCH, TYP.

GRAVEL WITH GRASSES

GREENROOF

ENLARGED LANDSCAPE PLAN - LEVEL 1

1/32"= 1'- 0"

JANUARY 4, 2013

Ashland Family Housing | Ashland, California

Resources for Community Development

CLIFF LOWE ASSOCIATES
1175 FOLSOM STREET
SAN FRANCISCO, CA.94103
415.431.0394
415.431.0396 FAX

L 2.00

KAVA MASSIH ARCHITECTS

920 Grayson Street | Berkeley, CA 94710



LOMANDRA LATIFOLIA 'BREEZE'



ASPARAGUS MEYERII



POLYSTICHUM MUNITUM



PHORMIUM 'JACK SPRATT'



JUNCUS PATENS
INFILTRATION PLANTER



ACHILLEA MILLIFOLIUM
INFILTRATION PLANTER



DIANELLA 'CASSA BLUE'



AGAVE ATTENUATA



NO MOW FESCUE LAWN



MAGNOLIA STELLATA
SMALL FLOWERING TREE IN COURTYARD



FRAXINUS LATIFOLIA
LARGE SPECIMEN TREE IN COURTYARD



PLATANUS ACERFOLIA
STREET TREE ON EAST 14TH STREET



GLEDITSIA TRIACANTHOS 'STREET KEEPER'
COURTYARD TREE



JACARANDA MIMOSIFOLIA
PARKING LOT TREE

PLANT MATERIALS

JANUARY 4, 2013

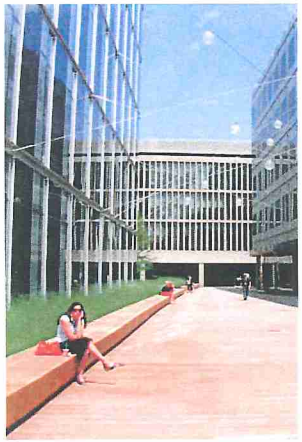
Ashland Family Housing | Ashland, California

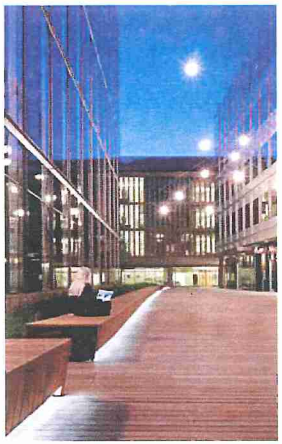
Resources for Community Development

L3.00

CLIFF LOWE ASSOCIATES
1175 FOLSOM STREET
SAN FRANCISCO, CA.94103
415.431.0394
415.431.0396 FAX

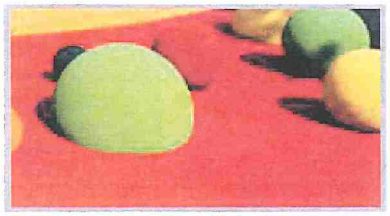
KAVA MASSIH ARCHITECTS
920 Grayson Street | Berkeley, CA 94710



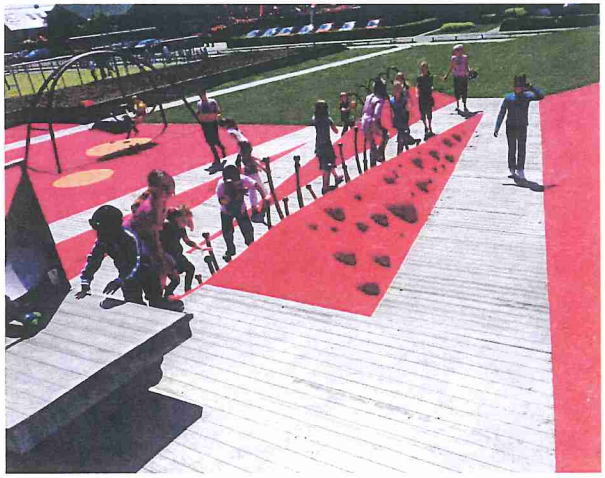


SEATING AREA WITH LIGHTING



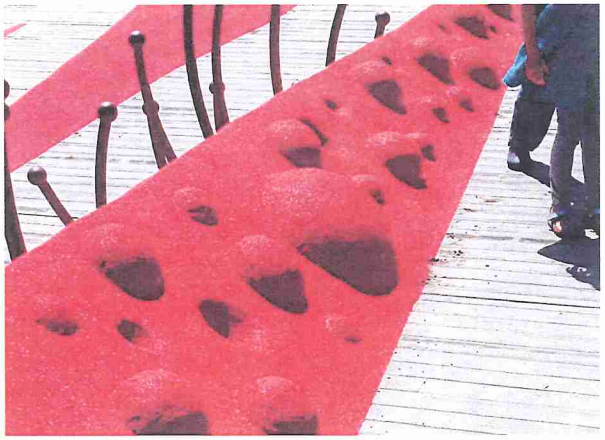


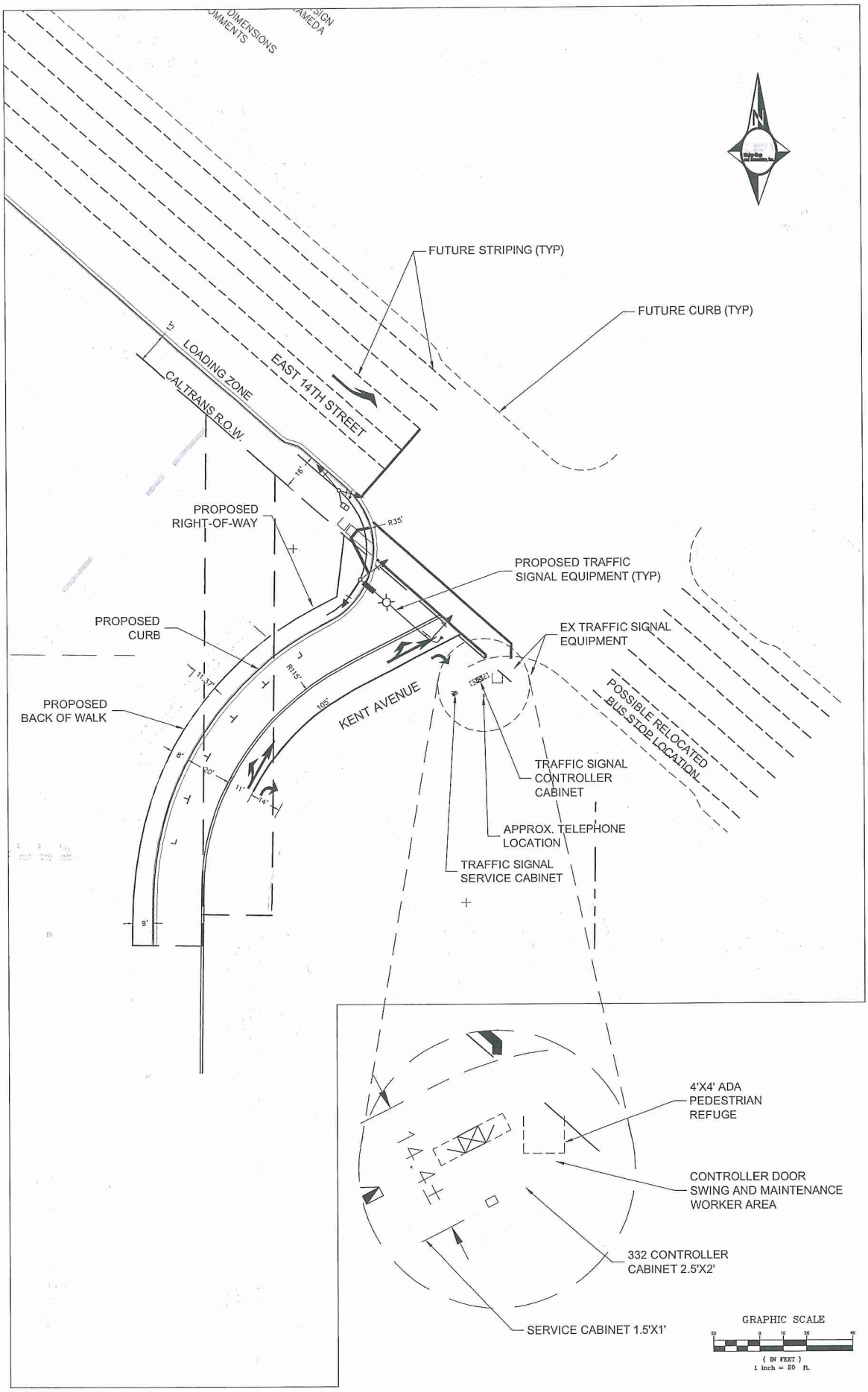
CHILDREN'S PLAY AREA
AGES 2-5





WOOD FENCE





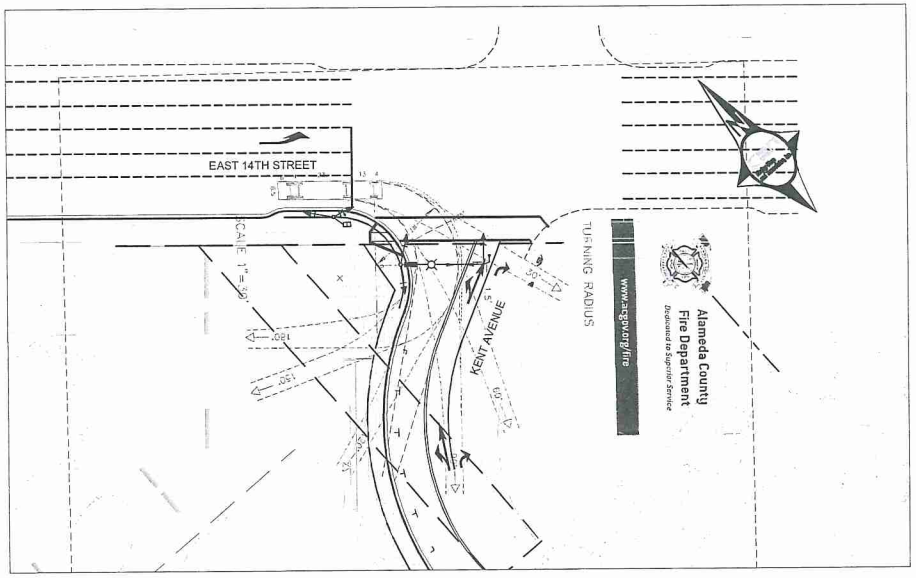
ASHLAND FAMILY HOUSING
PROPOSED GEOMETRY EXHIBIT

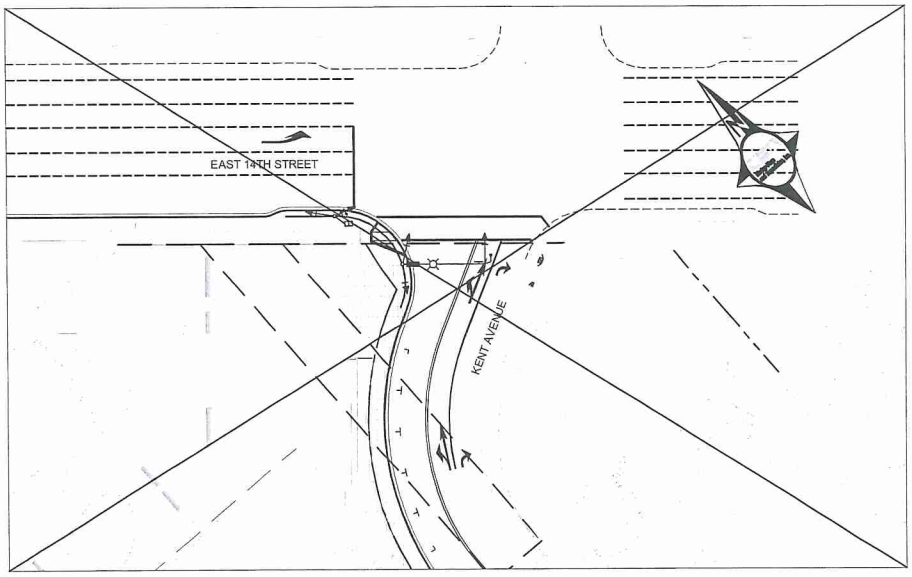
KENT AVENUE/E. 14TH STREET/164TH AVENUE

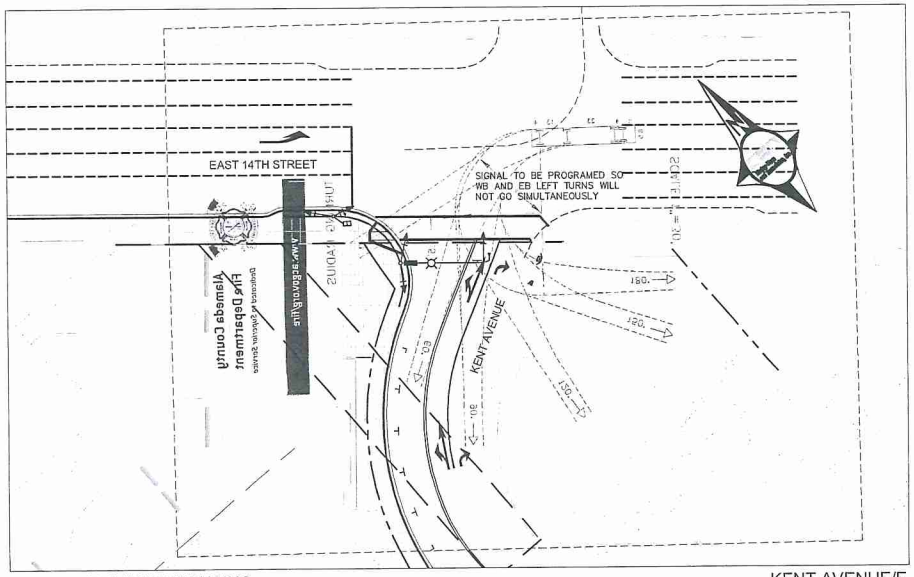
TR-1

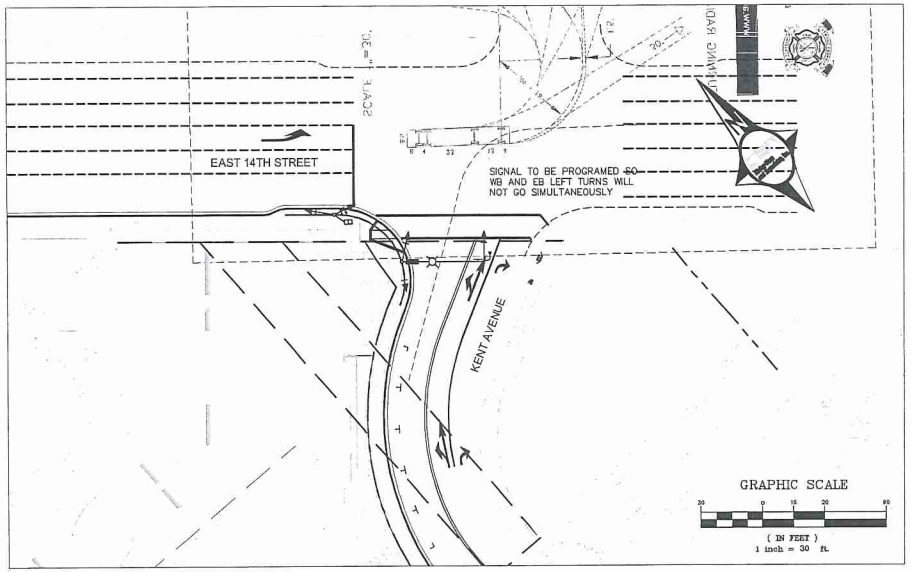
JANUARY 4, 2013

Kimley-Horn and Associates, Inc. ©2013







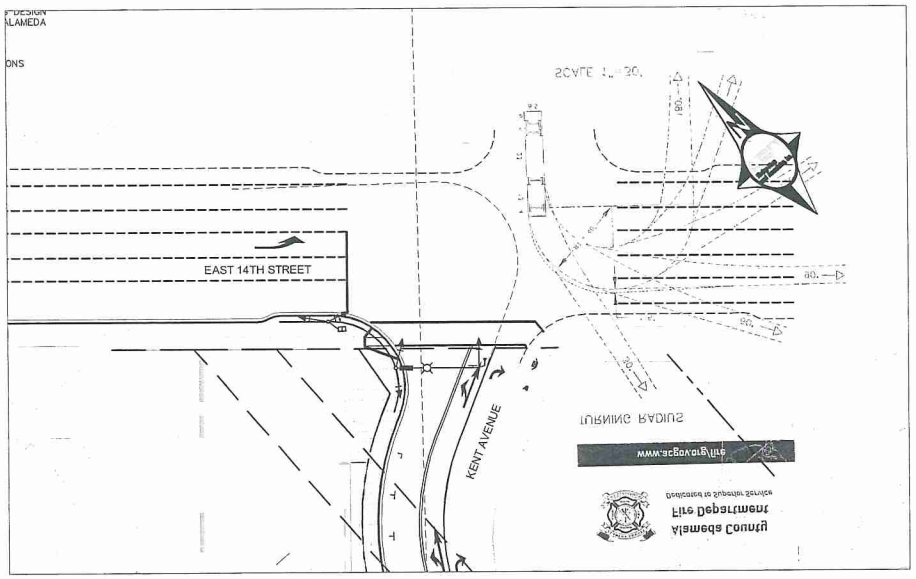


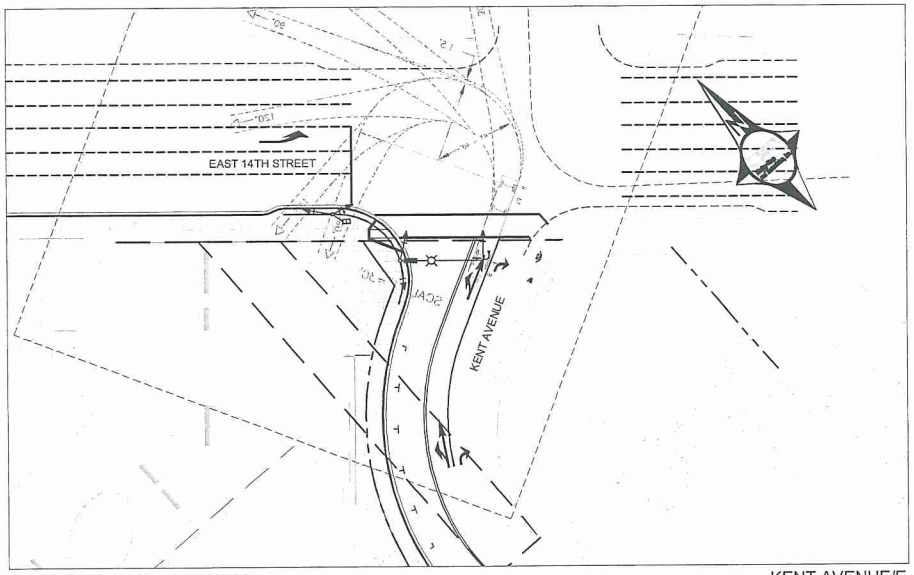
ASHLAND FAMILY HOUSING
FIRE TRUCK TURNING EXHIBIT (sheet 1 of 2)

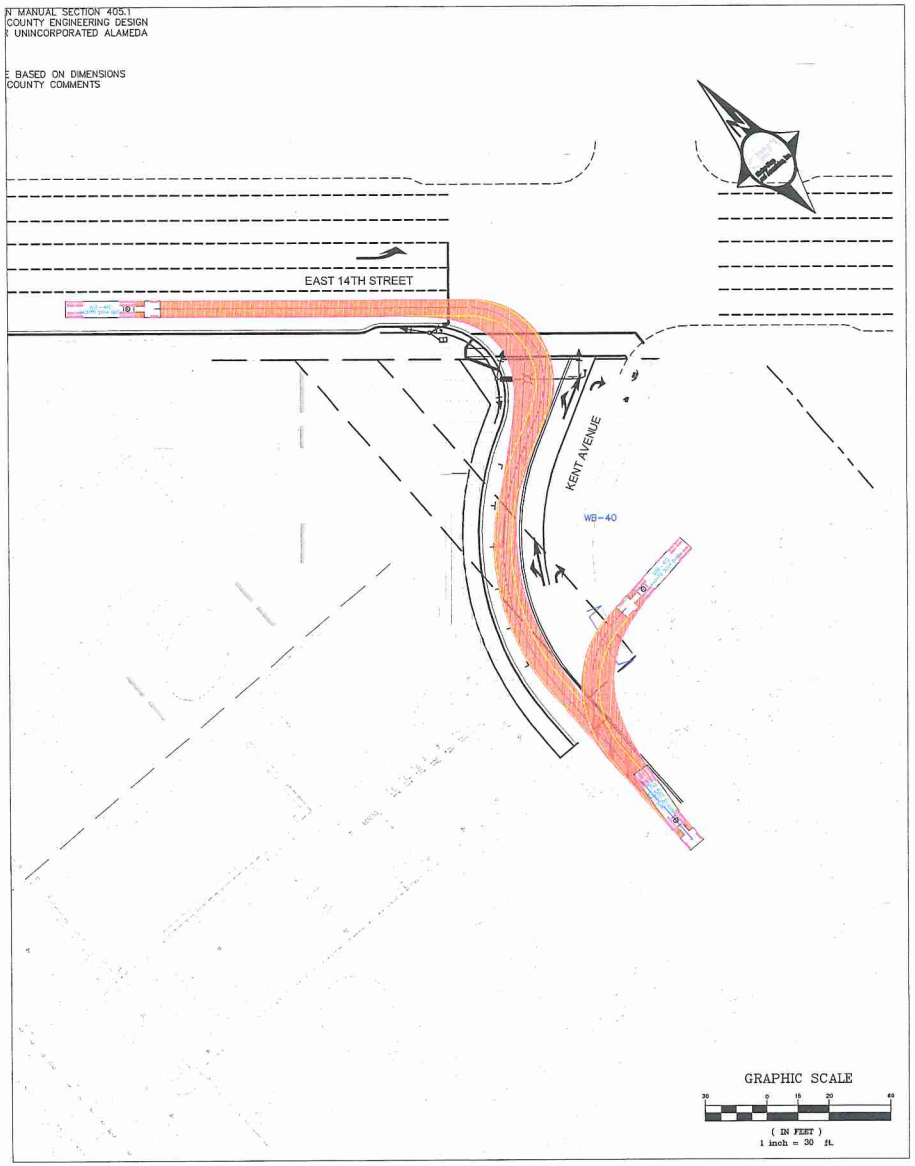
KENT AVENUE/E. 14TH STREET/164TH AVENUE
TR-2

JANUARY 4, 2013

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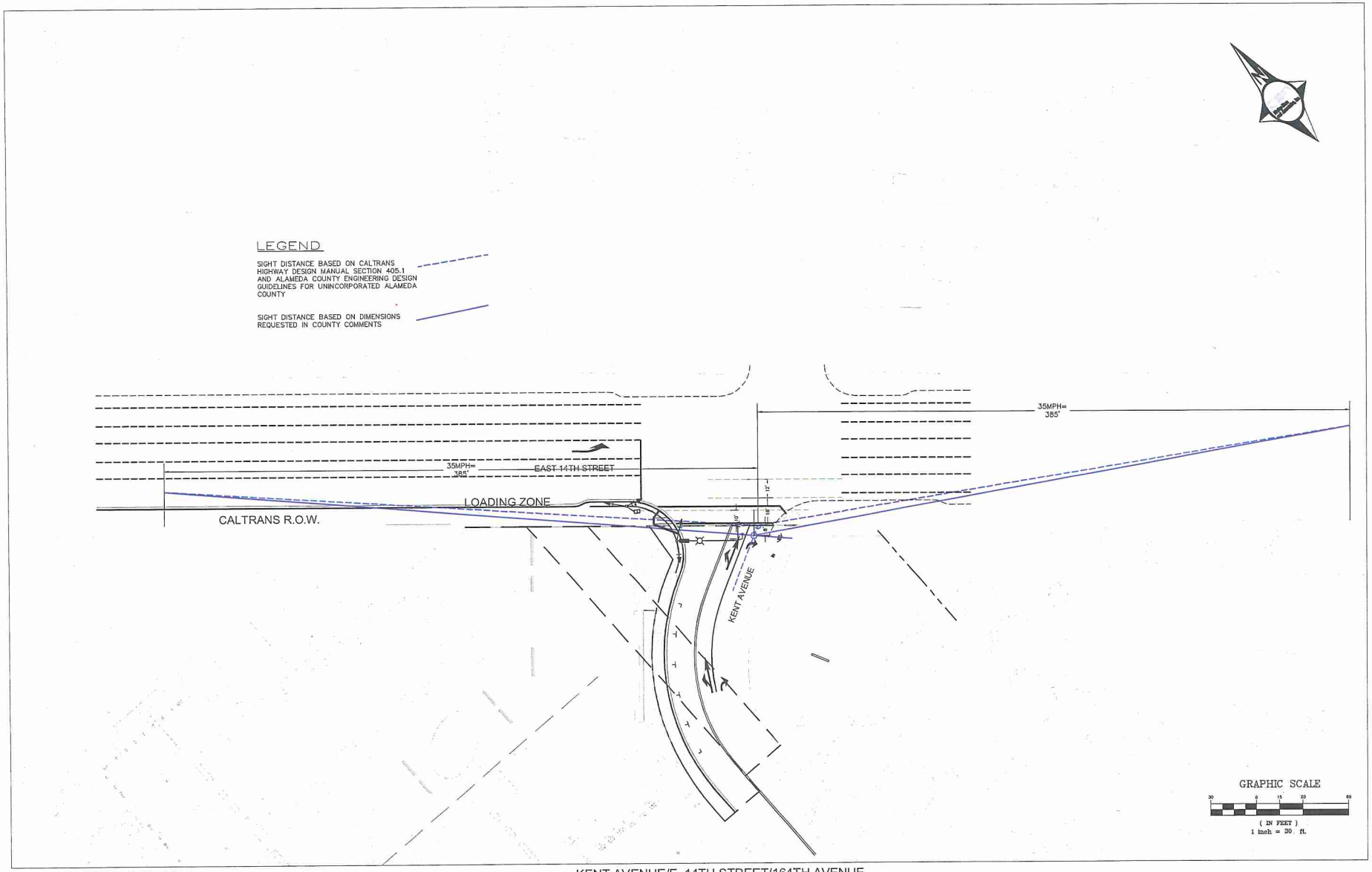
ASHLAND FAMILY HOUSING
FIRE TRUCK TURNING EXHIBIT (sheet 2 of 2)

KENT AVENUE/E. 14TH STREET/164TH AVENUE

TR-2

JANUARY 4, 2013

Kimley-Horn and Associates, Inc.

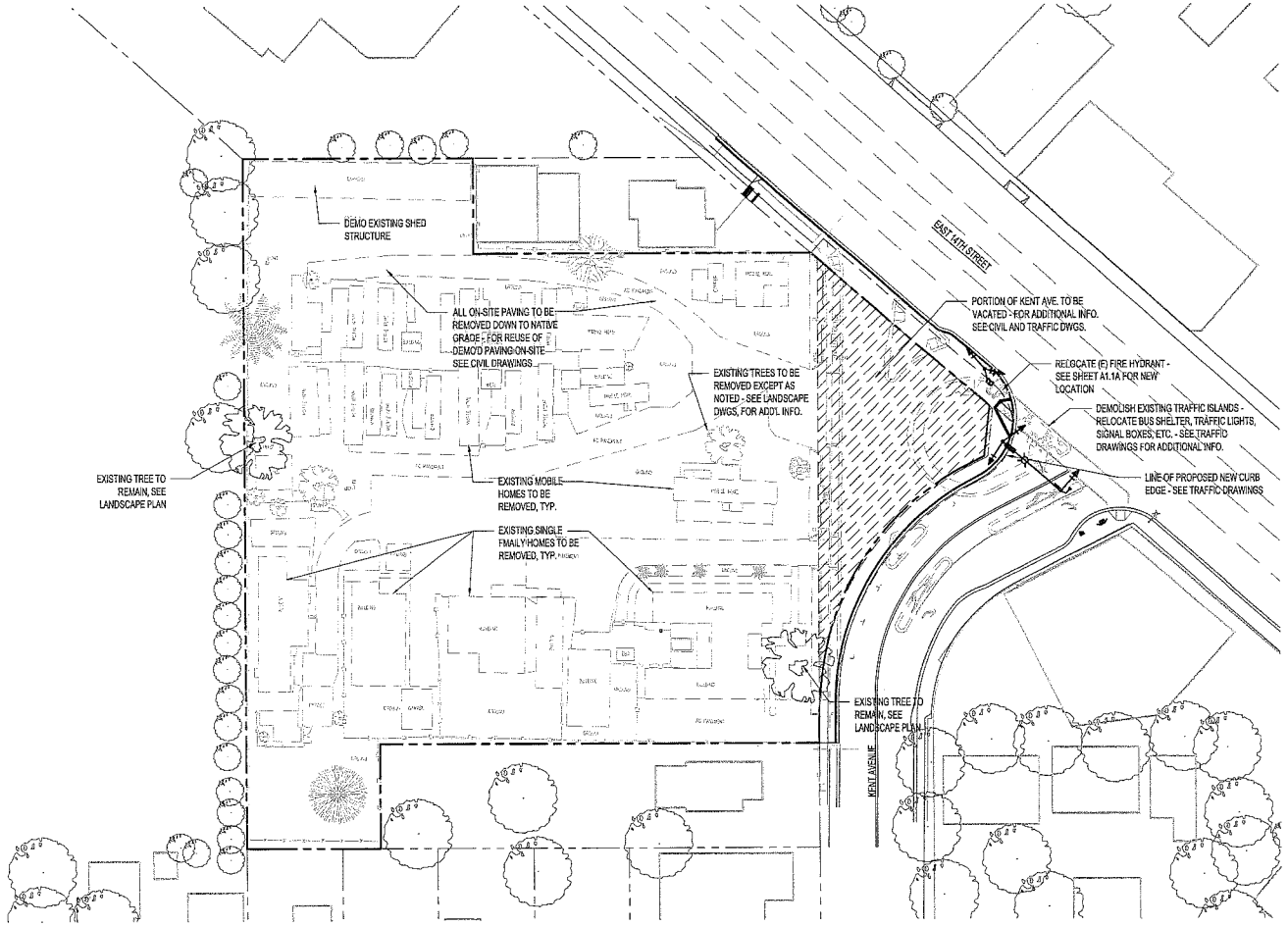


ASHLAND FAMILY HOUSING
CORNER SIGHT DISTANCE EXHIBIT

KENT AVENUE/E. 14TH STREET/164TH AVENUE

JANUARY 4, 2013

Kimley-Horn and Associates, Inc.



NORTH

SITE DEMOLITION PLAN

1/64" = 1'-0" (11x17) 1/32" = 1'-0" (22x34)

JAN 4, 2013

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Resources for Community Development

A1.0

KAVA MASSIH ARCHITECTS

920 Grayson Street I Berkeley, CA 94710

SITE INFORMATION:

Site Area =	96,556 s.f. (2.21 acres)
Site Building Coverage =	31,908 s.f. (33.0%)
Landscape Coverage =	17,546 s.f. (18.2%)
Parking Coverage =	33,044 s.f. (34.2%)
Walks / Hardscape =	14,059 s.f. (14.6%)

Per County Design Guidelines for ACBD-TA zone:
Required Parking:
(1) parking space per unit required (not to exceed 1.1 per unit)
No on-site visitor parking required - visitors can utilize commercial parking after-hours
(3.5) spaces per 1,000 s.f. of Commercial Space (maximum)

therefore:
Required Residential Parking:
(85) units = (85) required parking spaces (not to exceed 93)

Required Commercial Parking:
2,343 s.f. area = (8) spaces (maximum)

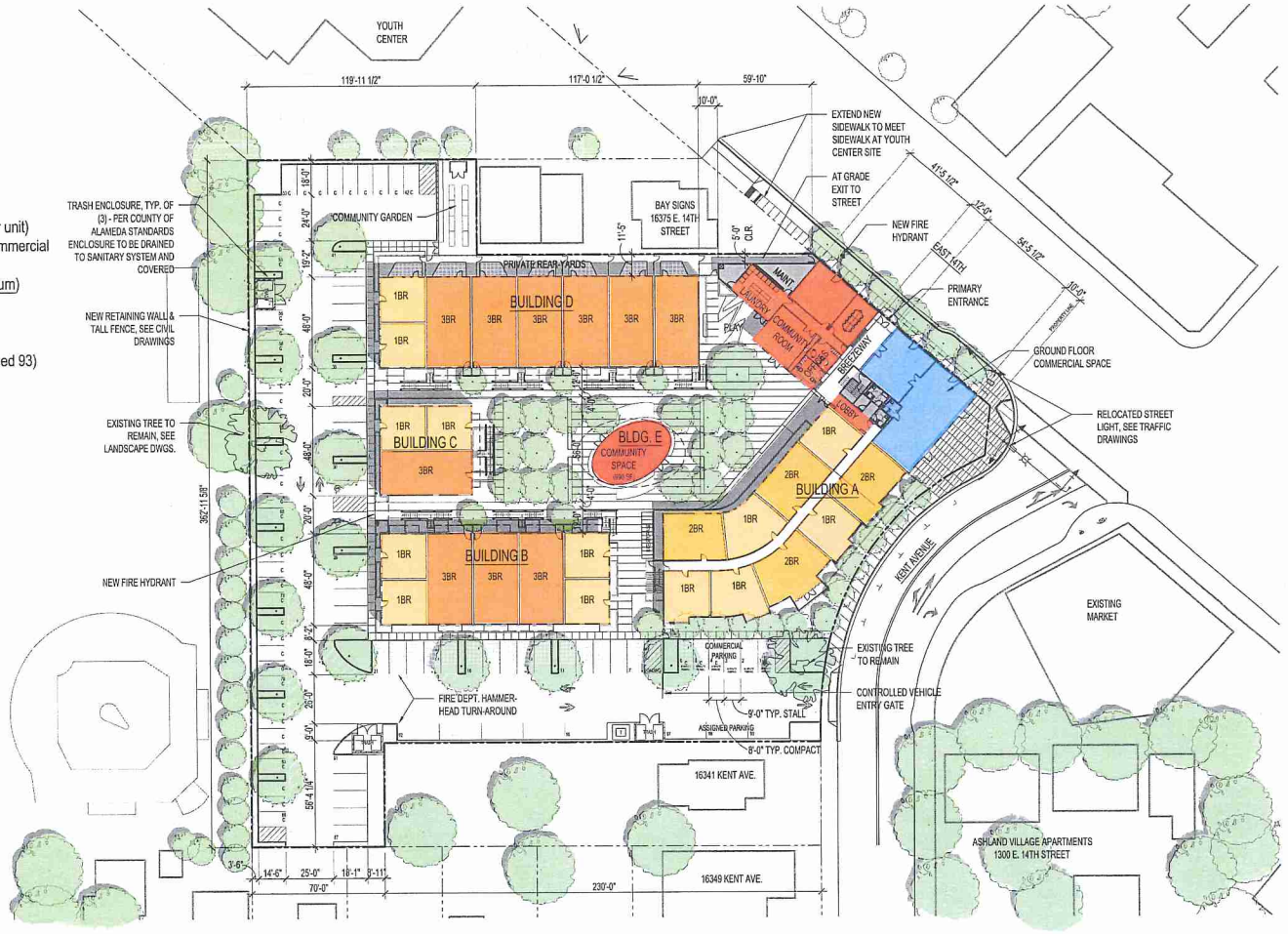
Residential Parking Provided:	
Standard	46
Compact	45
Van Accessible	1
Accessible	1
Subtotal	93

Commercial Parking Provided:	
Standard	2
Compact	3
Van Accessible	1
Subtotal	6

TOTAL PROVIDED	99

COLOR KEY:

- COMMERCIAL
- COMMUNITY
- 3 BEDROOM
- 2 BEDROOM
- 1 BEDROOM
- UTILITY

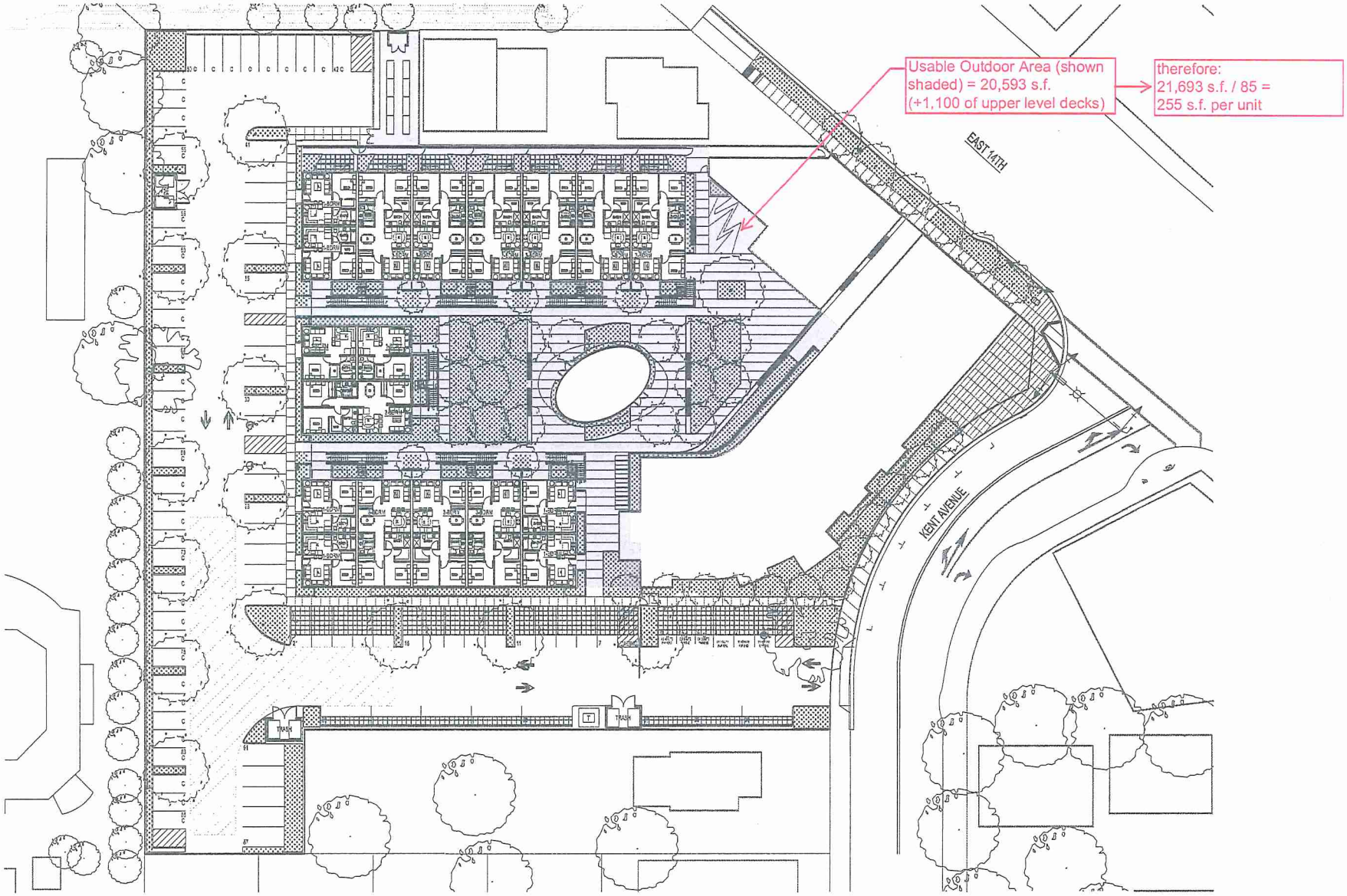


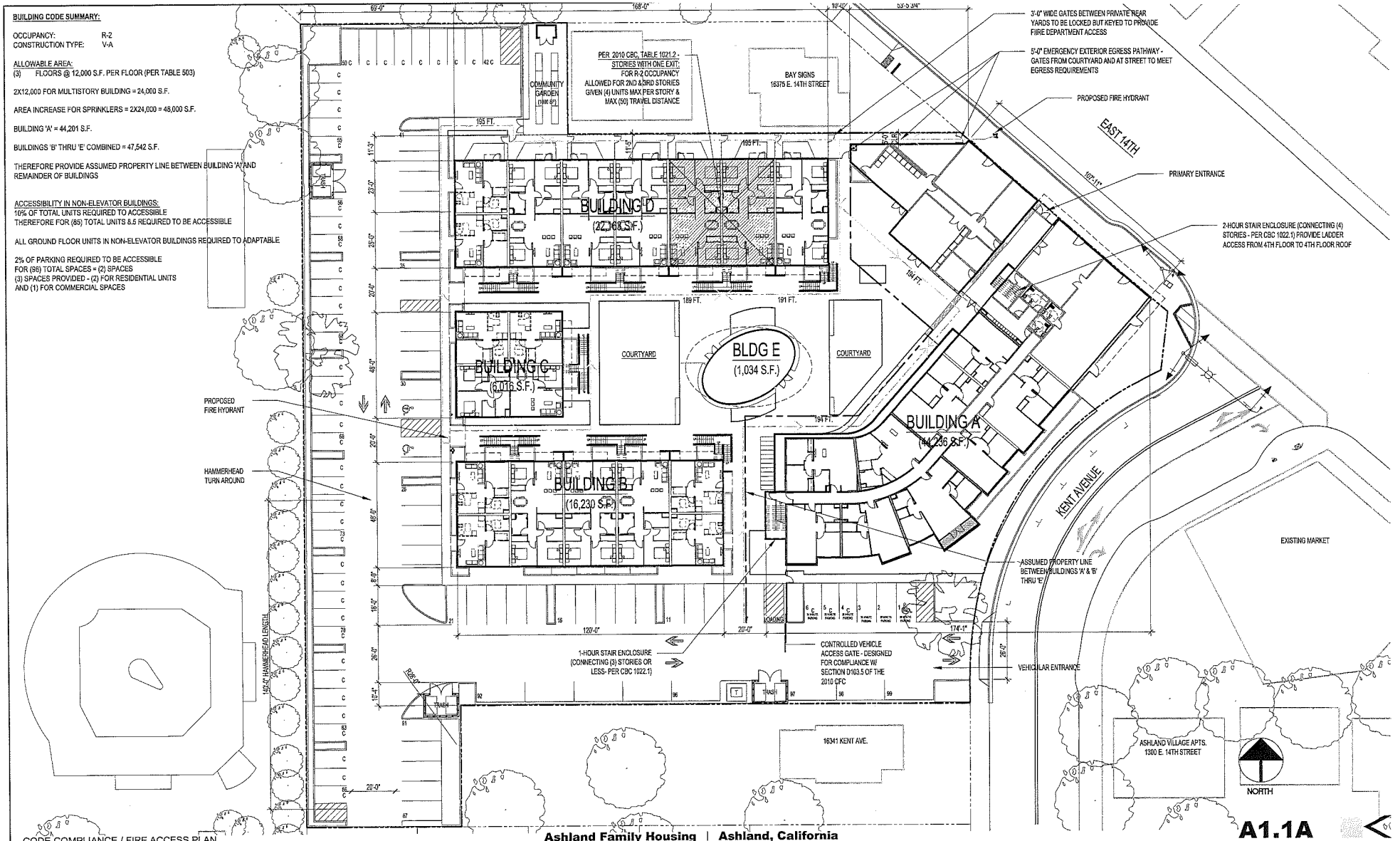
ARCHITECTURAL SITE PLAN
1/64" = 1'-0" (11x17) 1/32" = 1'-0" (22x34)
JAN 4, 2013

Ashland Family Housing | Ashland, California
Resources for Community Development

A1.1

KAVA MASSIH ARCHITECTS
920 Grayson Street | Berkeley, CA 94710


Usable Outdoor Area (shown shaded) = 20,593 s.f.
(+1,100 of upper level decks)
therefore:
21,693 s.f. / 85 =
255 s.f. per unit
EAST 14TH
KENT AVENUE
TRASH
TRASH



CODE COMPLIANCE / FIRE ACCESS PLAN

1" = 40'-0" (11x17) 1" = 20'-0" (22x34)

JAN 4, 2013

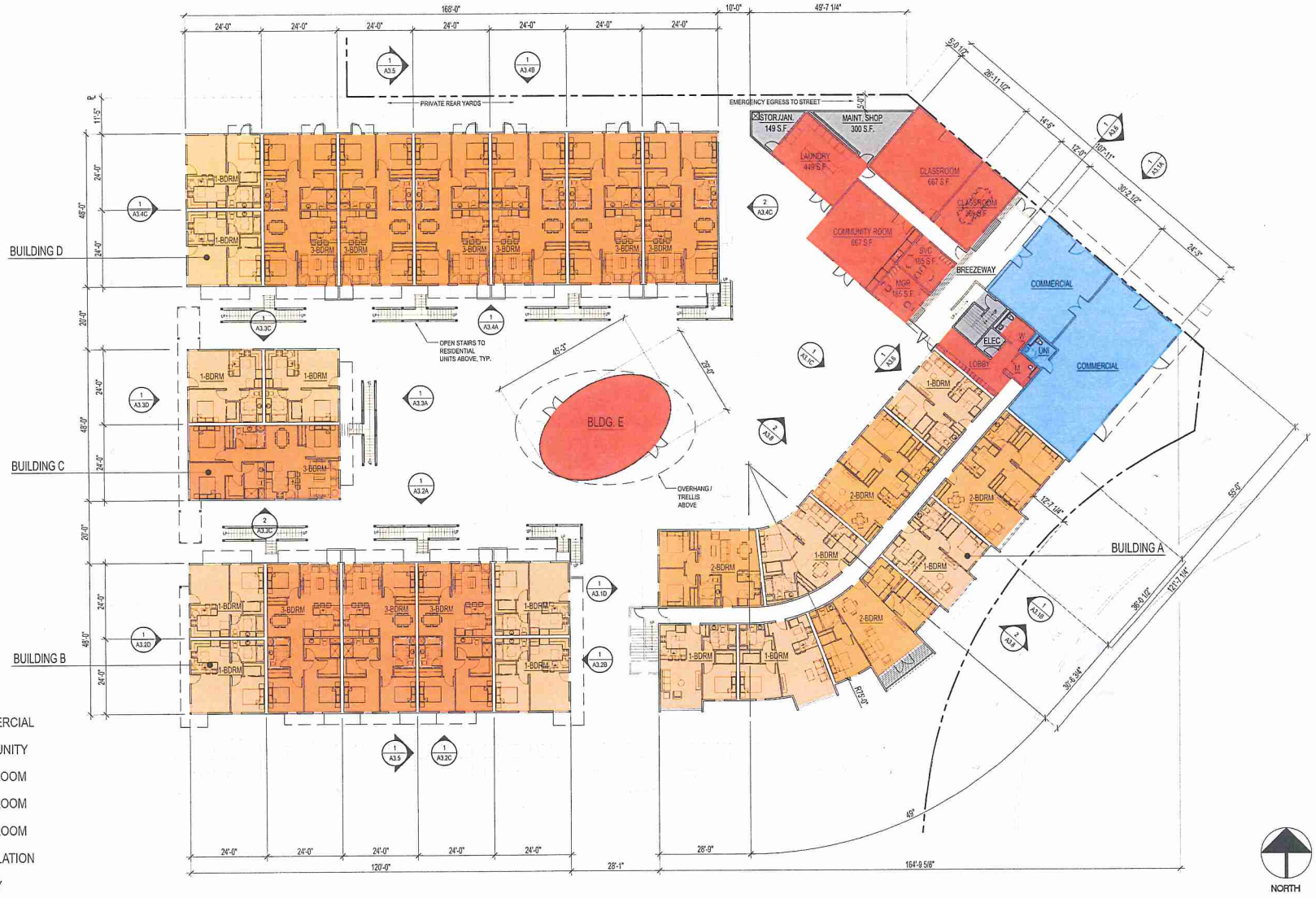
Ashland Family Housing | Ashland, California

Resources for Community Development

A1.1A

KAVA MASSIH ARCHITECTS

920 Grayson Street | Berkeley, CA 94710



COLOR KEY:

- COMMERCIAL
- COMMUNITY
- 3 BEDROOM
- 2 BEDROOM
- 1 BEDROOM
- CIRCULATION
- UTILITY

LEVEL 1 PLAN

1/32" = 1'-0" (11x17) 1/16" = 1'-0" (22x34)

JAN 4, 2013

Ashland Family Housing | Ashland, California

Resources for Community Development

A2.1

KAVA MASSIH ARCHITECTS

920 Grayson Street | Berkeley, CA 94710



COLOR KEY:

- COMMERCIAL
- COMMUNITY
- 3 BEDROOM
- 2 BEDROOM
- 1 BEDROOM
- CIRCULATION
- UTILITY

LEVEL 2 PLAN

1/32" = 1'-0" (11x17) 1/16" = 1'-0" (22x34)

JAN 4, 2013

Ashland Family Housing | Ashland, California

Resources for Community Development

A2.2

KAVA MASSIH ARCHITECTS

920 Grayson Street | Berkeley, CA 94710



COLOR KEY:

- COMMERCIAL
- COMMUNITY
- 3 BEDROOM
- 2 BEDROOM
- 1 BEDROOM
- CIRCULATION
- UTILITY

NORTH

LEVEL 3 PLAN

1/32" = 1'-0" (11x17) 1/16" = 1'-0" (22x34)

JAN 4, 2013

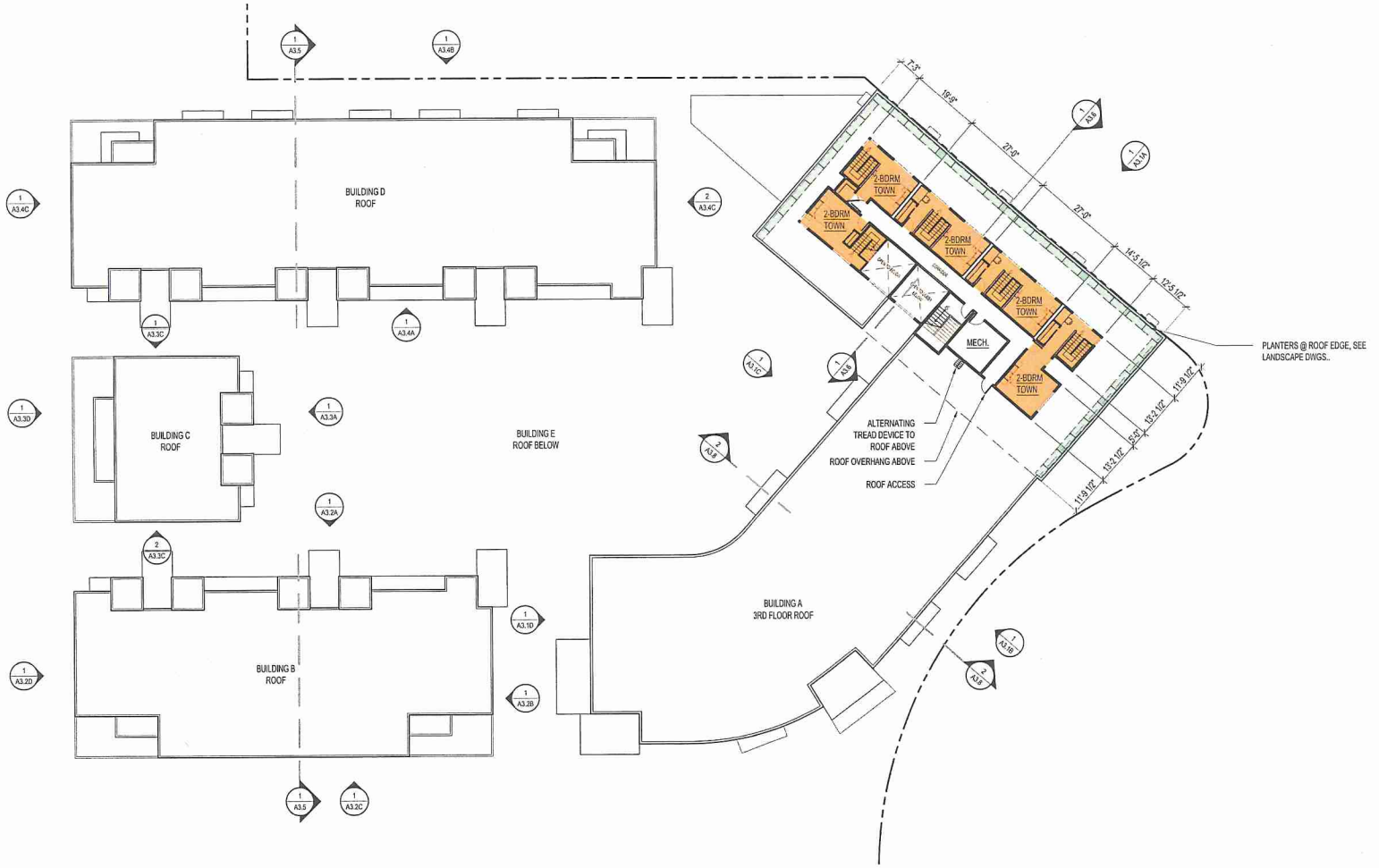
Ashland Family Housing | Ashland, California

Resources for Community Development

A2.3

KAVA MASSIH ARCHITECTS

920 Grayson Street | Berkeley, CA 94710



COLOR KEY:

- COMMERCIAL
- COMMUNITY
- 3 BEDROOM
- 2 BEDROOM
- 1 BEDROOM
- CIRCULATION
- UTILITY

LEVEL 4 PLAN

1/32" = 1'-0" (11x17) 1/16" = 1'-0" (22x34)

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Ashland Family Housing | Ashland, California

Resources for Community Development

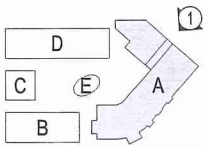
A2.4

KAVA MASSIH ARCHITECTS

920 Grayson Street | Berkeley, CA 94710



NORTHEAST ELEVATION ALONG E. 14TH STREET (1)



BUILDING 'A' ELEVATIONS

1/16" = 1'-0" (11x17) 1/8" = 1'-0" (22x34)

JAN 4, 2013

Ashland Family Housing | Ashland, California

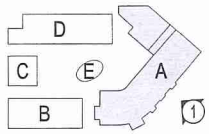
Resources for Community Development

A3.1A

KAVA MASSIH ARCHITECTS

920 Grayson Street | Berkeley, CA 94710





BUILDING 'A' ELEVATIONS

1/16" = 1'-0" (11x17) 1/8" = 1'-0" (22x34)

JAN 4, 2013

Ashland Family Housing | Ashland, California

Resources for Community Development

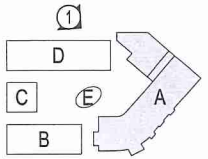
A3.1B

KAVA MASSIH ARCHITECTS

920 Grayson Street | Berkeley, CA 94710



NORTHWEST ELEVATION 1



BUILDING 'A' ELEVATIONS

1/16" = 1'-0" (11x17) 1/8" = 1'-0" (22x34)

JAN 4, 2013

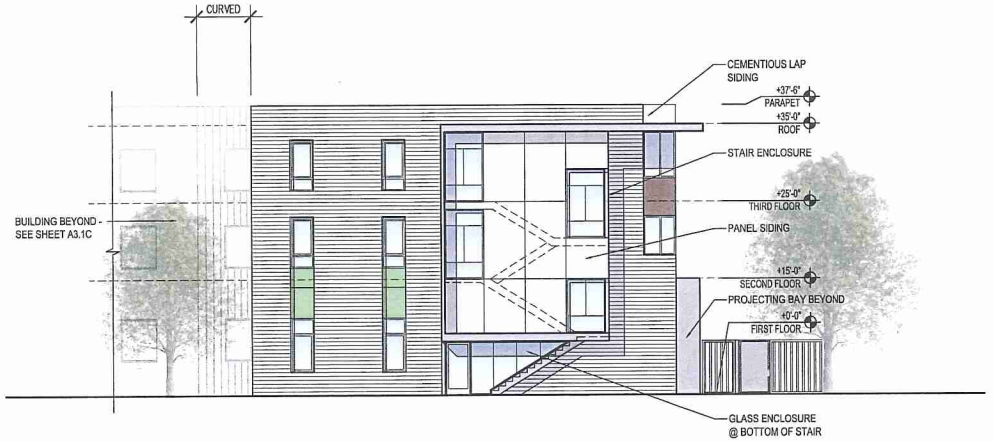
Ashland Family Housing | Ashland, California

Resources for Community Development

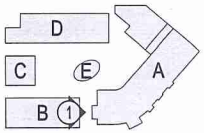
A3.1C

KAVA MASSIH ARCHITECTS

920 Grayson Street | Berkeley, CA 94710



WEST ELEVATION 1



BUILDING 'A' ELEVATIONS

1/16" = 1'-0" (11x17) 1/8" = 1'-0" (22x34)

JAN 4, 2013

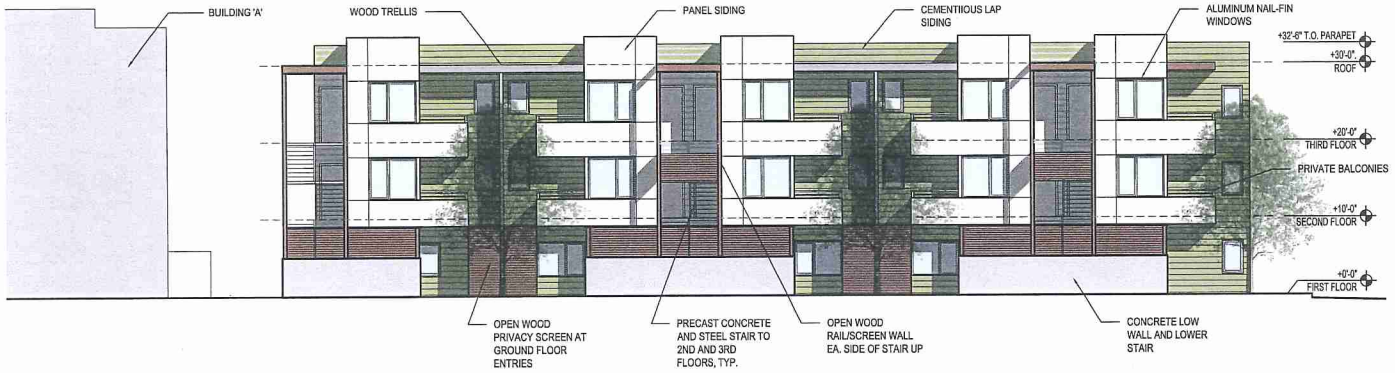
Ashland Family Housing | Ashland, California

Resources for Community Development

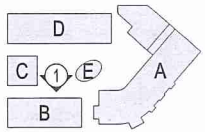
A3.1D

KAVA MASSIH ARCHITECTS

920 Grayson Street | Berkeley, CA 94710



NORTH ELEVATION 1



BUILDING 'B' ELEVATIONS

1/16" = 1'-0" (11x17) 1/8" = 1'-0" (22x34)

JAN 4, 2013

Ashland Family Housing | Ashland, California

Resources for Community Development

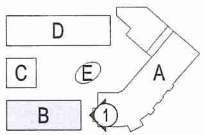
A3.2A

KAVA MASSIH ARCHITECTS

920 Grayson Street | Berkeley, CA 94710



EAST ELEVATION 1



BUILDING 'B' ELEVATIONS

1/16" = 1'-0" (11x17) 1/8" = 1'-0" (22x34)

JAN 4, 2013

Ashland Family Housing | Ashland, California

Resources for Community Development

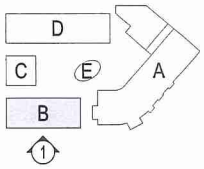
A3.2B

KAVA MASSIH ARCHITECTS

920 Grayson Street | Berkeley, CA 94710



SOUTH ELEVATION 1



BUILDING 'B' ELEVATIONS

1/16" = 1'-0" (11x17) 1/8" = 1'-0" (22x34)

JAN 4, 2013

Ashland Family Housing | Ashland, California

Resources for Community Development

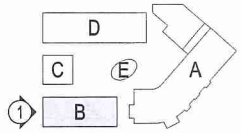
A3.2C

KAVA MASSIH ARCHITECTS

920 Grayson Street | Berkeley, CA 94710



WEST ELEVATION 1



BUILDING 'B' ELEVATIONS

1/16" = 1'-0" (11x17) 1/8" = 1'-0" (22x34)

JAN 4, 2013

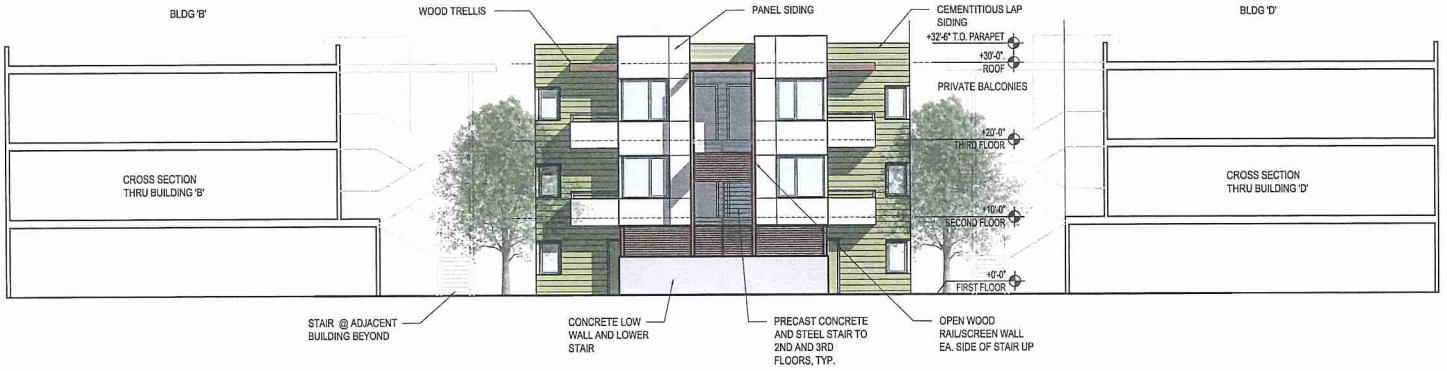
Ashland Family Housing | Ashland, California

Resources for Community Development

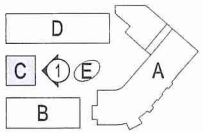
A3.2D

KAVA MASSIH ARCHITECTS

920 Grayson Street | Berkeley, CA 94710



EAST ELEVATION 1



BUILDING 'C' ELEVATIONS

1/16" = 1'-0" (11x17) 1/8" = 1'-0" (22x34)

JAN 4, 2013

Ashland Family Housing | Ashland, California

Resources for Community Development

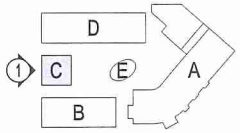
A3.3A

KAVA MASSIH ARCHITECTS

920 Grayson Street | Berkeley, CA 94710



WEST ELEVATION 1



BUILDING 'C' ELEVATIONS

1/16" = 1'-0" (11x17) 1/8" = 1'-0" (22x34)

JAN 4, 2013

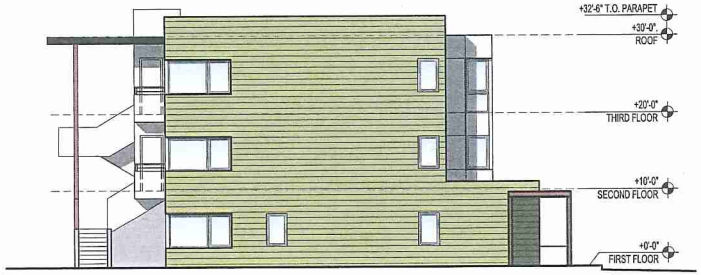
Ashland Family Housing | Ashland, California

Resources for Community Development

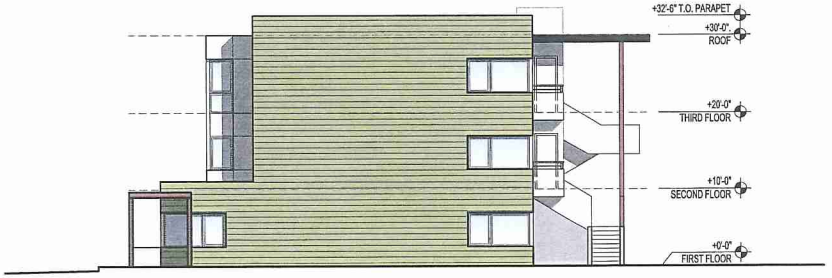
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KAVA MASSIH ARCHITECTS

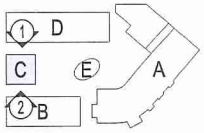
920 Grayson Street | Berkeley, CA 94710



NORTH ELEVATION 1



SOUTH ELEVATION 2



BUILDING 'C' ELEVATIONS

1/16" = 1'-0" (11x17) 1/8" = 1'-0" (22x34)

JAN 4, 2013

Ashland Family Housing | Ashland, California

Resources for Community Development

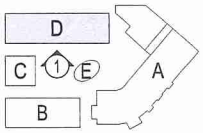
A3.3C

KAVA MASSIH ARCHITECTS

920 Grayson Street | Berkeley, CA 94710



SOUTH ELEVATION 1



BUILDING 'D' ELEVATIONS

1/16" = 1'-0" (11x17) 1/8" = 1'-0" (22x34)

JAN 4, 2013

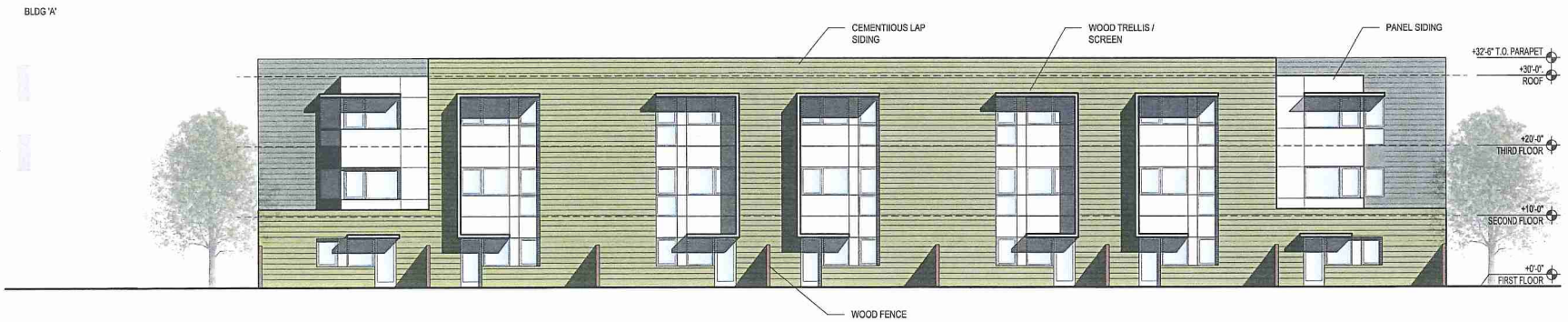
Ashland Family Housing | Ashland, California

Resources for Community Development

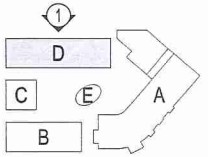
A3.4A

KAVA MASSIH ARCHITECTS

920 Grayson Street | Berkeley, CA 94710



NORTH ELEVATION 1



BUILDING 'D' ELEVATIONS

1/16" = 1'-0" (11x17) 1/8" = 1'-0" (22x34)

JAN 4, 2013

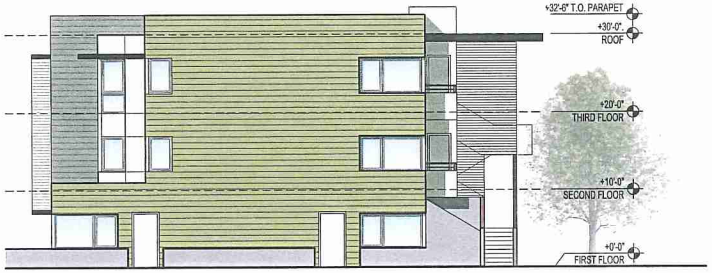
Ashland Family Housing | Ashland, California

Resources for Community Development

A3.4B

KAVA MASSIH ARCHITECTS

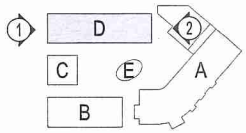
920 Grayson Street | Berkeley, CA 94710



WEST ELEVATION 1



EAST ELEVATION 2



BUILDING 'D' ELEVATIONS

1/16" = 1'-0" (11x17) 1/8" = 1'-0" (22x34)

JAN 4, 2013

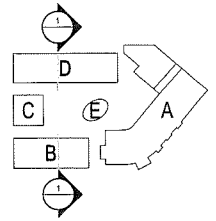
Ashland Family Housing | Ashland, California

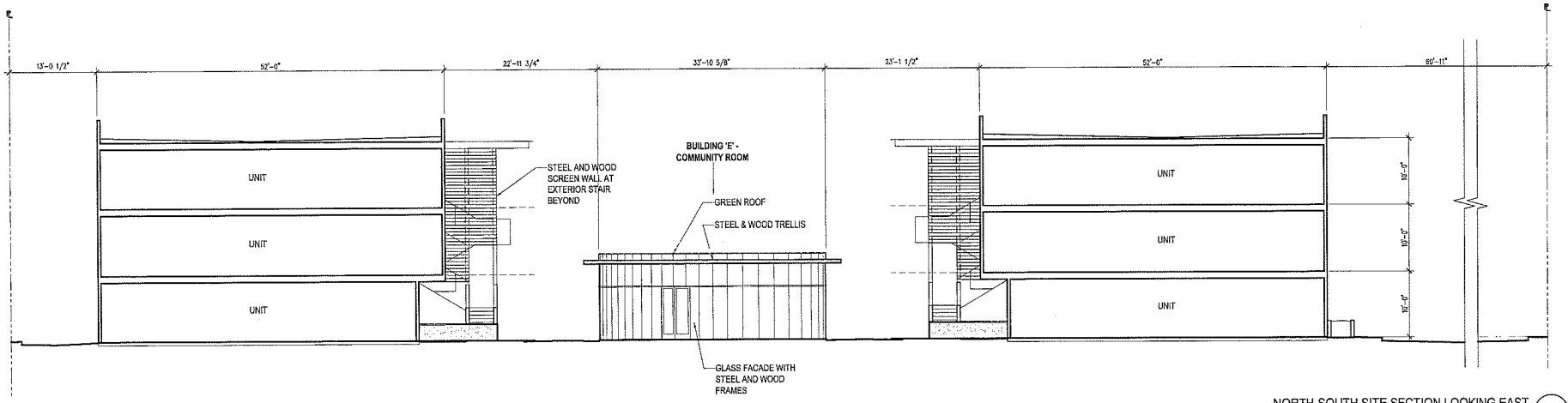
Resources for Community Development

A3.4C

KAVA MASSIH ARCHITECTS

920 Grayson Street | Berkeley, CA 94710





NORTH-SOUTH SITE SECTION LOOKING EAST (1)

SITE SECTIONS

1/16" = 1'-0" (11x17) 1/8" = 1'-0" (22x34)

JAN 4, 2013

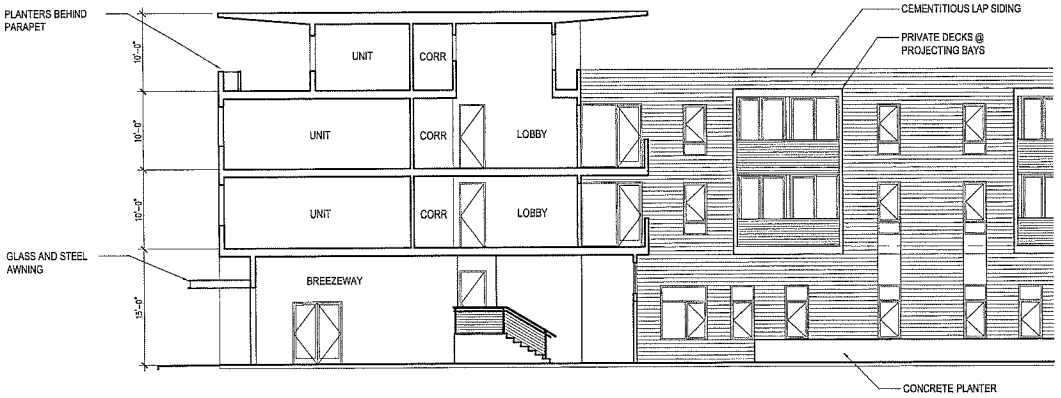
Ashland Family Housing | Ashland, California

Resources for Community Development

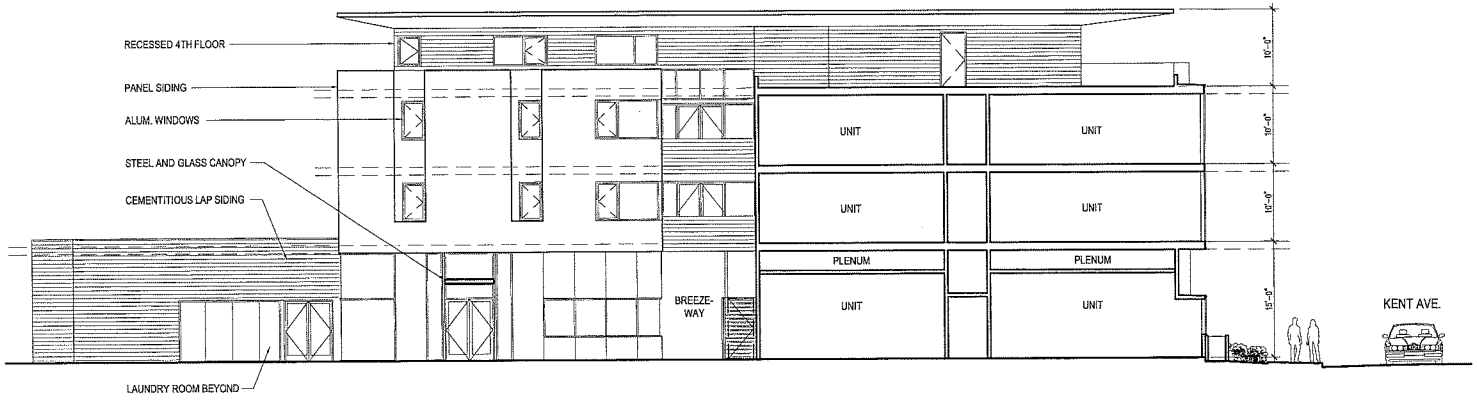
A3.5

KAVA MASSIH ARCHITECTS

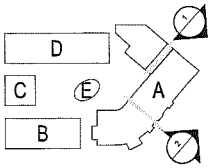
920 Grayson Street | Berkeley, CA 94710



SECTION AT BUILDING 'A' BREEZEWAY 1



LONGITUDINAL SECTION - BUILDING A 2



BUILDING SECTIONS

1/16" = 1'-0" (11x17) 1/8" = 1'-0" (22x34)

JAN 4, 2013

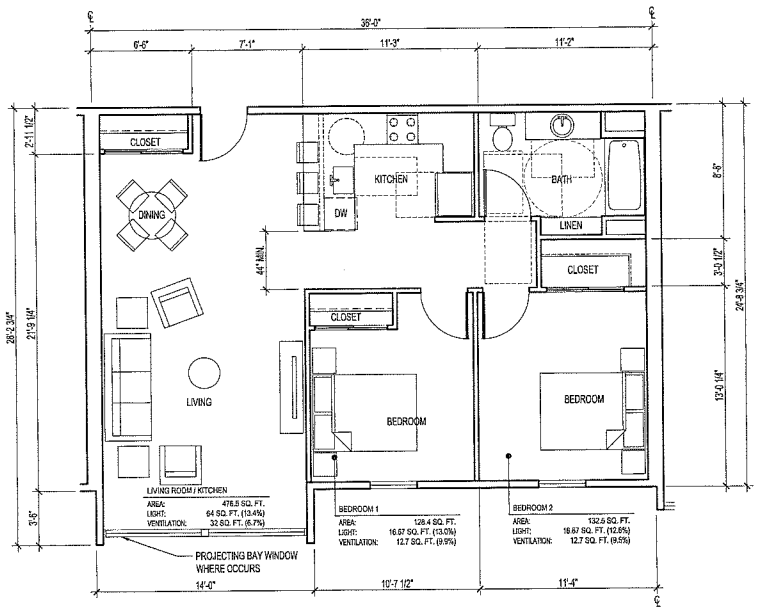
Ashland Family Housing | Ashland, California

Resources for Community Development

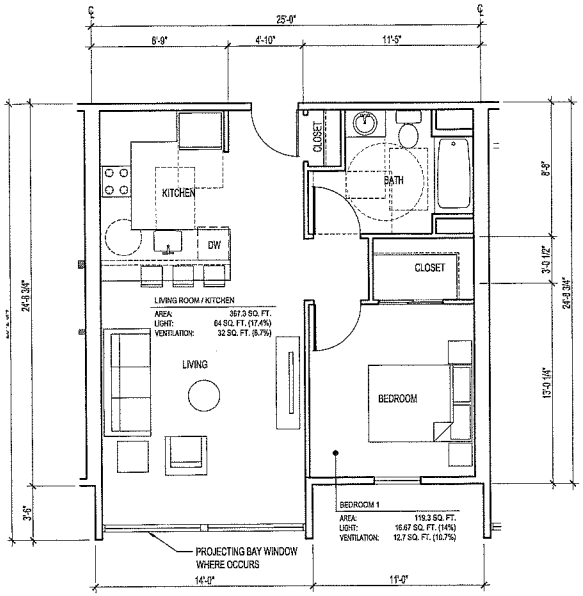
A3.6

KAVA MASSIH ARCHITECTS

920 Grayson Street | Berkeley, CA 94710



TYP. 2 BEDROOM FLOOR PLAN (917 SQ.FT.) 2
(ADAPTABLE @ 1ST FLOOR)
AS NOTED



TYP. 1 BEDROOM FLOOR PLAN (645 SQ.FT.) 1
(ADAPTABLE @ 1ST FLOOR)
AS NOTED

BUILDING A TYPICAL UNIT PLANS

1/8" = 1'-0" (11x17) 1/4" = 1'-0" (22x34)

JAN 4, 2013

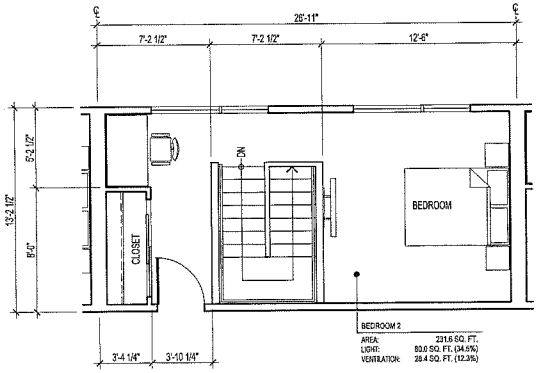
Ashland Family Housing | Ashland, California

Resources for Community Development

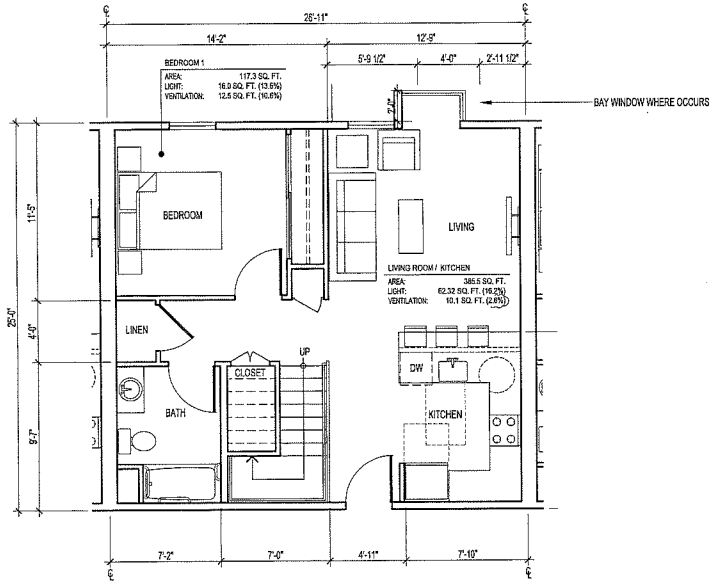
A4.1

KAVA MASSIH ARCHITECTS

920 Grayson Street | Berkeley, CA 94710



UPPER FLOOR PLAN (291 SQ.FT.)



LOWER FLOOR PLAN (625 SQ.FT.)

TYP. 2 BEDROOM TOWNHOUSE FLOOR PLAN (916 SQ.FT.)
AS NOTED
1

BUILDING A TYPICAL 2 BEDROOM TOWNHOUSE PLANS

1/8" = 1'-0" (11x17) 1/4" = 1'-0" (22x34)

JAN 4, 2013

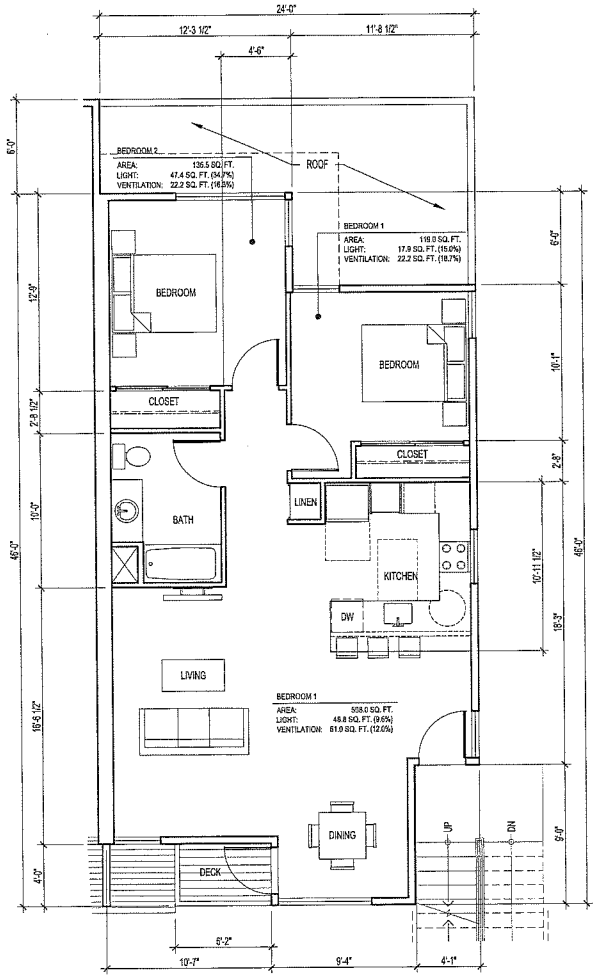
Ashland Family Housing | Ashland, California

Resources for Community Development

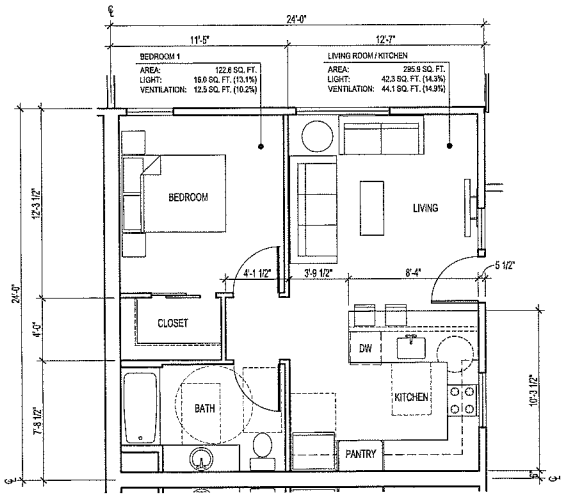
A4.2

KAVA MASSIH ARCHITECTS

920 Grayson Street | Berkeley, CA 94710



TYP. 2 BEDROOM FLOOR PLAN (955 SQ.FT.) 2
AS NOTED



TYP. 1 BEDROOM FLOOR PLAN (576 SQ.FT.) 1
(ADAPTABLE @ 1ST FLOOR)
AS NOTED

BUILDING B, C, D TYPICAL FLOOR PLANS

1/8" = 1'-0" (11x17) 1/4" = 1'-0" (22x34)

JAN 4, 2013

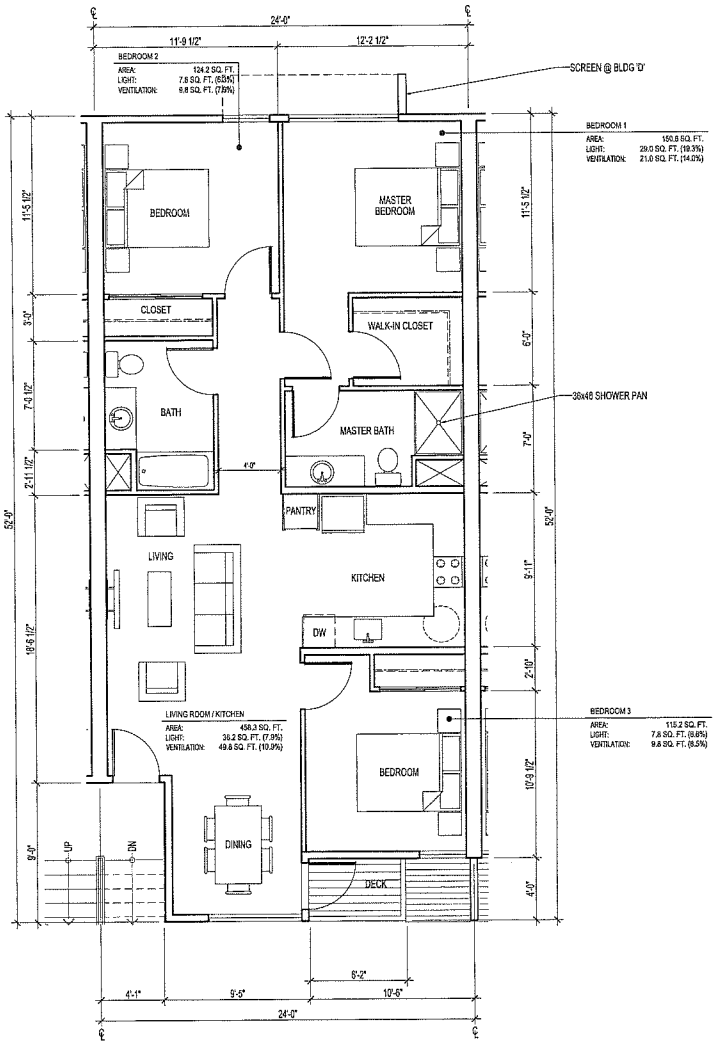
Ashland Family Housing | Ashland, California

Resources for Community Development

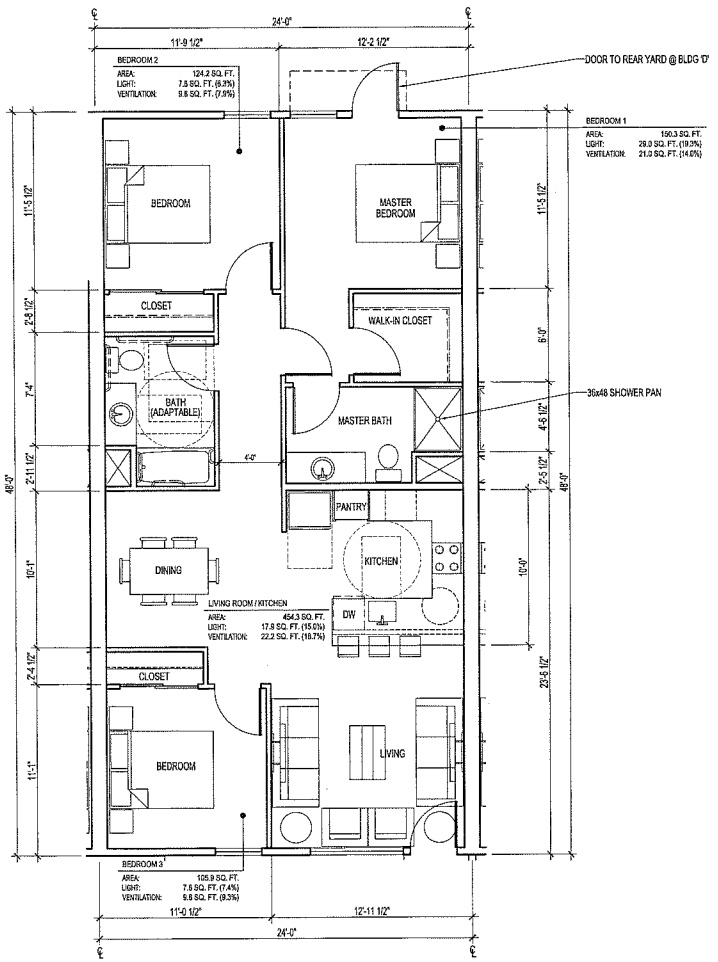
A4.3

KAVA MASSIH ARCHITECTS

920 Grayson Street | Berkeley, CA 94710



TYP. 3 BEDROOM FLOOR PLAN @ UPPER LEVEL (1,167 SQ.FT.) 2
AS NOTED



TYP. 3 BEDROOM FLOOR PLAN @ GROUND LEVEL (1,148 SQ.FT.) 1
(ADAPTABLE @ 1ST FLOOR)
AS NOTED

BUILDING B, C, D TYPICAL FLOOR PLANS

1/8" = 1'-0" (11x17) 1/4" = 1'-0" (22x34)

JAN 4, 2013

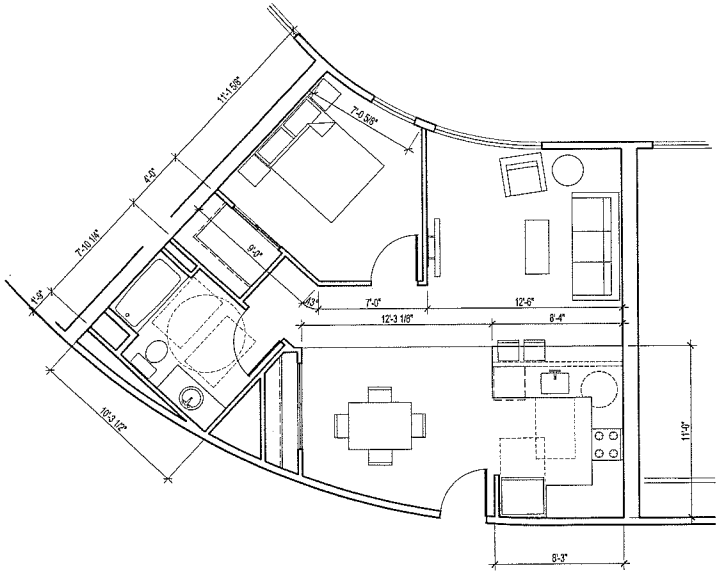
Ashland Family Housing | Ashland, California

Resources for Community Development

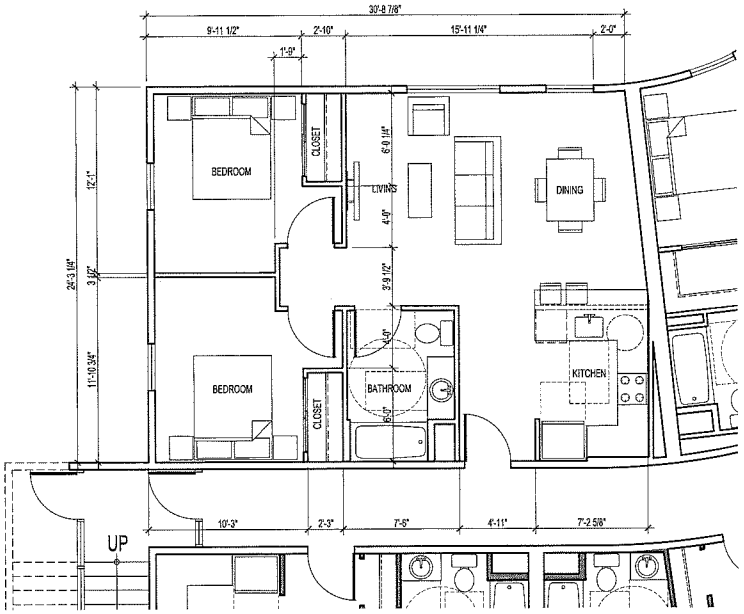
A4.4

KAVA MASSIH ARCHITECTS

920 Grayson Street | Berkeley, CA 94710



UNIT 1G - ADAPTABLE AT FIRST FLOOR (740 SQ.FT.) 2
AS NOTED



UNIT 2F - ADAPTABLE AT FIRST FLOOR (803 SQ.FT.) 1
AS NOTED

BUILDING A UNIT PLANS

1/8" = 1'-0" (11x17) 1/4" = 1'-0" (22x34)

JAN 4, 2013

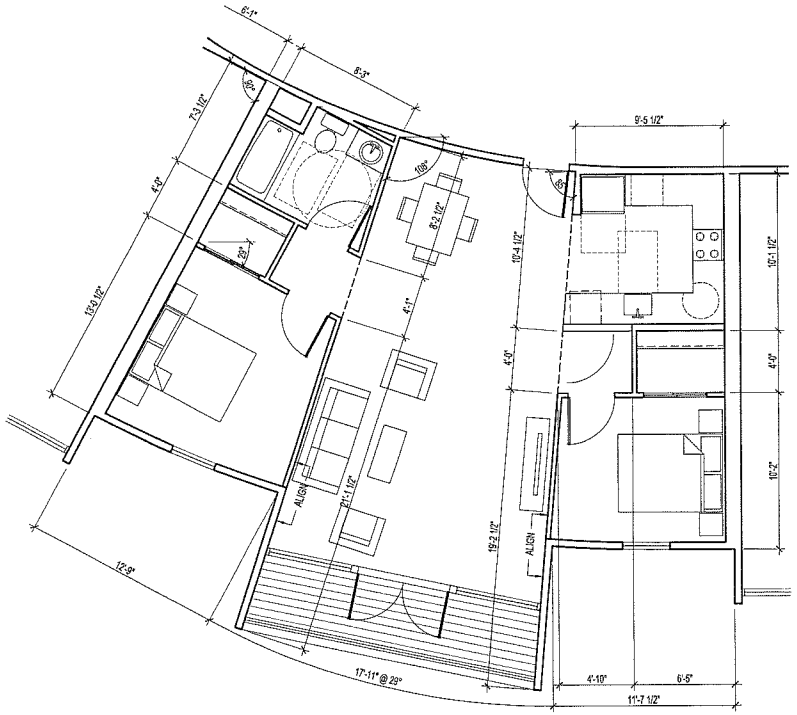
Ashland Family Housing | Ashland, California

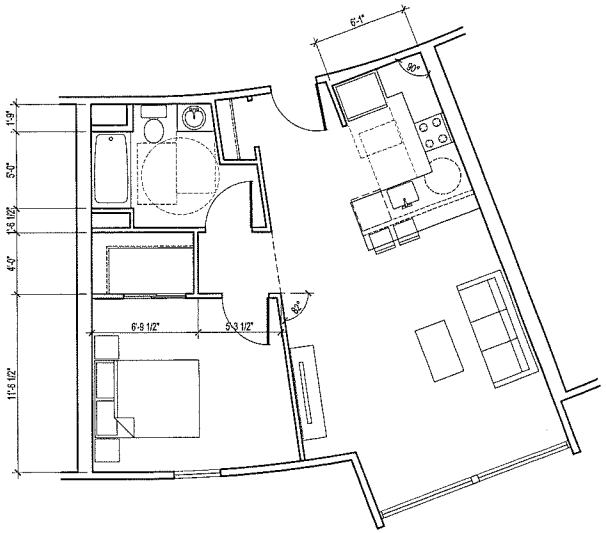
Resources for Community Development

A4.5

KAVA MASSIH ARCHITECTS

920 Grayson Street I Berkeley, CA 94710





UNIT 3E - ADAPTABLE AT FIRST FLOOR (963 SQ.FT.) 2
AS NOTED

UNIT 1F - ADAPTABLE AT FIRST FLOOR (710 SQ.FT.) 1
AS NOTED

BUILDING A UNIT PLANS

1/8" = 1'-0" (11x17) 1/4" = 1'-0" (22x34)

JAN 4, 2013

Ashland Family Housing | Ashland, California

Resources for Community Development

A4.6

KAVA MASSIH ARCHITECTS

920 Grayson Street | Berkeley, CA 94710



SITE PERSPECTIVE
NOT TO SCALE
JAN 4, 2013

Ashland Family Housing | Ashland, California
Resources for Community Development

A5.1

KAVA MASSIH ARCHITECTS
920 Grayson Street | Berkeley, CA 94710



SITE PERSPECTIVE
NOT TO SCALE
JAN 4, 2013

Ashland Family Housing | Ashland, California
Resources for Community Development

A5.2

KAVA MASSIH ARCHITECTS
920 Grayson Street | Berkeley, CA 94710



SITE PERSPECTIVE
NOT TO SCALE
JAN 4, 2013

Ashland Family Housing | Ashland, California
Resources for Community Development

A5.3

KAVA MASSIH ARCHITECTS
920 Grayson Street | Berkeley, CA 94710



SITE PERSPECTIVE
NOT TO SCALE
JAN 4, 2013

Ashland Family Housing | Ashland, California
Resources for Community Development

A5.4
KAVA MASSIH ARCHITECTS
920 Grayson Street | Berkeley, CA 94710



VIEW LOOKING NORTH ON E. 14TH STREET

NOT TO SCALE

JAN 4, 2013

Ashland Family Housing | Ashland, California

Resources for Community Development

A5.5

KAVA MASSIH ARCHITECTS

920 Grayson Street | Berkeley, CA 94710

1



2



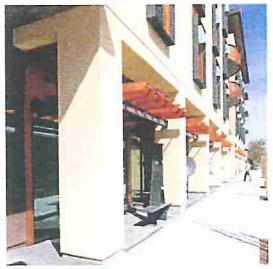
3



MATERIAL PALETTE:

1-PANEL SIDING
2-LAP SIDING
3-SHINGLE SIDING
4-CEMENT PLASTER
5-WOOD SIDING
6-TRANSLUCENT RESIN PANELS
7-CAST IN PLACE CONCRETE PLANTERS
8-ALUMINUM WINDOWS
9-WOOD FENCE
10-GREEN ROOF

4



5



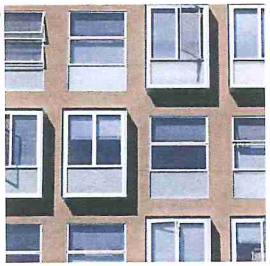
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7



8



9



10



MATERIALS PALETTE
NOT TO SCALE
JAN 4, 2013

Ashland Family Housing | Ashland, California
Resources for Community Development

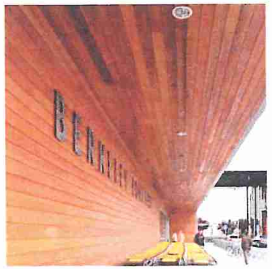
A10.1

KAVA MASSIH ARCHITECTS
920 Grayson Street | Berkeley, CA 94710

1



2



3



MATERIAL PALETTE:

1-LAP SIDING
2-WOOD SIDING
3-TRANSLUCENT RESIN SIDING
4-STUCCO W/ ALUMINUM WINDOWS
5-CAST IN PLACE CONCRETE STAIRS
6-ALUMINUM STOREFRONT WINDOWS
7-WOOD FENCE
8-METAL FENCE W/GRILLEWORK
9-GLASS/ALUMINUM GARAGE DOOR
10-COLORS

4



5



6



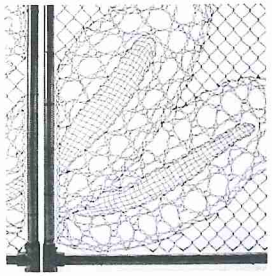


East 14th Street / Accent Colors

7



8



9



10



Kent Ave. / Primary Project Colors

MATERIALS PALETTE
NOT TO SCALE
JAN 4, 2013

Ashland Family Housing | Ashland, California
Resources for Community Development

A10.2

KAVA MASSIH ARCHITECTS
920 Grayson Street | Berkeley, CA 94710

ATTACHMENT F

Orduna, Rodrigo, CDA

From: Erik Alm [erik.alm@dot.ca.gov]
Sent: Tuesday, January 08, 2013 1:48 PM
To: Orduna, Rodrigo, CDA
Cc: 'Alicia Klein'; Gonzales, Fernando; Orfanos, Jaimie, CDA; Rogers, John; Kava Massih; Hawryluk, Marita, CDA; 'Mark Schlientz'; Nguyen, Tam; 'yatman_kwan@dot.ca.gov'; Keith Wayne
Subject: Re: Ashland Family Housing - MND response to Caltrans letter of 01/08/13

Rodrigo,

Thank you for your prompt response to our comments on the MND for the Ashland Family Housing proposal on SR 185. It had already been clear that the County had been coordinating with Caltrans on this effort, which is good to see. Your response does address the questions from our 1/8 letter, and we will let you know if we have any additional questions.

Erik Alm, AICP
District Branch Chief, Local Development/Intergovernmental Review
Office of Transit & Community Planning
Caltrans District 4
111 Grand Ave. (MS-10D)
Oakland, CA 94612-3717
510-286-6053

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

"Orduna, Rodrigo, CDA" <rodrigo.orduna@acgov.org>	To	"'erik_alm@dot.ca.gov'" <erik_alm@dot.ca.gov>
01/08/2013 12:02 PM	cc	"'yatman_kwan@dot.ca.gov'" <yatman_kwan@dot.ca.gov>, "Rogers, John" <johnr@acpwa.org>, 'Mark Schlientz' <Marks@kavamassiharchitects.com>, "Orfanos, Jaimie, CDA" <Jaimie.Orfanos@acgov.org>, "Gonzales, Fernando" <fernando@acpwa.org>, 'Alicia Klein' <aklein@rcdev.org>, Kava Massih <KavaM@kavamassiharchitects.com>, "Nguyen, Tam" <tam@acpwa.org>, "Hawryluk, Marita, CDA" <marita.hawryluk@acgov.org>
	Subject	Ashland Family Housing - MND response to Caltrans letter of 01/08/13

Greetings, Mr. Alm.

In response to your letter dated January 08, 2013 (see attached), which requests the following:

"*Traffic Operations* - Please provide Caltrans with entries and exists for this project on State Route 185. Please explain what is being planned for the pedestrians and bicyclists facility besides improving the sidewalk along East 14th Street."

Please note the following response:

The project will have only pedestrian access points (five total) onto the sidewalk of State Route 185 (East 14th Street). There will be no direct vehicular access onto SR 185. Vehicular access will be limited to one driveway curb-cut onto Kent Avenue, at a point approximately 150 feet southwest with the intersection with SR 185. Please see the diagram below, with the two red arrows representing the one vehicular ingress/egress, and the five green arrows representing the

pedestrian access points.

As stated in the Initial Study for the MND, the project will include a re-configuration of the intersection of Kent Avenue and SR 185, as shown in the attached "Ashland Family Housing Demolition Plan.pdf" document. Alameda County Public Works Agency staff and the project Applicant (RCD Housing), have been working with your colleagues at Caltrans to coordinate the specifics of this modification to the intersection.

The street improvements along SR 185 are currently ongoing, regardless of this housing project, as part of a streetscape improvement plan that was adopted in 1999 (see attached "E14 Technical MP.PDF" document) and updated in 2011 (see attached "00-Approved0805'2011 Wf Signature Page - ReportTextBody.pdf" document). This housing project would coordinate those sidewalk improvements already underway with the intersection realignment through coordination with your Caltrans colleagues.

Regarding the encroachment permit from Caltrans, the project applicant will do so in coordination with Alameda County Public Works Agency staff during the Building Permit phase of the project.

I hope that this email answers your questions regarding Traffic Operations for the Ashland Family Housing project.

Regards,

Rodrigo

Rodrigo Orduña, AICP, Bay-Friendly QLP
Senior Planner
Alameda County Planning Department
Community Development Agency

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

224 West Winton Avenue, Suite 111
Hayward, CA 94544
http://www.acgov.org/cda

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-----Original Message-----
From: planmpc7002scanner@acgov.org [mailto:planmpc7002scanner@acgov.org]
Sent: Tuesday, January 08, 2013 10:35 AM
To: Orduna, Rodrigo, CDA
Subject: Attached is your Scanned Document

This E-mail was sent from "RNP45022F" (Aficio MP C7501).

Scan Date: 01.08.2013 10:35:06 (-0800)
Queries to: planmpc7002scanner@acgov.org[attachment "20130108103506632.pdf" deleted by Erik Alm/D04/Caltrans/CAGov] [attachment "Ashland Family Housing Site Plan.pdf" deleted by Erik Alm/D04/Caltrans/CAGov] [attachment "Ashland Family Housing Site Plan.pptx" deleted by Erik Alm/D04/Caltrans/CAGov] [attachment "Ashland Family Housing Demolition Plan.pdf" deleted by Erik Alm/D04/Caltrans/CAGov] [attachment "E 14 Technical MP.PDF" deleted by Erik

Alm/D04/Caltrans/CAGov] [attachment "00-Approved0805'2011 Wf Signature Page - ReportTextBody.pdf" deleted by Erik Alm/D04/Caltrans/CAGov]

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-6053
FAX (510) 286-5559
TTY 711

Flex your power!
Be energy efficient!

January 8, 2013

ALA185071
ALA-185-2.56
SCH#2012121022

Mr. Rodrigo Orduna
Community Development Agency
Alameda County
399 Elmhurst Street, Suite 141
Hayward, CA 94544-1307

Dear Mr. Orduna:

Ashland Family Apartments – Mitigated Negative Declaration

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Ashland Family Apartment project. The following comments are based on the Mitigated Negative Declaration. As lead agency, the County of Alameda is responsible for all project mitigation, including any needed improvements to State highways. The project's fair share contribution, financing, scheduling, and implementation responsibilities as well as lead agency monitoring should be fully discussed for all proposed mitigation measures and the project's traffic mitigation fees should be specifically identified in the environmental document. Any required roadway improvements should be completed prior to issuance of project occupancy permits. An encroachment permit is required when the project involves work in the State's right of way (ROW). Caltrans will not issue an encroachment permit until our concerns are adequately addressed. Therefore, we strongly recommend that the lead agency ensure resolution of Caltrans' CEQA concerns prior to submittal of the encroachment permit application; see the end of this letter for more information regarding the encroachment permit process.

Traffic Operations
Please provide Caltrans with entries and exits for this project on State Route 185. Please explain what is being planned for the pedestrians and bicyclists facility besides improving the sidewalk along E. 14th Street.

Encroachment Permit
Any work or traffic control within the State ROW requires an encroachment permit that is issued by the Caltrans. Traffic-related mitigation measures will be incorporated into the construction plans during the encroachment permit process. See the following website link for more information: http://www.dot.ca.gov/hq/traffops/developserv/permits/

To apply for an encroachment permit, submit a completed encroachment permit application, environmental documentation, and five (5) sets of plans which clearly indicate State ROW to the address at the top of this letterhead, marked ATTN: David Salladay, Mail Stop #5E.

Should you have any questions regarding this letter, please call Yatman Kwan, AICP of my staff at (510) 622-1670.

Sincerely,

ERIK ALM, AICP
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

Orduna, Rodrigo, CDA

From: Cho, Andy Hyun-Jae
Sent: Wednesday, January 09, 2013 10:20 AM
To: Orduna, Rodrigo, CDA
Cc: Gonzales, Fernando; Rogers, John
Subject: RE: Ashland Family Housing on East 14th Street and Kent Avenue - Initial Studya and Mitigated Negative Declaration
Attachments: Ashland Family Housing WO62A87 geot review NOV 2012.pdf

Hi Rodrigo,

We have reviewed the Initial Study and Mitigated Negative Declaration (IS&MND) prepared for the subject project and have the following comment:

- Mitigation Measure G1 provided on page 16 and 69 of the *Environmental Checklist and Initial Study (IS),* and the study provided in Chapter 4, Section VI. *Geology and Soils* are referring to and relying on the geotechnical study that was performed by *Jensen-Van Lienden (JVL)* and the recommendations provided in the JVL's report dated May 18, 2011.

  In November 2012, the above-mentioned JVL's report was reviewed by our geotechnical engineering consultants, *Kleinfelder*, and it was their opinion that the JVL's report didn't adequately address the liquefaction hazard and expansion potential of near surface soils in the area and additional information would be required in order to satisfy the State and the County requirements; see attached Kleinfelder's review letter dated November 27, 2012. Based on the Kleinfelder's review, the suitability of using the JVL's report as a mitigation measure is questionable at this time. It is recommended that the comments those provided in the Kleinfelder's review letter be addressed adequately by the project geotechnical engineer and the necessary documents be provided to this office for review and approval. We believe that, as a minimum, the IS & MND document should refer to the Kleinfelder's review letter and provide a statement informing that the mitigation measures provided in the JVL are subject to further review and some revisions might be necessary.

Should you have any questions, feel free to contact me.

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

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From: Orduna, Rodrigo, CDA
Sent: Friday, December 14, 2012 11:27 AM
To: Rogers, John; Gonzales, Fernando; Nguyen, Tam; Carrera, Art; Cho, Andy Hyun-Jae; Stafford, Erica; Slofkosky, Richard, Sheriff; Snodgrass, Robert, ACFD; Lang, Allen; Laurence, Justin; 'Michael Condie (michael_condie@dot.ca.gov)'; 'Larry Lepore'; 'sbarros@sanleandro.org'; 'nlandau@actransit.org'; Hawryluk, Marita, CDA; Orfanos, Jaimie, CDA
Subject: Ashland Family Housing on East 14th Street and Kent Avenue - Initial Studya and Mitigated Negative Declaration

Orduna, Rodrigo, CDA

From: Rogers, John
Sent: Thursday, January 03, 2013 2:13 PM
To: Orduna, Rodrigo, CDA; Gonzales, Fernando; Laurence, Justin; Nguyen, Tam; Cho, Andy Hyun-Jae; Snodgrass, Robert, ACFD; Lang, Allen
Subject: RE: Ashland Family Housing - responses to second referral dated 11/20/12

Rodrigo-

I don't think it is a show-stopper, but one of the design details that remains open is a definite plan for the necessary storage and flow control of stormwater runoff on the site given the presumption that the proposed discharge to the Flood District collector will exceed the capacity of that collector. The presumed design involves the oversizing of the underground stormdrain collector(s) and the introduction of a metering device at the discharge point – and the working assumption mentioned by Fernando is that these details can be finalized later, but the catch is that the solution is underground and therefore hard to monitor after construction. I've asked Clean Water to confirm that this concept continues to be acceptable/tolerable to the Water Board, but it obviously raises the "out-of-sight, out-of-mind" question that the Board has used to limit the application of underground treatment devices.

By the way, the Flood District rules will require that we establish a permanent maintenance agreement covering the owner's continuing maintenance of the detention system, whatever it turns out to be. I going to assume that this maintenance responsibility will be added onto C.3.h and become part of a single Agreement with the Owner that would cover C.3 treatment, C.3 site design, and the District detention.

This same detention condition exists at Cliff Sherwood's project across the street.

JohnR

Orduna, Rodrigo, CDA

From: Cho, Andy Hyun-Jae
Sent: Thursday, January 03, 2013 12:05 PM
To: Orduna, Rodrigo, CDA
Cc: Rogers, John; Gonzales, Fernando; Lang, Allen
Subject: RE: Ashland Family Housing - responses to second referral dated 11/20/12
Attachments: OAK12L0370.pdf.pdf

Hi Rodrigo,

As you are aware, our peer reviewer performed a geotechnical review in November 2012 and concluded that the submitted reported did not adequately address the liquefaction hazard and expansive soils concerns at the subject site (PDF copy attached). Since then, we are yet to hear back on this issue. I do not believe this issue would prevent that hearing date from going forward, but this issue should be addressed prior to approval of the project.

Regarding the grading requirements, I do not foresee any major changes to the site due to the flat site condition. Only earthwork that is likely for the project is the remedial earthwork that might be necessary to mitigate the unfavorable geologic/geotechnical conditions and some fine grading required for drainage. Again, I do not believe this issue would prevent that hearing date from going forward.

Regards,
Andy

Orduna, Rodrigo, CDA

From: Gonzales, Fernando
Sent: Wednesday, January 02, 2013 5:27 PM
To: Orduna, Rodrigo, CDA
Cc: Rogers, John; Laurence, Justin; Nguyen, Tam; Cho, Andy Hyun-Jae; Snodgrass, Robert, ACFD; Lang, Allen; Valderrama, Arthur; Ackerman, Hank
Subject: RE: Ashland Family Housing - responses to second referral dated 11/20/12

Hi Rodrigo,

Just like the Tiburcio Vasquez Health Center Project which is just across East 14th Street, the outstanding issues for this project are more on the detailed engineering design of the storm drainage system, the water quality treatment measures, the traffic access/signalized intersection improvements and the interfacing with Caltrans master plan for East 14th Street, which for all intents and purposes will have to be addressed more comprehensively in the final improvement plan review stage and not something in the tentative condition stage.

However, I will leave it up to you to decide whether or not the absence of any formally agreed upon (by that I mean a 'final version' to be presented to the Board for a resolution) *"Road Right-of-Way Vacation Agreement"* between the Developer and Alameda County prior to January 14th is something that should prevent the public hearing from moving forward.

Thank you.

Fernando B, Gonzales, P.E.
Associate Civil Engineer
Construction & Development Services Department | Alameda County Public Works Agency
951 Turner Court, Room 100 | Hayward, CA 94545
e-mail: fernando@acpwa.org | (510) 670-5267 | (510) 670-5269 Fax

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MINUTES
ALAMEDA COUNTY PARKS, RECREATION AND HISTORICAL COMMISSION

Thursday, December 6, 2012
Alameda County Building, Public Hearing Room
224 Winton Avenue, Hayward, CA

A. CALL TO ORDER – ROLL CALL

The meeting was called to order at 3:50 p.m. by Commissioner Minard, Chair.

Commissioners Present:	Commissioners Excused:
Maryalice Faltings	Linda Willis
Al Minard	Audree Jones-Taylor
Stephen Sanger	
David Tam	
Tony Koep	Commissioners Absent:
Annalee Allen	Marie Cronin
	Guests:
	David Sadoff
	Dennis Waespi
Staff Present:	Marie Abbott, Livermore Heritage
Angela Robinson-Piñon	Alicia Klein, RCD
Nilma Singh	Vicki Beard, Historian

B. PLEDGE OF ALLEGIANCE

C. OPEN FORUM – *None*

D. APPROVAL OF MINUTES FROM PREVIOUS MEETINGS – November

Commissioner Faltings made a grammatical correction under 1063 Elgin St report on page 2; Commissioner Sanger requested that the motions under By-Laws be reflected separately with bullets (page 2); and staff made a correction on page 1, Staff Report – 'Recreation Open Space' to read 'Resource Conservation Open Space'. *Commissioner Faltings made the motion to approve the corrected November 1st Minutes and Commissioner Allen seconded. Motion carried unanimously.*

E. CHAIR AND STAFF REPORTS – *None*

F. OLD BUSINESS

1. **Ashland Family Apartments** ~ The Commission will discuss the Historic Resources Evaluations for the project.

   Ms Robinson-Piñon presented the staff report and introduced the project consultants.

Alicia Klein, Senior Project Manager, Resources for Community Development, provided background project information. Vicki Beard, Tom Origer & Associates, at the request of the Commission, explained the following in reference to the barn: historical integrity--roofing material and age, second story, interior modifications and foundation.

The Commission further discussed possible Commission actions, perhaps HABs documentation for the structure, and portions of structure made available for salvage and reuse. Ms. Klein concurred with the recommendation of recycling of demolished materials. *Commissioner Faltings made the motion that the Commission concurs with the initial Finding relating to the barn and buildings materials be salvaged for reuse. Commissioner Tam seconded. Motion carried unanimously.*

Commissioner Tam made the motion that the Commission concurs with the report in its entirety (structures located on the parcel are not historical resources) and Commissioner Allen seconded. Motion carried unanimously.

Orduna, Rodrigo, CDA

From: Carrera, Art
Sent: Friday, November 16, 2012 9:28 AM
To: Orduna, Rodrigo, CDA; Nguyen, Tam
Cc: Lepere, Bill
Subject: RE: Mtg tomorrow

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Lane widths okay, bulb-out on E. 14th to be constructed, crosswalk on north leg of E.14th will be incorporated in civil and signal design but installed with Phase II improvements, traffic signal controller – okay to be placed in plaza area.

Arthur G. Carrera, P.E., T.E.
Engineering and Transportation Program Manager
Alameda County Public Works Agency
399 Elmhurst Street
Hayward, CA 94544
(510) 670-5581

MEMORANDUM

DATE: November 8, 2012

TO: Albert Lopez, Planning Director

ATTENTION: Rodrigo Orduna, Development Planning Division

FROM: Fernando Gonzales, Development Services

SUBJECT: Application PLN2012-00169 – 16309 Kent Avenue

We received and cursory reviewed your exhibit and transmittal letter dated October 16, 2012, regarding the above application which is to allow a planned unit development for 85 units of affordable housing units and 1,434 square feet of commercial space on a 2.21-acre site, located at 16309 Kent Avenue, Ashland Area of Alameda County, bearing County Assessor's Designations: 080C-0479-021-00, -022-00, -023-01 and 023-02 and offer the following preliminary comments:

SPECIFIC

1. PG&E, EBMUD, Oro Loma, Comcast, AT&T and others which owns utility facilities presently existing in the in the present road configuration of Kent Avenue will have to agree to a relocation (which may include undergrounding of overhead lines) of their respective utility facilities to the new configuration of Kent Avenue that is acceptable to the ACPWA.

2. Apart from the accomplishment of item #1 above, Alameda County, thru a Board of Supervisors' action will only be willing to summarily vacate the present Kent Avenue and relinquish all its rights-of-way only if the Applicant, at its sole expense, will provide all the road improvement based on a design reviewed and approved, as well as completed construction work acceptable to both Caltrans and ACPWA.

3. The corresponding redesign of the Kent Avenue/East 14th Street/164th Avenue signalized intersection will have to be reviewed and acceptable to both Caltrans and ACPWA.

4. Re-alignment of Kent Avenue will have to adequately interface and/or compatible with the overall East 14th Street "Streetscape" by Caltrans.

5. Frontage of the proposed project should be appropriately designed in accordance with the East 14th Street Master Plan by Caltrans. Applicant will be required to obtain Caltrans and ACPWA approval of the building location behind the new intersection.

6. Applicant will be required to obtain Caltrans approval of any additional and/or proposed changes to the East 14th Street roadway drainage system. A specific language in the Conditions of Approval for the project should include Caltrans formal acceptance of

ownership and maintenance responsibility (not merely acknowledgement of Caltrans issuance of permit) of the proposed storm drainage line within the East 14th Street's road right-of-way. The development of the project site must fully comply with Provision C.3 of the Municipal Regional Stormwater Permit by integrating in the on-site storm drainage design post-construction stormwater control measures.

7. The project will be required to implement Hydrograph Modification Management (HM). With HM, the project therefore must include in the design of its storm drainage system detention measures, using the Bay Area Hydrologic Model (BAHM) program that must be sized to control the flow and duration of the stormwater runoff.

8. Any storm drain line proposed to be constructed within the Kent Avenue road right-of-way will have to be designed and constructed based on the County of Alameda guidelines. However, the storm drain line constructed will not be considered as "an extension" of the District's Zone 2, Line C-2 flood control facility.

9. The development of the site is not to augment storm runoff to the existing District's Zone 2, Line C storm drain facility downstream, located northwesterly of the project site, which cannot accommodate additional runoff that was not accounted for in its original design. A modified runoff coefficient factor, C' of 0.40 had been assigned to this site in the District's hydrology calculations prepared for the sizing of the existing storm drainage system along East 14th Street. If the proposed development warrants a higher runoff coefficient than the original C' value of 0.40, mitigation measures with adequate outlet and/or metering works will need to be included and implemented by the Project Developer in the design of the on-site storm drainage facility.

10. The design of mitigation measure will have to be reviewed and approved by ACPWA and any connection of the proposed on-site storm drain system to the District's flood control facility will have to be subject to a District flood encroachment permit prior to construction.

Traffic Department Comments on Kent Avenue/E. 14th Street Intersection

1. In order to determine an appropriate right-of-way boundary for the southeast corner, we recommend that the plan shows a complete layout of the intersection for the ultimate build-out scenario that is consistent with Alameda County East 14th Street / Mission Boulevard Master Plan (Master Plan) and meets the following design criteria:
    - Right of way and roadway dimensions need to be included for southeast corner.
    - Existing sidewalk width along the southeast corner appears inadequate for traffic signal controller cabinet. Cabinet should be located outside of the sidewalk area clear zone and provide appropriate visibility for the intersection. The southwest corner appears desirable and may utilize existing right of way.
    - Width of curb lane on Kent Avenue does not allow shoulder and bike lane area and space for the installation of bike detection. We recommend curb lane width to be 18 feet minimum without on-street parking and 24 feet minimum with on-street parking.
    - The recommended curb to curb width at intersection on Kent Avenue is 54 feet.

- Lane widths along E. 14th street needs to be consistent with typical sections shown in the Master Plan
- Sidewalk width and curb line alignment needs to be consistent with the East 14th Street / Mission Boulevard Streetscape project. The proposed sidewalk improvements and curb line alignment shown on the plan follows neither the East 14th Street / Mission Boulevard Streetscape project nor the recommendations suggested in the traffic impact analysis, June 2011, in Impact TRAF-3 section on page 30.
- Limit line and crosswalk crossing E. 14th Street need to be perpendicular with travel direction along E. 14th Street.
- The Master Plan includes a crosswalk crossing East 14th Street on the west side. Please add this crosswalk to the plan and accessible curb ramp. Even though this crosswalk may not be constructed as part of the development, the incorporation of this crosswalk will allow us to determine the location and to accommodate the installation of the crosswalk and curb ramp in the future. Please note that there is an existing bus stop on the north and far side of the intersection.
- The space behind the proposed Case A curb ramp and around the signal standards at the southeast corner appears inadequate. Please provide dimensions for these spaces in the revised plan.
- To ensure that adequate spaces are preserved for future improvements, we recommend all existing and future street amenities (i.e. trees, street lights, benches, bus shelters, curb ramps, fire hydrants, etc.) be shown in scale on the plan. The relocation of the existing bus shelter on the south side of E. 14th Street at Kent Avenue needs to be included as well.
- It is understandable that some elements may not be constructed as part of this project. However, it is important that adequate public right-of-way is preserved to allow ultimate build of the intersection in the future. We recommend that the plan layouts ultimate build-out of the intersection, incorporate all design elements specified in the Master Plan, and includes sidewalk width, shoulder areas and bike facilities along Kent Avenue.

2. The control cabinets and service enclosure shown on the plan do not appear in scale. Also, it is unclear if the proposed traffic controller cabinet and service enclosure are located within public right-of-way. Please provide a detail plan in engineering scale for the southwest corner for review. The detail plan should include the following:

   - Right-of-Way limit at the southwest corner.
   - Dimension of the existing sidewalk width.
   - All above ground facilities, including magazine racks and phone booth.
   - Locations of traffic controller cabinet, service enclosure and foundations in scale

3. It is anticipated that the remaining portion of the block along East 14th Street between 163rd and 164th will already be completed in accordance with the master plan with the Youth Center project. In light of this, it is recommended that this development completes the

frontage improvements consistent with the master plan, as well. This will also save the loss of improvements installed herewith.

4. Upon the completion of the plan layout, we will evaluate the limit of on-street parking restriction on Kent Avenue.

Mitigated Negative Declaration/Initial Study

1. On page 11:

    - Specify Edendale Park ball field use. Is it baseball or multi-use?
    - A Storm Water Permit is also required for this project and should be identified in the list of other County permits and also identified on page 24.
    - A California State Water Resources Control Board Construction General Permit is also required for this project and should be listed under "Other Agency Permits".

2. On page 14:

    - SW1 references a Storm Water Quality Control Plan but later a SWPPP. Are the two intended to be the same? If so, there needs to be a correction. Storm Water Pollution Prevention Plan (SWPPP).

3. On page 21:

    - Amenities references raised planting beds for residents. Are the raised planting beds to be used as stormwater treatments or urban vegetable gardens?

4. On pages 30 and 31:

    - Considering that a lighting plan has not yet been submitted there could be potential impacts for light and glare. Therefore, "d" should be marked Less than Significant with Mitigation. Measures can be made to ensure that impacts are not significant and should be identified in this section. Example measures would be to ensure all external lighting features shine in a downward manner and do not shine above the horizontal plane.
    - The historic resource description is poorly written and does not adequately describe the results of the "HISTORIC & CULTURAL RESOURCES EVALUATION". However, it seems that the on-site trees were not evaluated for historical importance. All of the trees will need to be addressed.

5. On page 43:

    - The documentation provided to substantiate the "Less than Significant" answers for biological resources questions are inadequate. A Biological Assessment (BA) that provides analysis of the species and habitat needs to be conducted. Once the BA is

provided an accurate evaluation of this section can be made. The BA should provide analysis on endangered species as well as migratory birds. Migratory birds may be impacted because the project proposes to remove trees, buildings, and will produce construction noises. Species, riparian areas, and wetlands downstream of the project may also be impacted by stormwater flows (increased runoff, creek scouring, and pollution) and will need to be addressed.

6. On page 67:

   - The "Water Quality" sections fails to address hydromodification and the Flood Control District hydrologic criteria or explain what types of stormwater treatment facilities will be installed to meet the C3 requirements.
   - The following statement is incorrect "According to the requirements of Provision C.3 of the Alameda County SWPPP amended National Pollutant Discharge Elimination System (NPDES) permit, the project proposes ≥ 10,000 square feet of impervious surface; therefore, a SWPPP is required for the project." C6 of the MRP requires that projects disturbing over 1 acre are required to have a SWPPP.

7. On page 101:

   - No data or report for #15 was provided as part of the document.

GENERAL COMMENTS

1. Any right-of-way dedication, road improvements, and any necessary relocation of utility facilities shall be at no cost to the County.

2. All property dedication to the County will be done in a form and a manner acceptable to the Real Estate Division, Public Works Agency.

3. All roadway and storm drain facilities are to conform to Alameda County's Subdivision Design Guidelines and Hydrology and Hydraulics Criteria Summary. All work must be in compliance with Alameda County ordinances, guidelines, and permit requirements.

4. Acquire an encroachment permit from Alameda County for all work within the roadway right-of-way.

ROADWAY

Public Street Improvements

5. Note on the plans: "The proposed street structural section is to be designed by a Registered Civil Engineer and approved by the County Engineer." The minimum public road pavement section, including conform pavement tie-in, shall consist of 3 inches of asphalt

concrete over 8 inches of aggregate base.

6. The applicant's engineer should evaluate the intersection for adequate intersection sight distance and recommend appropriate measures (on-street parking restrictions, fence and landscaping limitations, grading, etc.) to ensure that the required intersection sight distance is maintained.

Driveways/Private Streets

7. Because of the size of this development and the complexity of the proposed improvements a homeowners association should be formed to provide for the maintenance of the proposed on-site improvements, which will be shared.

8. Design the private street to conform to County private street criteria.

9. On-site driveway and parking area structural pavement section are required to be designed by a civil engineer. The minimum structural section should be 3 inches asphalt concrete over 6 inches aggregate base, or equivalent. The minimum structural section for emergency vehicle access roads is 6 inches of asphalt concrete over filter fabric, if required.

10. All paved slopes should have a minimum 0.5 percent grade.

11. The maximum driveway grade should not exceed 15 percent. Grades up to 20 percent may be allowed if use of this grade is consistent with good engineering practice and County Fire Department concerns are satisfied.

12. Adjacent driveways shall have minimum separation of 3 feet from edge of flare to edge of flare.

13. Minimize the number of access points from the site to the road. One access point is recommended.

Utilities/Signs

14. Fire hydrants are required to be located a minimum of 2.5 feet to their centerline from the face of curb.

15. Show the fire hydrant and electrolier on the roadway typical section, and a passage way consistent with ADA requirements provided around these facilities. If there is inadequate space within the sidewalk for the utilities, locate them behind the sidewalk within a public services easement.

STREETLIGHTS

16. Streetlights on private streets shall be privately owned and maintained. Ownership, maintenance, and responsible party for payment of the streetlight energy bills shall be clarified in appropriate documents such as C.C.&R.'s, Improvement and Streetlight Plans, and Final Map.

17. Streetlights on public streets shall meet County standards and upon acceptance by the Board of Supervisors, they shall be owned and maintained by the County. These lights shall be energized at the PG&E LS-2 rate schedule.

18. Streetlights shall be installed at the locations shown on plans approved by the County in accordance with the Streetlight Design Guidelines and Specifications. Streetlight plans shall include electrolier and foundation details, trench detail, and a circuitry plan that includes pole identification numbers, PG&E service points, underground conduit size, wires, alignment, and pull box locations.

19. The circuitry for the streetlights that will be privately owned and maintained shall be separate from the circuitry for the streetlights that will be owned and maintained by the County.

20. All electroliers shall be anchored to a concrete footing and must comply with the County's grounding requirement.

21. Adequate streetlighting shall be provided at the entrance and on-site according to County requirements. Streetlights shall be located at least 3 feet from driveway flares, 5 feet from fire hydrants, and 20 feet from trees.

22. Decorative electroliers can be considered for private streets; however, wood poles are no longer recommended.

23. The County standard electrolier on public roadways is the Type 15 galvanized steel pole with a cutoff, cobra head luminaire.

24. Prior to any trenching for streetlight conduits and installation of streetlight facilities, approval to begin work shall be obtained from the County inspector.

STORM DRAINAGE

On-Site Storm Drain Design

25. No sheet flow of drainage shall flow over the sidewalk area. Collect all drainage on the property and discharge to the road gutter using the County's Standard Sidewalk Drain SD-527 or to the storm drain culvert in the roadway.

26. The minimum size pipe allowed in the County right-of-way is 18 inches in diameter. This office recommends that all storm drains be no less than 18 inches in diameter to minimize maintenance problems.

27. Catch basins deeper than 3 feet must have a minimum top opening of 2' x 3' and must have steps for access.

28. Do not block the runoff from the adjacent properties. The drainage area map created for the

project drainage design calculations shall clearly indicate all areas tributary to the project site.

29. Do not augment or concentrate runoff to the adjacent properties to the rear or side of the development area.

30. Develop a contingency overland flow drainage plan to account for blocked drainage inlets and the 100-year storm. The emergency overflow plan should show emergency overflow contained within the roadway right-of-way. Show right-of-way on the tentative map between lots to allow passage of emergency overflow releases, where low point cul-de-sac's or other internal low points are unavoidable. The potential area of flooding should not extend outside the roadway right-of-way, unless approved by the Public Works Agency.

31. No structure or load is to be placed over the storm drainage pipe.

Downstream/Off-Site Facilities

32. The engineer must prove that the existing storm drainage system will be adequate to accept augmented runoff from the development area.

STORM WATER QUALITY MEASURES

33. It is the responsibility of the applicant to comply with Federal, State, and local water quality standards and regulations. In order for the County and the Applicant to comply with the Alameda Countywide Clean Water Program's (ACCWP) National Pollutant Discharge Elimination System (NPDES) Municipal Storm Water Permit issued by the San Francisco Bay Regional Water Quality Control Board, water quality protection must be implemented both during construction and after construction. Permanent measures to protect water quality will reduce pollution that is commonly produced from the creation of new impervious surfaces such as roads and roof tops. The applicant shall provide measures to prevent discharge of contaminated materials into public drainage facilities both during construction and post-construction periods. The primary references for providing stormwater treatment are "ACCWP C.3 Stormwater Handbook" and the "California BMP Handbook for New Development and Redevelopment, 2003". These and other resources are available at no cost electronically at the ACCWP website, www.cleanwaterprogram.org. A printed version of the "ACCWP C.3 Stormwater Handbook" can be purchased at the Public Works Map & File Room, 399 Elmhurst Avenue, Hayward, CA 94544. A printed version of the "California BMP Handbook for New Development and Redevelopment, 2003" can be purchased through www.cabmphandbooks.com.

34. Due to the impacts impervious surfaces have on creeks and water quality, new development projects must provide stormwater quality treatment according to numeric sizing standards. In order for this project to be in compliance with the provisions of the National Pollutant Discharge Elimination System (NPDES) Municipal Storwmater Permit, stormwater is to be treated on this project site. Treatment of stormwater is to be provided through the implementation of landscape features. Should the applicant find that landscape features are

not practicable, applicant must demonstrate impracticability with calculations, geo-technical review and/or soil analysis. After review by Land Development, alternative options may be explored. The stormwater treatment system must be maintained in perpetuity. Maintenance language, identifying the type of maintenance, frequency of maintenance and the party responsible for providing maintenance, must be included in a recorded maintenance agreement and/or on the deed prior to finalizing the project.

In addition and separate from the requirements above, applicable projects located in an erosion-susceptible area, creating and replacing one acre or more of impervious surface, and "deemed complete" after June 12, 2007 by the Alameda County Community Development Agency's Planning Department, shall comply with the Hydromodification Management Requirements of the "ACCWP C.3 Stormwater Handbook". The default compliance method for project designers is the use of the Bay Area Hydrology Model (BAHM) software. The BAHM software and the electronic version of its user manual are available for download at www.bayareahydrologymodel.org.

35. Projects with land disturbances greater than one acre must file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) per the regulations of the General Construction Activities NPDES permit. The SWRCB will require the preparation of a Storm Water Pollution Prevention Plan (SWPPP). Two copies of the NOI & the SWPPP must be submitted, one to the Project Engineer and one to the Grading Division prior to issuance of a grading permit and prior to any land disturbance on the site.

36. The developer shall design all landscaping irrigation so runoff is minimized. Design of landscaping shall consider that the use of pesticides and fertilizers shall be minimized to prevent storm water contamination (i.e., native and/or pest resistant plants).

37. The developer shall provide the Alameda Countywide Clean Water Program brochure entitled "The Bay Begins At Your Front Door," available to initial property buyers/occupants at the time of property sales/move-in. The applicant may contact the Alameda Countywide Clean Water Program at 510-670-5543 for information on obtaining the above-mentioned literature.

38. In order to help discourage the disposal of litter and other pollutants into the drains, the developer shall stencil, emboss the concrete, or affix an iron placard on all storm drain inlets where storm water runoff from the site may enter the storm drain system with the message "NO DUMPING! DRAINS TO BAY," or other approved wording. The applicant may contact the Alameda Countywide Clean Water Program at 510-670-5543 to obtain stencils.

39. Outdoor storage of potential pollutants or storm water contaminants must be under a roof, cover, or temporary tarp during the rainy season.

40. If a homeowners association is being formed, the HOA shall provide the Alameda Countywide Clean Water Program brochure entitled "The Bay Begins At Your Front Door," to new owners upon resale of any properties within the development. The applicant may contact the Alameda Countywide Clean Water Program at 510-670-5543 for information on obtaining the brochures.).

41. Trash enclosures and recycling areas must be completely covered. Grading and drainage for the trash enclosure area shall ensure that no other area shall drain into this area and this area shall not drain out to another area. Drains from trash and/or recycling areas shall not connect to the storm drain. If drains are used they shall connect to the sanitary sewer, with the approval of the Sanitary District. Contact your sanitary district for their standards.

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

Any geotechnical related comments will be forthcoming once additional comments from peer review are obtained. Also, more detailed comments will be provided once civil plan drawings and drainage calculations are submitted for our review.

Let me know if you should have any questions.

Thank you.

COUNTY OF ALAMEDA

PUBLIC WORKS AGENCY

INTER-OFFICE COMMUNICATION

DATE : November 07, 2012

TO : Rodrigo Orduna, Development Planning Division

FROM : Andy Cho, Grading Section, Construction and Development Services

SUBJECT : **PLN 2012-00169 (Ashland Family Housing, 16309 Kent Ave., San Lorenzo)**

This office is in receipt of your email dated October 23, 2012 requesting comments on the proposed environmental study for the subject application. We have reviewed the Section *VI.GEOLOGY AND SOILS* and offer the following comments and recommendations at this time:

1. Concerning the checklist (C) "*Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*", it is our opinion that "*Less than significant with Mitigation*" is more proper for this condition.

2. On page 54, it was stated as below:

   "*In summary, while liquefaction of soils underlying the site is possible, liquefaction would not present a hazard for structures supported on spread footings, provided that the mitigation measure recommended below is implemented.*

   California Building Code Design Parameters
   Site Class D
   Short period spectral acceleration is 1.959 g
   One-second period spectral acceleration is 0.758 g"

   Although this measure provides the seismic parameters for the building design in regards to the seismic condition, it is not necessary considered as a mitigation measure for the liquefaction hazard. Per the report, the mitigation measure recommended for the liquefaction is by densifying of the liquefiable soils. It is suggested that the statement be revised accordingly.

3. The geotechnical report including the liquefaction hazard assessment must be review and approved by the County prior to issuance of a building permit in conformance with the provisions of the *Seismic Hazard Zones Mapping Act* and the Special Publication 117A "*Guidelines for evaluating and mitigating seismic hazards in California*". Such review will require a technical review by the County's geotechnical consultants. It is suggested that this requirement be included as a mitigation measure as appropriate.

Feel free to contact me at andyhjc@acpwa.org or x56451 if you have any questions.

/ac

ALAMEDA COUNTY COMMUNITY DEVELOPMENT AGENCY
PLANNING DEPARTMENT

Chris Bazar
Agency Director

Albert Lopez
Planning Director

224
West Winton Ave
Room 111

Hayward
California
94544

phone
510.670.5400
fax
510.785.8793

www.acgov.org/cda

COMM. DEVEL. DEPT.
OCT 18 2012
SAN LEANDRO
RECEIVED

PROJECT REFERRAL

Date: October 16, 2012
RE: Case No. PLN2012-00169
Zoning Map Amendment

Due Date: November 2, 2012

CITY OF SAN LEANDRO PLANNING	CALTRANS DISTRICT 4
SAN LORENZO UNIFIED SCHOOL DISTRICT	ASHLAND AREA COMMUNITY ASSOC
CHERRYLAND COMMUNITY ASSOC.	ACPWA JOHN ROGERS
PLANNING TECHNICIAN	PRHC
A.C. TRANSIT	ACPWA BUILDING DEPARTMENT
ACPWA CLEAN WATER DIVISION	ACPWA LAND DEVELOPMENT
CDA POLICY PLANNING	ACPWA TRAFFIC
ALAMEDA CO. FIRE DEPT.	ALAMEDA CO. REDEVELOPMENT SUCCESSOR AGENCY
ALAMEDA CO. ZONING ENFORCEMENT	SHERIFF PERMITS DEP. RICHARD SLOFKOSKY
CDA HOUSING AND COMMUNITY DEV.	H A R D
ALAMEDA COUNTY WASTE MANAGEMEN	EAST BAY MUNICIPAL UTILITY DISTRICT
ORO LOMA SANITARY DISTRICT	PACIFIC GAS & ELECTRIC
LAND SURVEY ALBERT JORDAN	RIGHT OF WAY CVCS, PWA

The following application is referred to you for your information and recommendation:

to allow planned unit development for 85 units of affordable housing and 1,434 sq. ft. commercial space on a 2.21 acre site., located at 16309 Kent Ave (Ashland), Side: W; Distance: 50 ft; Direction: S; Of Cross St: E 14th St
APN: 080C-0479-021-00 080C-0479-022-00 080C-0479-023-01 080C-0479-023-02

A Mitigated Negative Declaration and Initial Study, a written report stating that the proposed project may have significant effects on the environment but that revisions to the proposal made by or agreed to by the applicant would avoid or reduce such effects to clearly less-than-significant levels, is proposed to be adopted pursuant to the California Environmental Quality Act, and State and County CEQA Guidelines. When completed, a separate notice will be provided, at which time it will be available for public review at the offices of the Planning Department, 224 W. Winton Avenue, Room 111, Hayward, California 94544.

Receipt of your comments by the indicated due date will enable the inclusion of relevant information in the preparation of a written staff report; otherwise, please

PROJECT REFERRAL

Date: October 16, 2012
RE: Case No. PLN2012-00169

initial and date below that your organization, department or agency has no comment and return this notice by the indicated due date.

Please send a copy of your recommendation(s) to the applicant.

If you have any questions, please contact me at the above number.

Sincerely,

Rodrigo Orduna
Development Planning Division
rodrigo.orduna@acgov.org

cc: Applicant: KAVA MASSIH ARCHITECTS // SCHLIENTZ, MARK 920 Grayson St, Berkeley, Ca 94710
Owner: EPLIN, THOMAS M 5431 Blackhawk Dr, Danville, Ca 94506
Owner: RCD // KLEIN, ALICIA-SR PROJECT MGR 2220 Oxford St, Berkeley, Ca 94704

_____ No Comment - Date 11/2/12

Attachments

TOM LIAO

ACTING COMMUNITY DEVELOPMENT DIRECTOR

Orduna, Rodrigo, CDA

From: Stafford, Erica
Sent: Thursday, October 18, 2012 2:42 PM
To: Orduna, Rodrigo, CDA
Subject: Kent Ave

Hi Rodrigo,
One item I forget to stress in my previous e-mail is, under Streets and Highways code 8330, the County cannot summarily vacate a street or highway if it would terminate public service easements. Since the road portion of Kent contains all of the public utility facilitates, they would need to be relocated before I am able to go to the Board of Supervisors and the County can legally vacate Kent. Once the County vacates, it has no legal rights or responsibilities.

Erica M. Stafford, Associate Right of Way Agent
Alameda County Public Works Agency
399 Elmhurst Street
Hayward, CA 94544-1307
510-670-5588 Telephone 510-670-5247 Fax
E-mail: erica@acpwa.org

From: Stafford, Erica
Sent: Thursday, October 18, 2012 12:05 PM
To: Orduna, Rodrigo, CDA
Subject: RE: PLN2012-00169 - new 85 units plus commercial space - request for comments by 11.02.12

Rodrigo,
As discussed in the meeting with Jaimie on October 5, my main concerns are logistical and legal in nature. Once the Kent roadway is vacated, the County has no legal responsibility, so the roadway at Kent should be closed to the public. I am not sure that the developer wants legal responsibility for the public traveling on a vacated roadway.

I am also unsure as to how the developer wants to handle the utility relocations. The new configuration needs to be constructed at Kent for the utilities to move to the south. Portions of this property are owned by the County in fee and will be purchased by the developer. Some is road easement that will be vacated. I do not want to vacate a road that has utilities in it. I think it would be better if it was done under an encroachment permit and the roadway is vacated after relocation. However, their loan financing may require that they have the land for the project in their ownership.

This project should be reviewed by Caltrans ASAP due to the change in traffic circulation and changes at the signalized intersection. Also, the utility plans show the project tying into the storm drain in Kent then to FC in the middle of E-14th. So you have the jurisdiction of the Road & R/W Department for Kent, the Flood Control District and R/W for the SD in E 14th and Caltrans jurisdiction for anything that occurs in E 14th also.

As to PG&E, I am not sure if this is a franchise area. If so, they move really slow if the construction is at their cost. Has PG&E been contacted regarding the pole line/utility relocations?

Finally, the developer provided a purchase appraisal to the County based on estimated areas for the project. The final areas will need to be determined for the County to proceed. Metes and bounds legal descriptions and plats will need to be prepared to convey property to the developer. Their engineering firm needs to do this. It will need to be reviewed by County Surveys.

ORO LOMA SANITARY DISTRICT

BOARD OF DIRECTORS
Howard W. Kerr, President
Laython N. Landis, Vice President
Roland J. Dias, Secretary
Timothy P. Becker, Director
Frank V. Sidari, Director

GENERAL MANAGER
Jason J. Warner

October 18, 2012

Alameda County Community Development Agency
Development Planning Division
Attention: Rodrigo Orduna
224 W. Winton Avenue
Hayward, California 94544

SUBJECT: Development Review for PLN2012-00169
APN: 080C-0479-021-00, 022-00, 023-01 & 023-02
LOCATION: 16309 Kent Avenue

Yes	■	No	☐	Within Oro Loma Sanitary District boundaries?
Yes	■	No	☐	Treatment Plant capacity available?
Yes	■	No	☐	Collection System Capacity available?

Collection system and treatment plant capacity available for this proposed development cannot be guaranteed beyond the date of this form. Willingness to provide service does not imply approval of any design concepts or improvement plans.

Comments: See attached Exhibit A for Conditions of Approval

If you have any questions, or need additional information, please call me at (510) 481-6997.

Very truly yours,

Bennett Cruz
Associate Engineer

2655 Grant Ave ■ San Lorenzo, CA 94580 ■ (510) 276-4700 ■ Fax (510) 276-1528 ■ Email: info@oroloma.org
www.oroloma.org

EXHIBIT "A"
DEVELOPMENT REVIEW FOR PLN2012-00169
APN 080C-0479-021-00, 022-00, 023-01 & 023-02
16309 KENT AVENUE

CONDITIONS OF APPROVAL

While it is the District's intention to serve the subject development for sanitary sewer, a firm commitment to serve this development is subject to the following requirements:

a) The applicant shall submit a complete sanitary sewer plan for all on-site and off-site improvements prepared by a Registered Civil Engineer for the review and approval of the District Engineer. All sanitary sewer improvements shall be designed and constructed in accordance with the District's Design Standards, Specifications and Standard Plans, unless otherwise specifically approved by the District Engineer. Sanitary sewer improvements shall include, but not limited to, sanitary sewer lateral for each residential dwelling, off-site sanitary sewer systems and associated structures necessary for a complete and acceptable sanitary sewer improvement project. No private or public lift station shall be constructed within the project boundary.

b) Sanitary sewer is available within the project site. The Developer, at its cost, shall provide capacity analysis of the affected sanitary sewer system and provide alternative solutions if capacity deficiencies exist. If upsizing of the system is required, the Developer shall construct the required improvements as part of the subdivision improvements. Any approved sewer system upgrades shall be completed prior to issuance of the first occupancy permit.

c) The applicant shall submit an estimate of the cost of all sanitary sewer work to be performed, both within the public rights-of-way and the project boundaries.

d) A separate District Permit shall be obtained prior to installation and connection of all on-site and off-site sanitary sewer lines to the District facility and compliance to the conditions set forth in the permit.

e) The applicant shall pay design review fees, permit fees, inspection fees, connection fees and any other fees charged by the District or other agencies for the review, approval, permitting, inspection and construction of the above listed public and private improvements.

f) Any existing pipelines or structures, that are to remain after development, if damaged during construction, shall be replaced to the satisfaction of the District Engineer.

g) All sanitary sewer lines that are to be maintained by the District shall be located within easements granted to Oro Loma Sanitary District. The Developer shall install manhole(s) at the point(s) of connection to public sewers to clearly demarcate maintenance responsibilities.

h) All of the sanitary sewer facilities constructed within the boundaries of the project shall be privately owned and maintained by the project Homeowner's Association,

unless otherwise noted on the approved improvement plans, up to the point of connection of the systems to an existing public facility.

i) No street paving for any streets shall be constructed unless and until any required sanitary sewer system installation of the sewer facilities in the subject streets has been completed.

j) Prior to final acceptance of the sanitary sewer improvements, the Developer shall submit to the District Engineer a computer disk with a file of the points and lines of the complete improvement plans in an AutoCAD readable format compatible with the District's Automated Mapping System.

This is a general plan of development. All details of sanitary sewer design and construction are subject to the approval of the District Engineer.

ORO LOMA SANITARY DISTRICT
ENGINEERING DEPARTMENT
2600 GRANT AVENUE
SAN LORENZO, CALIFORNIA 94580
TEL: (510) 276-4700 FAX: (510) 276-1528

PRELIMINARY TABLE OF FEES 2012 - 2013
16309 KENT AVENUE

I	**PERMIT FEES**									
	Permit (Sewer Disconnect)	85.00	units	x	$	30.00	per unit	=	$	2,550.00
	Permit (New Connection)	-	units	x	$	30.00	per unit	=	$	-
I	**INSPECTION FEES**									
	Inspection	85.00	units	x	$	250.00	per unit	=	$	21,250.00
	Mainline Extension	-	lf	x	$	2.00	per lf or	=	$	-
					$	400.00	Minimum	=	$	-
III	**CONNECTION FEES AND CHARGES**									
	Connection Charge	85.00	units	x	$	6,555.00	per unit	=	$	557,175.00
	Credit	22.00	units	x	$	6,555.00	per unit	=	$	(144,210.00)
	Commercial (see attached calculation)							=	$	-
	Credit - Commercial Use							=	$	-
IV	**SPECIAL FEES AND CHARGES**									
	Annexation Fee	1.00	units	x		$1,500.00	per unit	=	$	-
	Mapping Fee / TV / Hydraulic Modeling ($1,000.00 min)							=	$	-
V	**DEVELOPER DEPOSIT**									
	Annexation Deposit (set by District)							=	$	-
	Inspection (10% of Engineer's Estimate $500.00 minimum)							=	$	-
VI	**PLAN CHECK**									
	Plan Review/Check (10% of Engineer's Estimate $1,000.00 minimum)							=	$	1,000.00
VII	**SEWER SERVICE CHARGE**									
	Sewer Service Charge	85.00	units	x	$	189.00	per unit	=	$	16,065.00
						TOTAL			$	453,830.00

* Fees and deposits shall be adjusted to the applicable current rates at the time of permit issuance. Sewer Connection Charge and Sewer Service Charge Rates shown are 2012 - 2013 rates **(rates adjustment every July 1 of Calendar Year as adopted by OLSD Ordinance)**

** Fees, Charges and Deposits are calculated based upon the estimate provided by the applicant and adjusted base on current fees, charges and prices of similar projects

By: *Bennett Cruz* Date: *October 31, 2012*

REVIEW OF AGENCY PLANNING APPLICATION

THIS IS NOT A PROPOSAL TO PROVIDE WATER SERVICES

The technical data supplied herein is based on preliminary information, is subject to revision and is to be used for planning purpose ONLY

DATE: 10/22/2012	EBMUD MAP(S): 1533B438,1530B438	EBMUD FILE:S-9480
AGENCY: Alameda County Community Development Agency Attn: Rodrigo Orduna 224 West Winton Ave. Room 111 HAYWARD, CA 94544	AGENCY FILE: PLN2012-00169	FILE TYPE: Development Plan
APPLICANT: Kava Massih Architects // Mark Schlientz 920 Grayson Street Berkeley, CA 94710		OWNER: Thomas Eplin / RCD 5431 Blackhawk Drive (94506) / 2220 Oxford Street (94704) Danville / Berkeley, CA

DEVELOPMENT DATA

ADDRESS/LOCATION: 16309 Kent Avenue City:ASHLAND Zip Code: 94580

ZONING:TA-R1 PREVIOUS LAND USE:

DESCRIPTION: Request to construct 85 unit multi family housing unit development	TOTAL ACREAGE:2.21 ac.

TYPE OF DEVELOPMENT:
Multi Family Residential:85 Units
Commercial:1434 Sqft

WATER SERVICES DATA

PROPERTY: in EBMUD	ELEVATION RANGES OF STREETS: 40-56	ELEVATION RANGE OF PROPERTY TO BE DEVELOPED: 39-40

All of development may be served from existing main(s)
Location of Main(s):Kent Avenue or East 14th Street

PRESSURE ZONE	SERVICE ELEVATION RANGE
G0A7	0-100

All of development may be served from main extension(s)
Location of Existing Main(s):Kent Avenue

PRESSURE ZONE	SERVICE ELEVATION RANGE
G0A7	0-100

COMMENTS

EBMUD owns and operates two 8-inch water distribution pipelines located within the boundary of this property, one in Kent Avenue and one in East 14th Street. These pipelines provide water service to the surrounding area. The integrity of these pipelines needs to be maintained at all times. Any proposed construction activity around these pipelines would need to be coordinated with EBMUD and would require relocation of the pipeline, at the project sponsor's expense.

Each new multi-family residential or multi-occupancy commercial/industrial unit in a structure of three stories in height of less shall be individually metered. A main extension, at the project sponsor's expense, may be required depending on EBMUD metering requirements and fire flow requirements set by the local fire department. When the development plans are finalized, the project sponsor should contact EBMUD's New Business Office and request a water service estimate to determine the costs and conditions of providing water service to the development. Engineering and installation of water mains and meters requires substantial lead time, which should be provided for in the project sponsor's development schedule. The project sponsor should be aware that Section 31 of EBMUD's Water Service Regulations requires that water service shall not be furnished for new or expanded service unless all the applicable water-efficiency measures described in the regulation are installed at the project sponsor's expense. No water meters are allowed to be located in driveways. Due to EBMUD's limited water supply, all customers should plan for shortages in time of drought.

KMM

CHARGES & OTHER REQUIREMENTS FOR SERVICE:
Contact the EBMUD New Business Office at (510)287-1008.

David J Rehnstrom 10/22/12

David J Rehnstrom,Senior Civil Engineer; DATE
WATER SERVICE PLANNING SECTION

Public Works Agency
Alameda County

COUNTY OF ALAMEDA
PUBLIC WORKS AGENCY
BUILDING INSPECTION DEPARTMENT
399 Elmhurst Street, Room 141 Hayward, CA 94544
(510) 670-5440, FAX (510) 293-0960, www.acgov.org/pwa/bids.shtml

Planning Referral Comments

Date: 10/30/2012

Application: **PLN2012-00169, Propose a 85 Unit of Affordable Housing development in Ashland. Ashland Family Housing.**

Location: 16309 Kent Ave., Ashland.

Planning Date/Staff: 10/16/2012, Rodrigo Orduna

BID Staff: Allen Lang

Project Review Notes

1. Propose a 85 unit affordable housing development, Building A (4 story), B C & D (3 story), and E (one story community center).
2. Civil, site, landscape, architectural floor plans, elevations and etc.

Review Comments

Building Division has no objection to proceed with planning process.

Special Project Conditions for the Building Permit Application:

1. Soils report and/or geological study will be required and the report shall address any geological hazards on the site according to the latest SP117.
2. New trash enclosure shall be covered and comply with Alameda County clean water requirements AC 15.08.190.
3. A site permit will be required for onsite stormwater system, underground utilities, parking lot lighting, and accessible path of travel.
4. Applying for new/change of addresses may be necessary at building permit process.

General Conditions for Building Permit Application:

1. Comply with California building codes in effect at time of submitting for building permit.
2. Building permit submittal shall meet the minimum county submittal requirements and include plumbing, mechanical, and electrical plans for review and approval.
3. A California licensed architect or engineer shall be designated as the design professional in responsible charge for the project submittal.

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

Alameda County Fire Department
COUNTY FIRE PREVENTION
399 Elmhurst, Room 120 · Hayward, CA 94544
Tel (510) 670-5853 · Fax (510) 887-5836
www.acgov.org/fire

SHELDON D. GILBERT
Fire Chief

SERVING:
City of Dublin
City of Newark
City of San Leandro
City of Union City
Lawrence Berkeley National Laboratory
Lawrence Livermore National Laboratory
Unincorporated Areas of Alameda County
Alameda County Regional Emergency Communications Center
"Accredited Center of Excellence"

October 19, 2012
Alameda County
Community Development Agency
Planning Department
224 West Winton Ave., Room 111
Hayward, California 94544

TO:	Rodrigo Orduna	CC	Mark Schlientz
FROM:	Alameda County Fire Prevention Office		
SUBJECT:	PLN2012-00169, 16309 Kent Ave., 85 Units of affordable housing		

APPLICATION NOT COMPLETE FOR FIRE REQUIREMENTS – WITH CUSTOMER FOR RESPONSE

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

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

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

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

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

Items To Be Addressed with Required Re-submittal

1. Provide plans drawn to a scale of 1"= 20, 30 or 40 feet.

2. A fire hydrant is shown outside of building C. The minimum road width shall be 26 feet in accordance with Section D103.1 of the 2010 California Fire Code.

3. Provide details of the controlled vehicle access gate to ensure compliance with Section D103.5 of the 2010 California Fire Code.

Alameda County Fire Department
COUNTY FIRE PREVENTION
399 Elmhurst, Room 120 · Hayward, CA 94544
Tel (510) 670-5853 · Fax (510) 887-5836
www.acgov.org/fire

SHELDON D. GILBERT
Fire Chief

SERVING:
City of Dublin
City of Newark
City of San Leandro
City of Union City
Lawrence Berkeley National Laboratory
Lawrence Livermore National Laboratory
Unincorporated Areas of Alameda County
Alameda County Regional Emergency Communications Center
"Accredited Center of Excellence"

October 19, 2012
PLN2012-00169

4. Due to the height of the buildings the fire department access is required to be 26 feet wide. As the plans are not drawn to a scale of 1"=20, 30 or 40" this could not be verified. (Section D105.2 of the 2010 California Fire Code)

5. On the plans clearly show that the walkway behind building D is 10 feet wide.

6. Provide details of the door hardware to be used on the gates shown behind building D.

7. As the plan are not drawn to a scale of 1"=20, 30 or 40' the fire department hammer head turnaround could not be verified.

Orduna, Rodrigo, CDA

From: Nancy Kawabata [nancy.kawabata@gmail.com]
Sent: Thursday, December 13, 2012 3:12 PM
To: Orduna, Rodrigo, CDA
Subject: proposed project on e 14th street and kent

put this project where you live. we already have the kentwood condo's and our neighborhood has major crime, shootings, murders and other issues.

i have lived on delano and my children just missed the recent shootings with a 15 minute window. i have had a gun beside my sons car, can't go to work on 2 weekends because his car couldn't be moved.

we have done our share, go put this project in someone else's neighbordhood. shame on you guys.

ATTACHMENT G

Cherryland Community Association
PO Box 3
San Lorenzo CA 94580

12/04/12
Project Planning
Case # PLN2012-00169

Applicant Kava Massih - Rezoning to a planned development

Rodrigo Orduna
Development Planning Division

The project seems to be pushing the limits in every direction. The number of units proposed, the limited parking and a traffic bottleneck on Kent Ave. We will be interested in the Parking Study. As public transit fades into the background, residence will not be served and will be back into cars.

The colors still stand out in an unpleasant way. This does make a statement but we are reminded of our elementary school painting class. The rest of the buildings have nice texture variation and color palettes. Unbroken solid color stripes just don't seem to fit in. Perhaps some horizontal divisions, relief texture or further muting?

Sincerely,
Hugh ODonnell
President and Board of Directors
Cherry land Community Association

From: Nancy Kawabata [mailto:nancy.kawabata@gmail.com]
Sent: Monday, November 26, 2012 9:51 AM
To: Orduna, Rodrigo, CDA
Subject: public hearing kent/3 14th street san lorenzo protest

I have lived on delano street since the 70's and protested the apartments put up on kent. recently, our neighborhood has really gotten dangerous. two weekends in a row, our family couldn't go to work, get out of our house because of shootings from the current housing project. My son had a gun right outside his car and curb and couldn't move the car because it was a crime scene. we had bloody gloves dropped in front of our house and there is always shootings we can hear. our nieighborhood does not need another housing unit across the street. we didn't want the previous one and don't want another one.

find some other neighborhood to put this in. we have done our share and are paying for it.

Rodrigo Orduña, *AICP, Bay-Friendly QLP*
Senior Planner
Alameda County Planning Department
Community Development Agency

Planning Department
PLN2012-00169

11/6/12

Rodrigo, sorry for the delay,

1) We don't think 96 parking spaces is at all adequate for 85 units. Low income means at least 2 cars per unit. The over flow will have negative impact on the surrounding streets.

2) 1400 sq of commercial space seems like a small token, but perhaps not enough to be viable in an area full of similar struggling small stores.

3) The 14th St colors stripes are not attractive. The concept shows some bold imagination but needs to be tweaked for some visual cohesion. It looks like some one shuffled the deck and pulled them randomly, hoping that any bright colors would be adequate.

4) We are glad to see the investment and upgrade on those parcels. Of course long-term sustainability depends on active management and continued funding. Our concern is the creation concentrated section 8 slums 10 years from now.

Cherryland Community Association Board of Directors
Hugh ODonnell - President

Tom Origer & Associates
Archaeology / Historical Research

June 30, 2011

Vern Miller
AEM Consulting
5441 Shallows Place East
Santa Rosa, CA 95409

Dear Mr. Miller:

I am writing to inform you that our office was contacted by Ms. Ann Marie Sayers of the Indian Canyon Mutsun Band of Costanoan on June 30, 2011 regarding the Ashland Family Housing Project, San Lorenzo, California. She inquired about the results of the archival records search that our office conducted for the project. She also expressed concern about the general archaeological sensitivity of the area, since the project is located within the vicinity of San Lorenzo Creek. In the event that cultural resources, including human remains, are encountered during construction, Ms. Sayers asked to be notified. She can be contacted at (831) 637-4238.

If you have any questions regarding this communication please feel free to contact me at (707) 584-8200 or via email at eric@origer.com.

Sincerely,

Eric Strother
Senior Associate

P.O. Box 1531, Rohnert Park, California 94927 ♦ Phone (707) 584-8200 Fax (707) 584-8300

ATTACHMENT H

MEMORANDUM

To: Alicia Klein, Resources for Community Development

From: Ann Cheng, GreenTRIP Program Director, TransForm
Jennifer West, GreenTRIP Program Associate, TransForm

Date: December 17, 2012

Subject: Parking Analysis Report for Ashland Family Housing, unincorporated Alameda County, Planning Commission review

TransForm developed this report to support the county adopted parking requirements applied to Resources for Community Development (RCD)'s Ashland Family Housing for emancipated foster youth, individuals, and families who earn incomes at 30% to 50% of Area Median Income (AMI). Our findings are summarized below.

This report shows how the County's requirement of no more than 1.1 parking space per unit is adequate, and supports GreenTRIP certification standards. TransForm is confident that the planned parking is adequate for the following reasons:

1. **Census data** indicates that the target population is less likely to own a car and/or own fewer cars than the median household.
2. **Model outputs** show expected reductions in trip generation, VMT and GHG.
3. Other transit-oriented and affordable housing developments studied show **underutilized parking lots**.
4. **FREE transit passes provided:** public transit is accessible for this location, and bus ridership is encouraged with FREE transit passes for residents.

Introduction: the project and surrounding area

Ashland Family Housing is an affordable housing development of 85 units, with 29 one bedroom, 30 two bedroom and 26 three bedroom apartments.

The district around the proposed Ashland Family Housing development and E. 14th St. is evolving to a more dense and sustainable development model with transit access. With great foresight, the County adopted a specific plan for the Ashland Cherryland Business District (ACBD) in 1995, including a designation of Transit Access for this site. According to the plan[1], the parking in this area may not exceed 1.1 parking spaces per residential unit. In our GreenTRIP certification process, TransForm has analyzed the expected daily driving habits of future residents of Ashland Family Housing using a

[1] "except as provided for a Conditional Use Permit process with certain findings, as listed in Section 1.6 "Structure of the Specific Plan", subsection "Exceptions to the Ashland and Cherryland Business Districts Specific Plan", parking for commercial uses not to exceed 3.5 spaces per 1000 net leasable square feet, and, for residential uses, not to exceed 1.1 per unit." (Adopted June, 1995, page 3-29)

model that projects emissions from transportation, called URBEMIS. We collected data on the project, the site, and the surrounding area in order to run URBEMIS. This took into consideration the expected vehicle trips generated, the density of the development, the number of parking spaces provided, and the distribution of transit passes to future residents. Attached as appendices, please find data we have compiled to support our finding that the parking ratio of 1.1 spaces/unit will be adequate for future residents' needs.

Additionally, we have included data and graphs from the census and parking studies recently released on affordable housing developments and Transit Oriented Development (TOD) in the Bay Area and in San Diego to support the parking ratio proposed by RCD for Ashland Family Housing.

Census data shows fewer cars owned

Ashland Family Housing is located in Alameda County, Census Tract 4340.[2] The median household income of this tract is $38,736 and 71 percent of households rent homes. Looking at vehicle availability rates, 21% of the households do not own a vehicle and 38% of households own only one vehicle.

The target population for this community include emancipated youth leaving the foster care system. Fifteen of the one-bedroom units are set aside for this population. These young adults would have lower rates of vehicle ownership compared to the rates expected in the general population.

URBEMIS model predicts less driving

Project and Neighborhood Characteristics
For evaluation purposes, TransForm collects data on the site and its surrounding area. Using the census, Google maps, AC Transit and 511.org, we use data as inputs into URBEMIS, a tool that measures transportation related greenhouse gas emissions from new development. The results of our analysis show that Ashland Family Housing will have significantly lower traffic impacts, trips generated, VMT, and greenhouse gas emissions than a project of similar size and use, according to the standard Institute of Traffic Engineers (ITE) Trip Generation Manual estimates.[3]

Ashland Family Housing is an 85 unit project of low-rise apartments located on 2.2 acres. This density of 39 units/acre is higher than a typical development, and that fact alone brings down the number of expected trips, VMT and projected driving by **17%** from Bay Area expectations.

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[2] Census data is available at http://factfinder2.census.gov.
[3] Trip generation and parking generation are addressed by ITE at http://www.ite.org.

From Census data, the number of households and the number of jobs within a half mile radius of the project site help to determine the mix of uses and proximity to jobs. The mix of 4,340 jobs and 3,950 homes existing in the area means that we can expect a **7%** reduction in emissions as a result. Similarly, local retail is available in the immediate area and indicates an additional **2%** reduction is expected.

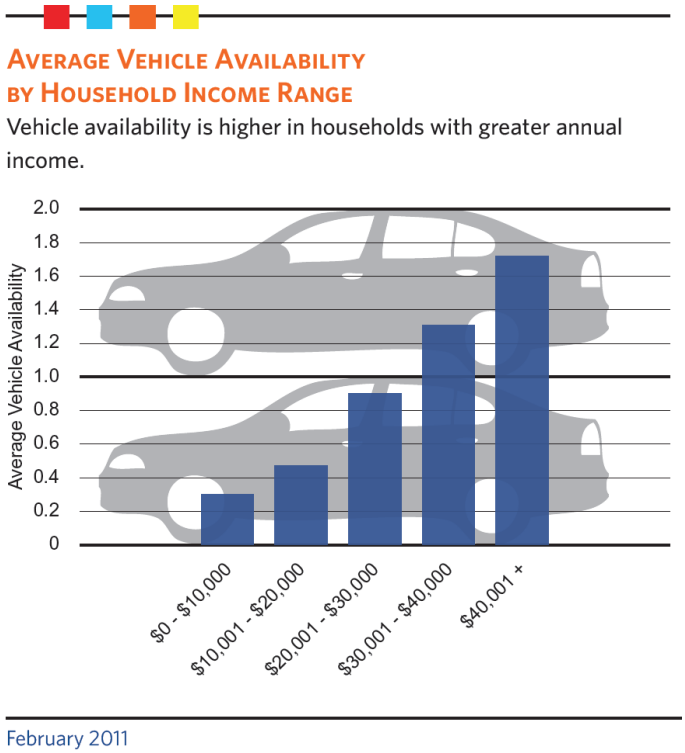
AC Transit has four bus lines that serve this project everyday, three with frequent routes during the day, and one that runs all night. There are also 3 bus stops for each line within a quarter mile of the site, giving residents multiple opportunities to board a bus. There is a total of 435 bus boarding opportunities per day within a quarter mile serving key destinations, which gives the project a **6%** reduction expected in emissions. The buses available transport residents to Bay Fair BART and the Shopping Center, Hayward BART, South Hayward BART, Union City BART, and Castro Valley BART, Oakland City Center, as well as points along the way on E. 14th St., Mission Blvd., Decoto Rd., and Fremont Blvd.

Using Google Maps we surveyed the area within a half mile radius of Ashland Family Housing to determine the pedestrian and bicycle friendliness of that area. With 291 intersection valences counted, we evaluated the density of the transportation infrastructure, and the ease with which people can move through the area without a car. We also did a visual inspection of sidewalk connectivity and bike routes to determine if there were suitable parallel routes to arterial streets. The data collected indicate a **5%** reduction in emissions could be expected from the amenities that already exist in the area.

State and Regional Data
Affordable housing generates lower impacts due to the income level of the occupants. Residents who have less income own fewer cars. People who own fewer cars drive less. Because the occupants of Ashland Family Housing are expected to be between 30% and 50% of Area Median Income (AMI),[4] we anticipate vehicle ownership rates for residents will be significantly lower than would be expected for residents of a similarly sized market rate development project in the same location. The 2011 Alameda County HUD data defines the income level for Extremely Low (30%) and Very Low (50%) Income households of different sizes. URBEMIS gives a **4%** reduction for 99% of the units in this project being built as dedicated affordable housing.

Studies on parking utilization for affordable housing transit show too many spaces are provided

[4] AMI tables are available at http://www.acgov.org/cda/hcd/homeownership/hud.htm.



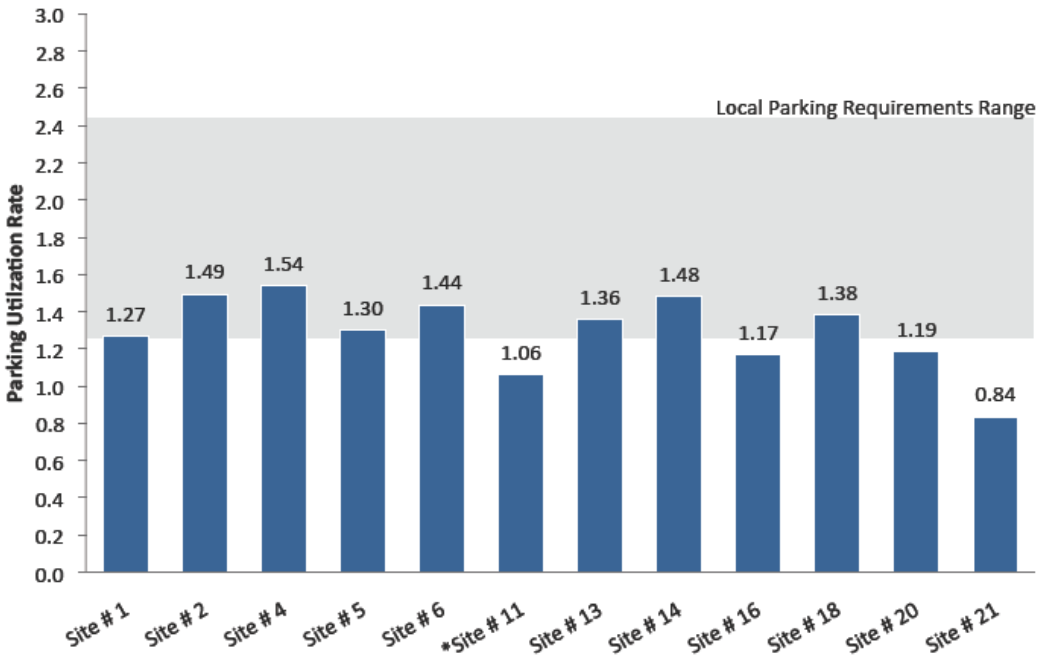
Looking at data from a graph of vehicle availability in the San Diego Affordable Housing and Parking Study (2011), we can see how dramatically vehicle availability decreases with income reduction. This study included 34 sites with field observations at 21 sites.

Studies show income and vehicle ownership rates are correlated, with lower income households owning fewer cars than higher income households. There is further evidence that renters own fewer cars than homeowners, even at the same income level. The Non-Profit Housing Association of Northern California (NPH) published Parking & Housing: Best Practices for Increasing Housing Affordability and Achieving Smart Growth in 2001 with data specific to the Bay Area.[5] This document links vehicle ownership and income levels with data which is more reliable than parking generation rates produced by ITE or adopted from neighboring jurisdictions. Further, it concluded that in multi-family developments over five units, each household averages just slightly over 1 car per household. The San Diego study found that "parking demand for affordable projects is about one half of typical rental units."[6] Alameda County has the 1.1:1 parking ratio in place for this site applying to market rate units and affordable units both.

California State University San Jose and Santa Clara County Valley Transportation Authority (VTA) studied parking at Transit-Oriented Development (TOD) sites and found parking spaces were over-supplied for residential properties in Santa Clara County (2010).[7] In fact, when compared with the local zoning requirements, parking utilization was at the low end of the required supply, and in a few sites was below the lowest allowable number of spaces. None of the 12 sites studied reached the 85% critical utilization threshold. None of these sites provided residents with FREE transit passes. With access to free passes and close proximity to multiple BART stations, we

[5] NPH's Parking & Housing study is available for download at http://www.nonprofithousing.org/pages/housing-policy-and-advocacy/toolkits_community_acceptance.html.
[6] San Diego Affordable Housing Parking Study, 2011. http://www.sandiego.gov/planning/programs/transportation/mobility/pdf/111231sdafhfinal.pdf p. ES-2.
[7] San Jose State and VTA report available at http://www.sjsu.edu/urbanplanning/docs/VTA-TODParkingSurveyReport-VolI.pdf.

would expect the parking demand at Ashland to be even lower. See the graph below to illustrate their findings.



Ashland Family Housing's proximity of less than one mile to Bay Fair BART could mean even less parking demand than the data shows for VTA. BART has greater frequency of trains and higher ridership than VTA Light Rail. Ashland Family Housing is in a location close to 3 different BART stations, none more than 3 miles away. The ratio of 1.1:1 spaces/unit is similar to the demand rate found by SJSU and VTA in their study of TOD developments, suggesting a right-sized parking requirement.

According to the Transit-Oriented Database, transportation costs as a percentage of household budgets in the Bay Area are 18%. Residents of Ashland Family Housing will have reduced costs with the FREE EasyPasses provided by RCD.

A parking demand study conducted by Hexagon Transportation Consultants in San Jose (2008) determined that parking demand for affordable housing studios and senior apartments was between 0.32 and 0.58 spaces/unit.[8] This study included 4 sites. All of the residents for these sites receive EcoPasses, providing free access to bus and VTA light rail within Santa Clara County.

[8] Del Rio, Robert. "Results of Parking Demand Surveys for FCH Affordable Studio and Senior Housing Developments in San Jose, with Existing ECO-pass Programs for Tenants." March 21, 2008.

Mobility Management means further reduction in vehicle and parking needs

RCD is committed to providing at least one free transit pass to each unit for residents of Ashland Family Housing for the next 40 years. RCD has formalized their commitment in the project description. AC Transit offers the EasyPass program[9] designed for projects such as this one. With a deep discount (up to 90% off the standard price), the developer can commit to providing 100 passes for occupants, which comes to more than one pass per unit. EasyPasses allow the card holder to ride all AC Transit buses including TransBay access.

By enrolling in this program, RCD will benefit from AC Transit's ongoing monitoring of transit pass use, as the passes will be provided on electronic Clipper Cards. AC Transit also provides annual transit promotional fairs to educate residents on how to use the passes and the AC Transit Metrolink. Finally, all EasyPass residential subscribers get custom maps illustrating key destinations accessible by bus. This amenity encourages transit use and further reduces the need for residents to own vehicles.

TransLink Transit Oriented-Development study (2010)[10]
In 2008, the Metropolitan Transportation Commission partnered with AC Transit to do a pilot study, measuring the impacts of free transit passes on multi-family development residents' habits. The results showed that there was a 13% reduction in the number of trips made by personal vehicle as these trips were instead made by bus. Here is a quote from the study's introduction:

> "Almost all cities currently require developers to provide a standard amount of parking for new developments without attention to the possibility of lower-cost strategies, such as provision of free transit passes to reduce parking demand. This evaluation quantifies the impact of the free pass program on automobile trips at participating developments. The results may be used to support arrangements whereby developers of future TOD projects could qualify for waivers of some parking requirements in exchange for covering the costs of discounted passes." (p.1-1)

The program benefited low-income populations by improving mobility and quality of life. Just like the EasyPasses provided to new residents of Ashland Family Housing, the TransLink pilot program saved money for households in terms of transportation costs. Low-income participants saved on average $21/month in this program. Another benefit is that residents of below-market-rate housing reported visiting new destinations as a result of the free pass (30% of respondents).

[9] For more information on EasyPass, go to http://www.actransit.org/rider-info/easypass/.
[10] Final report available at http://www.mtc.ca.gov/planning/smart_growth/tod/t4t.htm.

Conclusion

In conclusion, parking provided at the rate of 1.1 space/unit at Ashland Family Housing will be sufficient for 85 units of affordable housing. The demographics of the area and future occupants support the reduced number of parking spaces. The outputs from URBEMIS, an emissions reduction model, indicate reduced vehicle use. Studies show that parking is frequently oversupplied, and that affordable housing requires less parking. The site is well served by AC Transit and every unit will be provided with one FREE EasyPass card for use on any AC Transit bus. Bus access takes residents to BART, less than a mile away. For these reasons, TransForm's analysis shows that the parking provided will be adequate.

Appendix A

Data used for URBEMIS projections

URBEMIS Summary Sheet

Project Name	Ashland Family Housing	16309 Kent Ave., Ashland, CA 94580
Developer	RCD	2220 Oxford Street, Berkeley, CA 94704
Recommended Place Type	Town Center	

Prepared by	JW, 11/14/12
URBEMIS File Location	N:\Campaigns-Issues\GreenTRIP\Certifications\Applicant Opps 2010-2011\Applied Projects\Ashland - RCD\5-URBEMIS\Ashland.urb924
QAQC Check	

Site Data		Notes
Total acres	2.2	

Land Use Data		Notes
Residential		
Low-rise apartments (1-3 stories)	85	

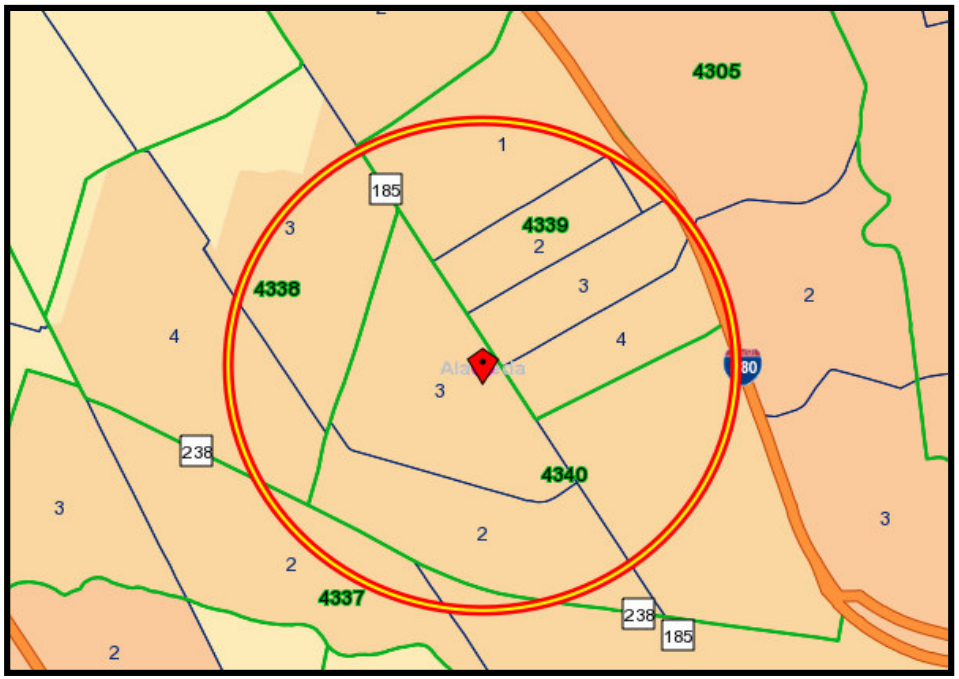
Operational Data	Community	Notes/Source
Mix of Uses		
Number of housing units within 1/2 mile radius Note: This includes the number of units in the development	3,950	Census 2010
Employment within 1/2 mile radius	3,958	Census 2010
Local Serving Retail		
Presence of local serving retail - local serving retail would include	Yes	RCD
Transit Services		
Number of daily weekday buses stopping w/in 1/4 mile of site	435	511.org
Number of daily rail or rapid transit buses stopping w/in 1/2 mile of site	0	511.org
Number of dedicated daily shuttle trips	0	511.org
Bike and Pedestrians		
Number of intersections per square mile	294	Google maps
Percent of streets w/in 1/2 mile with sidewalks on one side	5%	Google maps
Percent of streets w/in 1/2 mile with sidewalks on both sides	90%	Google maps
Percent of arterials/collectors with bike lanes (or where suitable, direct	56%	Google maps
Affordable Housing		
Affordable housing	99%	RCD

Households with one half mile of site

Census block groups	population	# of Households	% of block in 1/2-mile	Households in 1/2-mile	population in 1/2 mile	
Block Group 1, Census Tract 4337, Alameda County, Cal	1474	493	0%	0	0	across highway
Block Group 2, Census Tract 4337, Alameda County, Cal	1008	323	0%	0	0	across highway
Block Group 3, Census Tract 4338, Alameda County, Cal	2042	761	50%	381	1021	
Block Group 4, Census Tract 4338, Alameda County, Cal	2136	625	0%	0	0	other side of BART tracks
Block Group 1, Census Tract 4339, Alameda County, Cal	1984	722	70%	505	1388.8	
Block Group 2, Census Tract 4339, Alameda County, Cal	1233	497	100%	497	1233	
Block Group 3, Census Tract 4339, Alameda County, Cal	1078	354	100%	354	1078	
Block Group 4, Census Tract 4339, Alameda County, Cal	2304	779	100%	779	2304	
Block Group 1, Census Tract 4340, Alameda County, Cal	2308	857	50%	429	1154	
Block Group 2, Census Tract 4340, Alameda County, Cal	1116	352	95%	334	1060.2	
Block Group 3, Census Tract 4340, Alameda County, Cal	1460	586	100%	586	1460	

source: U.S. Census Bureau, 2010 Census

TOTAL 3865 10699



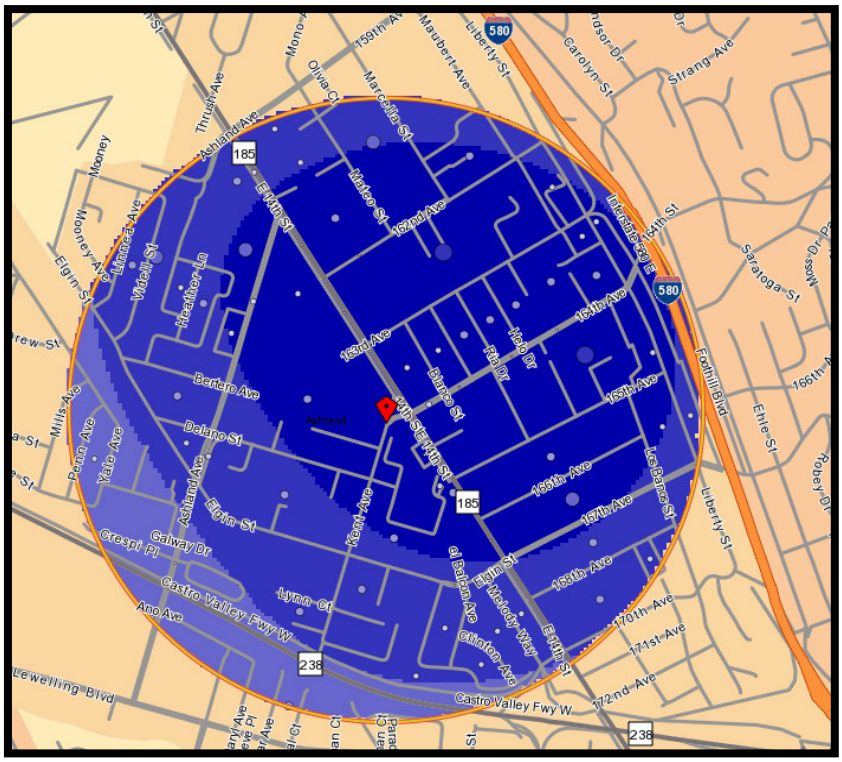
Home Area Profile Report for Employment

Total Primary Jobs

	2010	
	Count	Share
Total Primary Jobs	3,958	100.0%

Jobs by Earnings

	Count	Share
$1,250 per month or less	684	17.3%
$1,251 to $3,333 per month	1,532	38.7%
More than $3,333 per month	1,742	44.0%



Ashland Family Housing
Transit Services

within .25 mile radius: on 14th St, all stops from 162nd to 166th St.

Buses (AC Transit)	Destinations accessible	Stops	Buses/ day	Subtotals	Notes and frequency
801 (Heading South)	All Nighter. **Downtown Oakland** to **Fremont BART** via International Blvd., E. 14th St., Mission Blvd., **Union City BART**, Decoto Rd., and Fremont Blvd.	3	6	18	once per hour, at night only
801 (Heading North)		3	6	18	once per hour, at night only
93 (Heading Counterclockwise)	Two-way loop: **Hayward BART**, Mission Blvd., **Bay Fair BART**, Ashland Ave., Paseo Grande, Grant Ave., Bockman Rd., Hacienda Ave. and Meekland Ave.	3	16	48	once per hour
93 (Heading Clockwise)		3	16	48	once per hour
99 (Heading South)	**Bay Fair BART** to **Fremont BART** via Mission Blvd., **Hayward BART**, **South Hayward BART**, **Union City BART**, Decoto Rd., Fremont Blvd. and Walnut Ave.	3	34	102	twice per hour
99 (Heading North)		3	35	105	twice per hour
32 (Heading Counterclockwise)	**Hayward BART**, Western Blvd., Meekland Ave., Ashland Ave., **Bay Fair BART**, E. 14th St., 164th Ave., Miramar Ave., Stanton Ave., Lake Chabot Rd., **Castro Valley BART**, Center St., and B St.	3	16	48	once per hour
32 (Heading Clockwise)		3	16	48	once per hour
			Bus Tota	435	

	distance
BayFair BART Station	0.9 miles
Hayward Amtrak Station	2.7 miles
Hayward BART Station	2.2 miles
Castro Valley BART Station	2.6 miles

by bus	by bike	walking
7 min	6 min	17 min
28 min	15 min	54 min
21 min	14 min	47 min
22 min	20 min	53 min

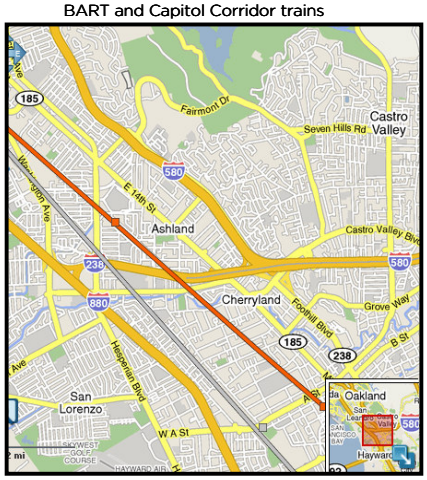
Bus transit within 0.25 mile



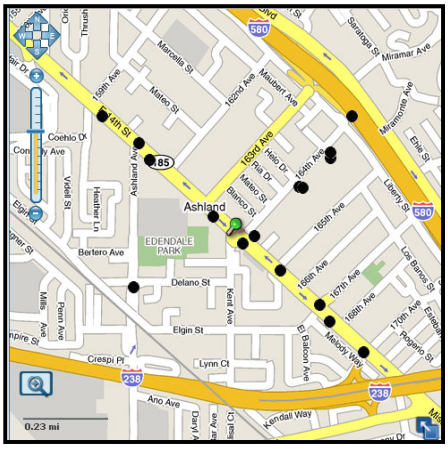
AC Transit routes that serve Ashland Family Housing



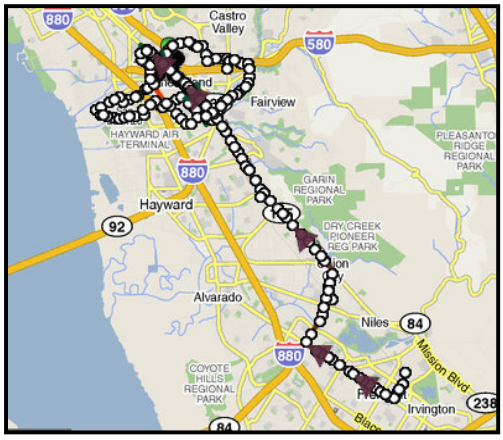
BART and Capitol Corridor trains



Bus transit within 0.5 mile

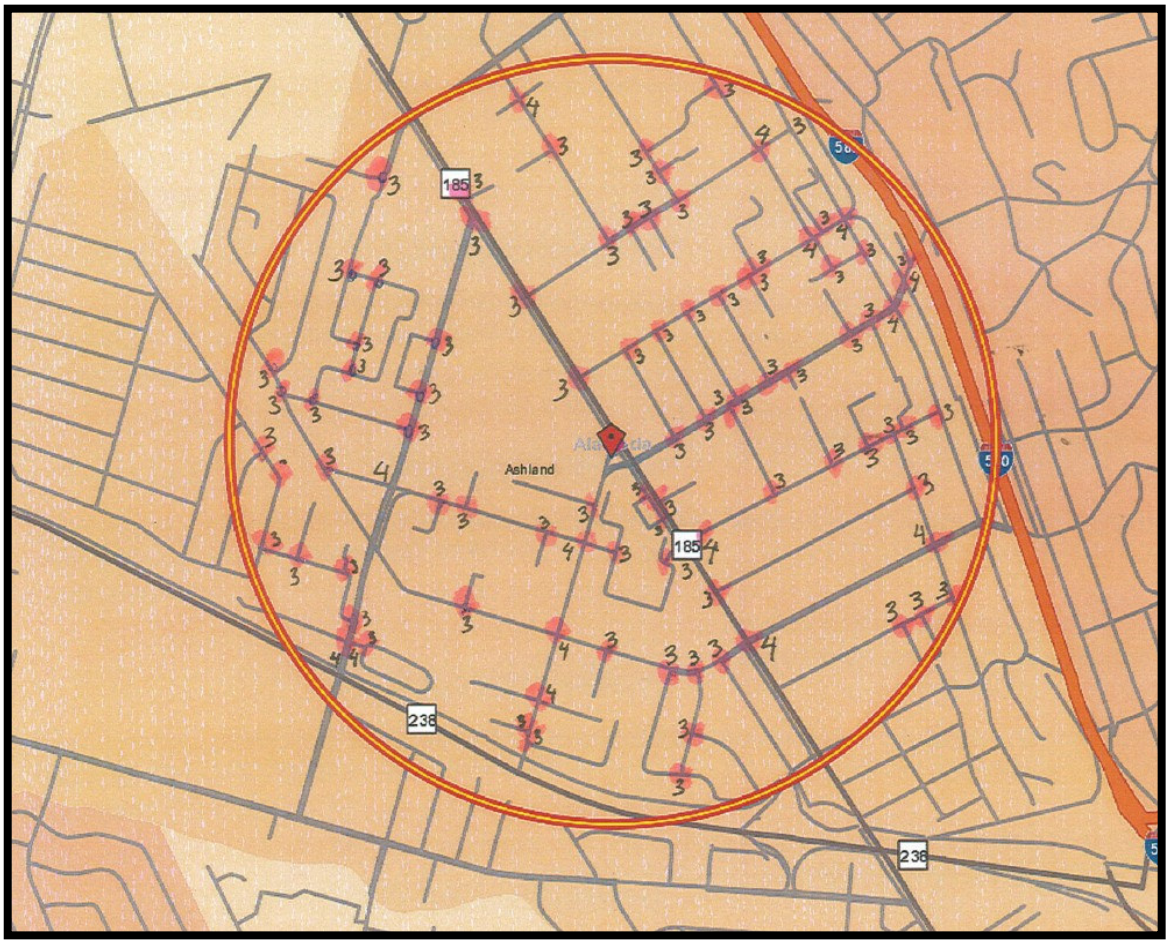


AC Transit routes' full extent of service



GIS Valence TOTAL

Manual Intersection Count			
	Valence	Qty	Totals
Valence Counts	3	78	234
	4	15	60
	5	0	0
Valence TOTAL			294



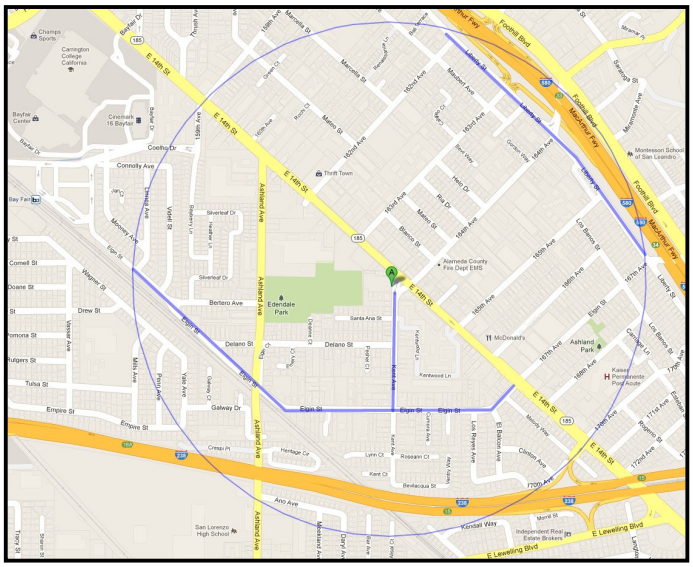
Bike Lanes

Arterials	length miles	Bike lanes %	Length of Bike lanes	Suitable Parallel route	Length in miles of parallel route	length of parallel route/length arterial	Length of Bike Lanes and Parallel Route	% Bike Lanes or Parallel Route
E. 14th St.	1	0%	0	Elgin St.	0.66	0.66	0.66	66%
Ashland Ave.	0.6	0%	0	Kent Ave.	0.23	0.23	0.23	38%
	1.6						0.89	**56%**

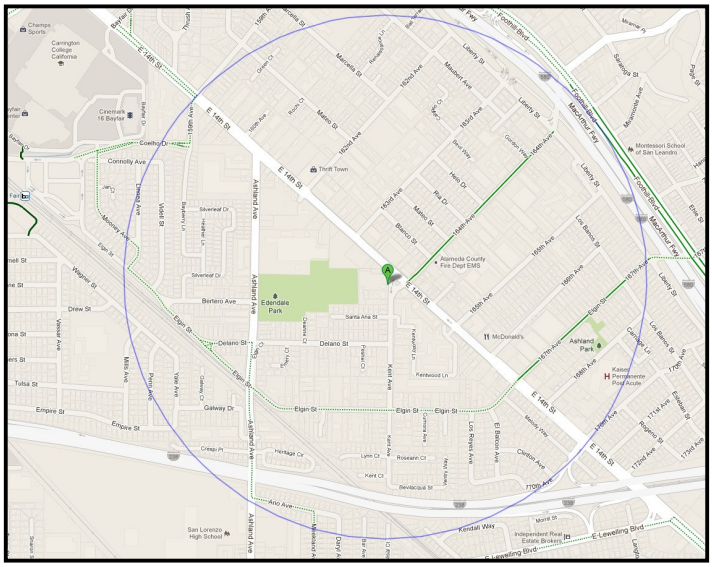
source: Google Maps

Sidewalks	% sidewalks
Percent of streets with Sidewalks on One Side	5%
Percent of streets with Sidewalks on Both Sides	90%

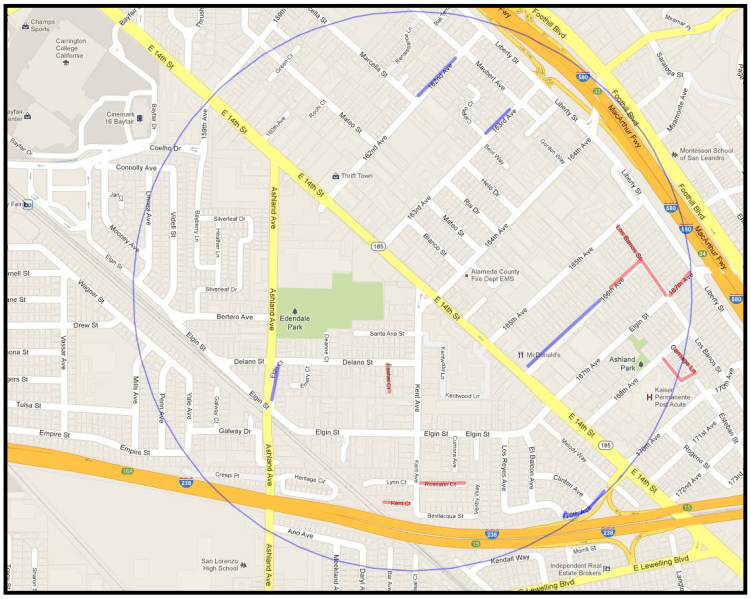
Suitable Parallel routes to arterials



Bike Lanes and Bike Friendly routes



Sidewalks on one side only in purple
No sidewalks marked in red



Appendix B

AC Transit EasyPass information



General Overview
Employers
Residential Communities
Colleges
Additional Information
Client Information

EasyPass for Residential Communities

Benefits

Apartment, town home, and condominium dwellers, as well as certain neighborhood communities can have a car-free and carefree quality of life with a residential EasyPass program. Your homeowner's association/group, building manager, leasing agency or real estate developer can purchase EasyPasses for every unit/home within the community.

A residential EasyPass program is a great incentive for prospective tenants or buyers who want to live in a place where they don't have to worry about sitting in traffic, parking, or even owning a car! The minimum number to get started is one pass per home/unit, with a 100 home/unit minimum.

EasyPass for Residential Communities

How to start an EasyPass Program

Call or email us to set-up a meeting
We will set-up a brief meeting with you to provide an overview of our program and help you determine if EasyPass is right for your community.

Determine your participant pool and receive a pricing estimate
We will help you figure out how to create the best participant pool for your community, and then we will estimate your per-unit pricing.

Program proposal
We will develop a program proposal for you that provides all the program details you'll need to show the decision-makers in your residential community.

Once you decide to have an EasyPass Program

Execute a baseline survey
The EasyPass program is results-driven–we want the program to work for your residential community. One way to evaluate the program is to determine how your residents are currently getting around, and compare it to ridership data at the end of the program. We will help you conduct an online survey of your residents and we will evaluate the results for you.

Identify a Site Coordinator
One person will need to devote a small amount of time to coordinate the EasyPass program. That person will be the liaison between your community and AC Transit. We will provide the liaison the training and promotional materials need to help your EasyPass program flourish.

Get all eligible residents registered
If your residential community is already occupied, we will work with the site coordinator to define the best combination of on-site sign-up events and on-line registration processes. All participants will need a photo ID on their EasyPass. For communities in the process of leasing or selling, the sign-up for EasyPass will be rolled into the moving-in process.

Receive resources & support
We are here to help you promote the program to your participants. You will get valuable services from the AC Transit EasyPass team to get the word out to all your residents about the EasyPass program, including:

- Marketing activities assistance and planning
- Marketing and promotional collateral development
- AC Transit service information
- Promotional items

- Ridership reports

Pricing

The EasyPass for Residential program pricing is tailored to your residential community and considers the number of participants, the existing level of bus service at your location, and pass production, transaction, and administrative costs. Pricing is offered via the EasyPass Pricing Matrix as an annual per-unit price. This price is usually billed annually at the start of the program.

The matrix is comprised of two axes-the Number of Units and the Level of Transit Service (LTS). The numbers of units represents the total number of residential units in the program's participant pool. AC Transit uses a worksheet to determine the transit service level provided with a ¼-mile radius of each EasyPass location.

AC Transit EasyPass Pricing Matrix for Residential Programs

	Number of Program participants (Annual fare/price per participant)				
	100-500	**501-1,000**	**1,001-5,000**	**5,001-10,000**	**10,001+**
Level of Transit Service					
1	121	103	86	68	51
2	108	93	78	64	48
3	93	82	69	58	45
4	81	70	62	53	43

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Contact Us

For questions about your EasyPass, contact the Ironhorse Management Office:
1801 14th Street, Oakland, CA 94612
Phone: (510) 839-5555
Email: thelm@bridgehousing.com

How to Reach the Clipper Customer Service Center

Phone: (877) 878-8883
Fax: (925) 686-8221
TTY/TDD: 711 or (800) 735-2929 (and type "Clipper")
Email: custserv@clippercard.com
Web site: www.clippercard.com
Mail: P.O. Box 318, Concord, CA 94522-0318
Clipper Customer Service Center Hours
Mon-Fri, 6:00 a.m.-8:00 p.m.
Sat-Sun, 8:00 a.m.-5:00 p.m.

How to Reach AC Transit

By Web: www.actransit.org
For Maps & Schedules: www.actransit.org/maps
For Trip Planning: www.actransit.org (click "Trip Planner")
For NextBus™ information: www.actrancit.org/nextbus
For Customer Services: www.actransit.org/customer
For EasyPass Information: www.actransit.org/easypass
By Phone: Call 511 (and say, "AC Transit," followed by "Information")
Hearing and speaking impaired TDD: (800) 448-9790
Lost & Found: (510) 891-4706
Accessible Services: (510) 891-7261

AC Transit EasyPass

Alameda-Contra Costa Transit District
1600 Franklin Street
Oakland, CA 94612
Call 511
Visit www.actransit.org or www.actransit.org/easypass

Marketing & Community Relations • December 2010

Ironhorse EasyPass



User Guide

AC Transit EasyPass

Write your Clipper℠ card serial number here.

Write your name as it appears on your Clipper card.

0166-10



Welcome

to the Ironhorse EasyPass Program!

Ironhorse and AC Transit are pleased to offer you the EasyPass on the Clipper℠* regional fare card. Please read this User Guide carefully and write your new card's serial number and your name on the front. Keep this guide handy for future reference. The EasyPass provides you with unlimited travel on all AC Transit service—both local and transbay. Clipper cards are convenient, secure, and do not have to be replaced each year. You keep the card long-term—treat it like your driver's license. Your new card is already loaded with your EasyPass for the program's duration.

How to Use Your EasyPass

Each time you board the bus, simply "tag" (do not swipe) your card by holding it flat against the Clipper logo on the card reader just inside the door. Wait until you hear one "beep." The smart chip in the card will verify that you have an active pass. If the card reader beeps three times instead of one, your pass has been misread by the reader, is defective, or has been damaged or deactivated. Try tagging your card again.† If your card does not appear to be working, please refer to the section "Lost, Stolen, Damaged, or Defective EasyPasses" in this guide. You can add cash value, or other passes, to your Clipper card to pay other transit agency fares. To learn about using your Clipper card on other transit services, visit www.clippercard.com.

EasyPass Validity

Your Ironhorse EasyPass is valid as long as you remain a verifiable resident of Ironhorse. Each residential unit is entitled to one free EasyPass for one named individual. Additional passes may be purchased for other verifiable Ironhorse residents in the unit for a $77 annual fee, payable at the Ironhorse Management Office. There are no refunds issued on the EasyPass. If you no longer live at Ironhorse, you can continue to use your Clipper card by adding cash value or other passes to your card, however your EasyPass will be deactivated.

The TransLink card has a new brand and name: **Clipper. The Clipper card works just the same way as the TransLink card. If you already have a TransLink card, it will continue to work as it always has. No replacement is necessary.*

†To see an animation about tagging the card, go to www.clippercard.com and click on "How to use Clipper."

Lost, Stolen, Damaged, or Defective EasyPasses

Call the Clipper Customer Service Center toll-free at (877) 878-8883, and have your card number in hand. This is the first step you should always take. Clipper will give you instructions for what to do next.

If your card has been lost or stolen, Clipper will deactivate your card to prevent misuse and protect any cash value on the card. You can ask for a replacement card and restore your EasyPass, and any cash value or other passes, for a balance restoration fee of $5, payable by credit card or money order directly to Clipper.

If your card just doesn't work, Clipper will check your card's status. You may be asked to mail your card to Clipper. If it's determined that the card has been damaged, you can ask for a replacement and restore your EasyPass, and any cash value or other passes, for a balance restoration fee of $5, payable by credit card or money order directly to Clipper. If the card is defective, you'll get a new card with your EasyPass and any cash value balance restored without charge.

AC Transit will mail your replacement card to you in about five business days after you first contact the Clipper Customer Service Center. Until you have your new card, you will need to pay the regular cash fare on the bus.

Ironhorse EasyPass Rules

Your EasyPass allows you to ride on any AC Transit service—local or transbay.◊ However, there are a few rules:

- EasyPass is valid for one named individual per residential unit.
- The EasyPass is not transferable or refundable, and will be revoked if used by anyone else.
- The EasyPass must be validated for each trip by tagging the card on the card reader as you board the bus.
- Your card must be presented to AC Transit personnel for inspection upon request. AC Transit personnel have the right to confiscate your Clipper card if they feel the EasyPass is being used fraudulently.
- A fine of up to $228 (or community service) can be imposed for the misuse of your Pass with the intent to evade the payment of fares (California Penal Code 640).

◊The EasyPass is not valid on the Dumbarton Express.



Welcome to EasyPass!

Your **Ironhorse EasyPass** gives you access to the East Bay, San Francisco, and the Peninsula. Use this handy pocket guide to learn how to get around using AC Transit. Our buses run 24 hours a day in more than two dozen cities and unincorporated areas, and we cross the Bay, San Mateo, and Dumbarton bridges.

AC Transit EasyPass

IRONHORSE AT CENTRAL STATION

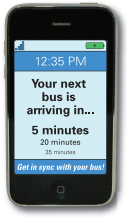
Planning Your AC Transit Trip

There are four ways to plan your AC Transit trip:

- Use online trip-planning tools at www.actransit.org, www.511.org, or on Google Transit at www.google.com/transit.
- View maps and schedules on our Web site at www.actransit.org.
- Pick up our printed maps and schedules from the Ironhorse Management Office.
- Call the AC Transit Information Center at 511 (and say, "AC Transit," then say, "Information").

Using NextBus™ Real-Time Bus Arrival

NextBus is AC Transit's real-time bus arrival predictor. You can use it on the Web, cell phones, or at NextBus bus stop displays (at certain stops) to find out when the next bus is coming. Visit www.actransit.org/nextbus to find out how to use NextBus.



Printed Maps & Schedules

We publish two system maps that together cover the AC Transit service area: San Pablo to Oakland, and San Leandro to Fremont. We also publish individual pocket schedules with a route map for each bus line.

Using Pocket Schedules

Most pocket schedules list several of the bus stops along the route, with the times the bus is expected to arrive at each stop. These stops are called "time points." There are usually additional bus stops between the time points. Just find the time point closest to where you are starting your AC Transit trip and read down the column under the time point in order to find the time you need to be at the bus stop.

Boarding the Bus

Bus stops are marked with the AC Transit logo and display the bus lines that stop there. Most bus lines have stops every few blocks. Make sure you are on the correct side of the street for your direction of travel. Wait for the bus as close as possible to the bus stop pole to make it easier for the bus operator to see you. You don't have to signal the bus, but doing so will help ensure that the operator doesn't miss you by mistake. When the bus arrives, check the line number or letter to make sure it's the bus you want.

Stopping the Bus

Request your stop by pulling the cord, pressing the button on the pole, or pressing the button above your head (on the green, commuter-style buses). The "Stop Requested" sign will light. If you are not sure when your stop will be coming up, ask the operator to let you know.

Accessibility

All AC Transit buses have built-in features—passenger lifts, ramps, handrails, and kneelers—that make it easier for seniors and persons with disabilities to ride. Priority seating is clearly marked on every bus with signs above or near the seats. If you are a senior or a person with a disability, you may ask the operator to remind non-disabled passengers to vacate a seat for you.

Bringing Your Bicycle

All AC Transit buses have a rack on the front for two bikes. You may load a bicycle at any time of day, with no extra fare or permit. Cyclists must load and unload their own bikes.

EasyPass Destinations Map

On the back of this guide, you will find a handy map of restaurants, shopping districts, selected BART stations, and entertainment options that you can get to by using your EasyPass on bus lines that travel near Ironhorse. AC Transit can get you nearly anywhere a car can, without the parking hassles or expense! Hop on board any line and begin a new adventure. Be sure to double check the schedule before you ride to ensure the line is running when you want.

AC TRANSIT

For more information, visit:

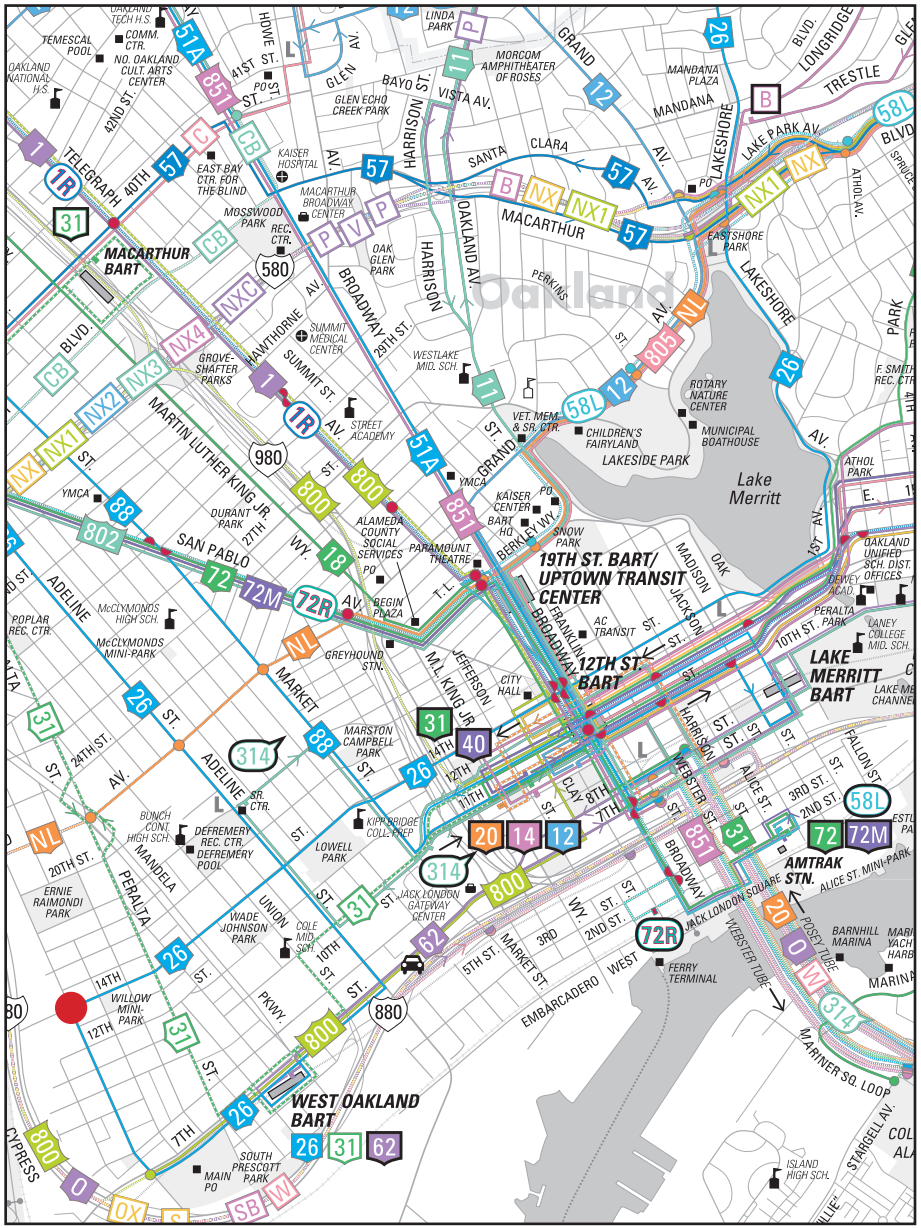
www.actransit.org

www.actransit.org/easypass

AC Transit Marketing & Community Relations
December 2010

0167-10

Places to Go with Your Ironhorse EasyPass



Ironhorse

AC Transit Marketing • December 2010

Line 1/1R:

- Bay Fair Mall
- Oakland International Airport (transfer to Line 73 at International and 73rd Avenue)
- Fruitvale Plaza Shopping (Powderface Coffee and Beignets, Acapulco Records – Latin music)
- Fruitvale BART
- Lake Merritt BART
- 12th Street BART
- 19th Street BART
- Oakland Ice Center Rink
- Fox Theatre
- Paramount Theatre
- MacArthur BART
- Temescal Shopping (Genova Delicatessen, Pizzaiolo)
- Whole Foods Market, Berkeley
- Telegraph Avenue Shopping (Moe's Books, Amoeba Music)
- Downtown Berkeley BART

Line 26:

- Lakeshore Shopping (Arizmendi Bakery, Trader Joe's)
- Downtown Oakland
- West Oakland BART
- East Bay Bridge Center (Office Max, Best Buy)
- Ikea
- AMC Theatres
- Bay Street Shopping (Apple Store, Cold Stone Creamery)
- Powell Street Plaza Shopping (Marshall's, Ross Dress for Less)
- Emeryville Market Place (International Food Court, Borders Books and Music)
- United Artists Emeryville Emery Bay 10
- Amtrak, Emeryville

Line 31:

- Alameda Point (Alameda Point Antiques Faire, USS Hornet Museum)
- East Ocean Seafood Restaurant
- College of Alameda
- Downtown Oakland
- West Oakland BART
- East Bay Bridge Center (Office Max, Best Buy)
- MacArthur BART

Line 40:

- Eastmont Transit Center
- Dimond Shopping (Farmer Joe's Marketplace, La Farine Bakery)
- Lake Merritt
- Oakland Museum of California
- Laney College (walk 3 – 4 blocks from 12th and Oak)
- 12th Street BART
- Chinatown

Line 51A:

- Fruitvale Plaza Shopping (Powderface Coffee and Beignets, Acapulco Records – Latin music)
- Fruitvale BART
- Downtown Alameda
- Alameda Theatre and Cineplex
- College of Alameda
- Jack London Square
- Chinatown
- 12th Street BART
- 19th Street BART
- Oakland Ice Center Rink
- Fox Theatre
- Paramount Theatre
- Oakland YMCA
- Summit Medical Center
- Kaiser Hospital
- Grocery Outlet
- Rockridge Shopping (Market Hall, Crepevine)
- Rockridge BART

Line 62:

- Fruitvale BART
- Fruitvale Plaza Shopping (Powderface Coffee and Beignets, Acapulco Records – Latin music)
- Highland Hospital
- Lake Merritt BART
- China Town
- West Oakland BART

Line 72/72M/ 72R:

- Jack London Square (Yoshi's Jazz Club & Japanese Restaurant, Miss Pearl's Jam House)
- Regal Cinemas Jack London Stadium 9
- Downtown Oakland
- Paramount Theatre
- Sea Salt Restaurant
- REI
- El Cerrito Plaza Shopping (Barnes & Noble, Bed, Bath & Beyond)
- El Cerrito Plaza BART
- Rialto Cinemas Cerrito Theatre
- El Cerrito Del Norte BART
- Contra Costa College
- Hilltop Mall (Macy's, Sears)

Line NL:

- Dimond Shopping (Farmer Joe's Marketplace, La Farine Bakery)
- Lake Merritt
- Lakeshore Shopping (Arizmendi Bakery, Waldon Pond Books)
- Kaiser Center
- Downtown Oakland
- Oakland Ice Center Rink
- Fox Theatre
- Paramount Theatre
- Great Western Power (rock climbing and sports)
- San Francisco

Line 800: ALL NIGHTER

- San Francisco
- West Oakland BART
- Downtown Oakland
- Ashby BART
- Downtown Berkeley BART

Line 801:

- Bay Fair BART
- San Leandro BART
- Fruitvale BART
- 12th Street BART

Check before you ride – line schedules vary with direction and time.

AC Transit EasyPass for Residential Communities



Frequently Asked Questions
About Your Ironhorse EasyPass Program

AC Transit
EasyPass

www.actransit.org/easypass

IRONHORSE
AT CENTRAL STATION

1. What is the AC Transit EasyPass for Ironhorse?

AC Transit's EasyPass program provides Ironhorse residents with a bus pass that is valid at any time on all AC Transit lines, both local and transbay. The EasyPass is "loaded" on a TransLink® regional fare card with your photo and name on the back.

2. Why is the EasyPass a good thing?

Your Ironhorse EasyPass is a great alternative to driving alone. You'll save on gas, parking, and other hassles. Using your EasyPass reduces parking demands and alleviates traffic congestion. The EasyPass is also a great way to reduce your carbon footprint and improve our environment.

3. Who is eligible for an Ironhorse EasyPass?

One named resident in each apartment is entitled to a free EasyPass. Additional EasyPasses may be purchased for other verifiable Ironhorse residents by paying a $77 annual fee.

4. How long is the EasyPass valid?

Your EasyPass is valid from January 1, 2010, through December 31, 2011, as long as you are the Ironhorse resident receiving the free pass. Additional unit passes purchased for $77 are only good for the calendar year purchased.

5. How do I get my free EasyPass?

It's easy. Just complete and sign a Pass Acceptance Form (PAF) and have your photo taken at the Ironhorse Management Office. Your EasyPass will be mailed to your residence. If you do not receive your EasyPass within two weeks, contact the Ironhorse Management Office.

6. Can other residents in my unit get an EasyPass?

Additional EasyPasses may be purchased for other verifiable Ironhorse residents by paying a $77 fee for the calendar year. This fee applies no matter when during the calendar year the pass is purchased. The residents will need to complete and sign a Pass Acceptance Form (PAF) and have their photos taken at the Ironhorse Management Office. There are no refunds for the EasyPass.

7. What is the Pass Acceptance Form (PAF)?

The PAF is a required form that releases your photo for EasyPass production and ensures that you understand the guidelines for proper use of the EasyPass. The form also subscribes you to AC Transit e-News and EasyPass Info, which are e-mail-based notification services that let you know important changes on the bus lines you ride and specific news about your EasyPass. Occasionally, you may receive a survey to assess the EasyPass program at Ironhorse.

8. Can I lend or give my EasyPass to a friend or relative? Can I sell it?

The EasyPass is valid only for the Ironhorse resident identified on the card. Your EasyPass is not transferable or refundable and will be revoked (deactivated) if used by anyone else. Fraudulent use of your EasyPass undermines AC Transit's financial ability to offer the pass to Ironhorse residents and others who qualify for a discounted program. A fine of up to $228 and/or community service is the penalty for misuse of your pass with the intent to evade the payment of fares according to California state law (CPC 640).

9. When I first get my EasyPass, is there something I should do?

Write down your TransLink card number on the Ironhorse EasyPass User Guide that comes with your card. You will need to refer to this number if your card becomes defective, damaged, lost, or stolen. You should also write down your name in the exact way it is printed on the card. Then read and keep the User Guide.

10. How do I use my EasyPass?

You simply "tag" the card on the card reader at the front of the bus each time you board. When you hear a single beep, your fare has been accepted. If you hear three beeps, you may have tagged your card incorrectly. Try again and be careful to hold your card against the reader rather than swiping it. If you still hear three beeps, confirm with the driver that the reader is in working order. If so, your card may be defective or deactivated. Please call the TransLink Customer Service Center toll-free at (877) 878-8883 to address your card issue. Always have back-up cash fare in case your card does not work.

11. If my card is lost or stolen, or just doesn't work, what do I do?

Call the TransLink Customer Service Center toll-free at (877) 878-8883, and have your card number in hand. This is the first step you should always take. Customer Service will give you instructions for what to do next.

If your card is lost or stolen, TransLink will deactivate your card to prevent misuse and protect any e-cash value on the card. You can ask for a replacement card and restore your EasyPass and e-cash for a balance restoration fee of $5, payable by credit card or money order directly to TransLink.

If your card just doesn't work, TransLink will check your card remotely and fix it if possible. If this can't be done, you will be asked to mail your card to TransLink. If it's determined that the card has been damaged, you can ask for a replacement and restore your EasyPass and any e-cash for a balance restoration fee of $5, payable by credit card or money order directly to TransLink. If the card is defective, you'll get a new card with your EasyPass and any e-cash balance restored without charge.

TransLink will notify AC Transit to create your replacement card, which will be mailed to your residence in three to five business days. Until you have your new card, you will need to pay the regular cash fare on the bus.

12. Does my card work on BART and other Bay Area transit?

Yes. You can use your card on BART, San Francisco Muni, and Golden Gate Transit and Ferry. To ride these other systems, you will need to add cash (called "e-cash") to your card at a TransLink retail vendor, such as Walgreens, or by phone, online, at a self-serve Add Value Machine, or at a transit agency ticket office. Visit www.translink.org to find locations and more information.

13. Is the EasyPass valid on the Dumbarton Express service?

No. The EasyPass is valid only on AC Transit local and transbay bus lines. A consortium of transit agencies operates the Dumbarton Express and contract with AC Transit. You can use your EasyPass to take AC Transit's transbay Line U across the Dumbarton Bridge without paying extra fare.

14. Can I punch a hole in the corner of the card for carrying on a chain?

No. The antenna that communicates with the card reader runs throughout the card. Please protect your card from damage.

15. Can I still use my TransLink card if I'm no longer living at Ironhorse?

Yes, the card is yours to keep, but your EasyPass will be deactivated when you move from Ironhorse. You will have to add cash (called "e-cash") or a pass to the card for it to be usable on AC Transit and other transit services that use TransLink.

16. How do I get answers to questions about my EasyPass?

- Call TransLink at (877) 878-8883 for problems with your EasyPass. Always call TransLink first to report a lost, stolen, damaged, or defective EasyPass.
- Please refer to your Ironhorse EasyPass User Guide that comes with your card.
- Go online to www.actransit.org/easypass.
- For all other questions about your EasyPass, contact the Ironhorse Management Office at thelm@bridgehousing.com, or call (510) 839-5555.

17. How do I learn about riding AC Transit?

- Find AC Transit maps and schedules:
  - Online at www.actransit.org
  - At the Ironhorse Management Office
- Go online to www.actransit.org and click on "Trip Planner."
- Get personalized help with trip planning, or order maps and schedules by calling 511 (and saying, "AC Transit") to reach the AC Transit Telephone Information Center.
- Use the NextBus real-time bus arrival information by visiting www.actransit.org/nextbus.

18. How do I make a complaint, report an incident, or give a driver a commendation?

Call 511 (and say, "AC Transit") to reach AC Transit's Telephone Information Center, or go online to www.actransit.org/customer to make a report.

19. How do I report a non-functioning card reader?

If you are inside the bus, look above the front windshield for the bus number and write it down along with the date. If you are already outside the bus, find the bus number above the windshield or the front door. Call 511 (and say, "AC Transit") to reach the AC Transit Telephone Information Center, or go online to actransit.org/customer to make an online report.

20. How do I report a damaged bus stop sign or pole schedule?

Send an email to signs@actransit.org to report missing schedules and damaged bus stop or pole signage.

Marketing & Community Relations • January 2010

0215-09

GreenTRIP

Traffic Reduction + Innovative Parking

www.GreenTRIP.org

PROJECT EVALUATION REPORT

ASHLAND FAMILY HOUSING

ASHLAND, ALAMEDA COUNTY, CA
DEVELOPER: RESOURCES FOR COMMUNITY DEVELOPMENT
WWW.RCDEV.ORG

PROJECTED DAILY DRIVING BY RESIDENTS

(Vehicle Miles Traveled per Household per Day)

GreenTRIP standards	
Less than 35 miles/day	☑ 30 Miles/Day
Bay Area Average Household drives 50 miles/household/day	Per Household, based on URBEMIS Projection URBEMIS 2007 v9.2.4

APPROPRIATE AMOUNT OF PARKING

GreenTRIP standards	
Maximum 1.5 Spaces/Unit	☑ 1.1 Spaces/Unit
Average spaces per home (including guest parking), excluding spaces shared with non-residential uses.	90 Residential Parking Spaces 85 Homes

TRAFFIC REDUCTION STRATEGIES

GreenTRIP standards	
At least 1 of 3 Traffic Reduction Strategies	☑ 1 FREE Pass Per Unit
The project must have at least one of these three traffic reduction strategies: • Unbundle Parking • Discount Transit Passes • Free Carshare Membership	• Providing One FREE AC Transit EasyPass per unit • Offering Additional Passes at 90% off of retail cost • For 40 years

Place Type	Town Center
GreenTRIP standards are customized for different types of neighborhoods, or "Place Types," as defined by the Metropolitan Transportation Commission's Station Area Planning Manual.	Ashland Family Housing meets GreenTRIP certification standards for the Town Center Place Type. Above is an evaluation of how Ashland Family Housing satisfies each category.

CONDITIONAL CERTIFICATION
AS OF DECEMBER 17, 2012

Ashland Family Housing has qualified for a **Conditional Certification.**
Full Certification is contingent on inclusion of key project characteristics in final county entitlements.



Compared to the typical Bay Area Household Ashland Family Housing is Projected* to result in:

40% Less Driving

Per Household
Bay Area Average is 50 Miles Driven per Day, per Household

44% Less GHGs

Per Household
Each household of Ashland Family Housing is expected to emit 28 pounds of GHGs per day.

*URBEMIS Model 2007 v9.2.4

GreenTRIP evaluates how well a proposed residential project design achieves Traffic Reduction and Innovative Parking strategies.

GreenTRIP conducts an evaulation based on information provided by the developer, Resources for Community Development (RCD) and gathered from publicly available sources.

Ashland Family Housing

Trip Reduction Credits

The following is an inventory of URBEMIS model inputs. The projected driving is affected by the following trip reduction credits.

Density

39 Units/Acre

Source: RCD

17% Reduction

Mix of Uses

Within a Half-Mile
3,958 Jobs
3,950 Homes

7% Reduction

Local Retail Present

Source: 2010 Census

2% Reduction

Transit Service

435 Weekday Buses in 1/4 Mile

Source: AC Transit, 511.org

6% Reduction

Pedestrian/Bicycle Friendliness

291 Intersections per Sq. Mile
90% Streets w/ Sidewalks both sides
56% Arterial Streets w/ Bike Lanes
or where suitable, direct parallel routes

Source: Google Maps

5% Reduction

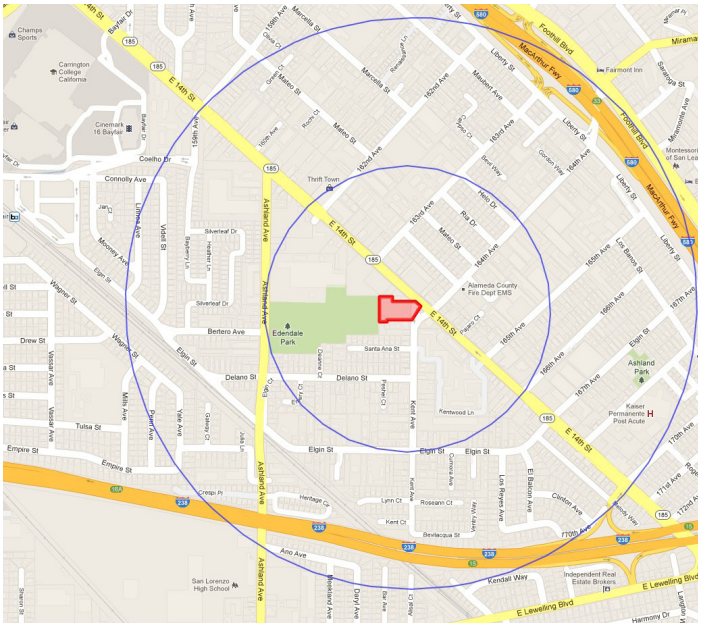
Affordable Housing

99% of units are Deed Restricted Below Market Rate Housing

Source: RCD

4% Reduction

Project Context Map



Red shading represents the project footprint.
Concentric circles represent the area within 1/4 and 1/2-mile from the project.
Source: Google Maps



Key Project Details:

- 2.2 acres
- 85 units
- 3-4 Stories
- 90 Dedicated Residential Parking Spaces
- Providing 1 FREE Transit Pass per Household

Families living and working within a 1/2 mile or 10 minute walk to transit are 10 times more likely to take transit. [1]

Families living within a 1/2 mile of transit drive 50% less than those living further away. [2]

[1] ABAG New Places, New Choices, 2007
[2] Cervero, Arrington, TCRP Report 128, 2008

QUESTIONS?

Contact: Ann Cheng, Program Director
GreenTRIP@TransFormCA.org
(510) 740-3150 x316 www.GreenTRIP.org

a project of TRANSFORM

TransForm | 436 14th Street, Suite 600 Oakland, CA 94612 www.TransFormCA.org 510.740.3150

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Metropolitan Transportation Commission

Richard Lee
Fehr & Peers

Todd Litman
Victoria Transport Policy Institute

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Association of Bay Area Governments

Jeffrey Tumlin
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Aaron Welch
Raimi and Associates

Kate White
San Francisco Foundation

Stephanie Reyes
Greenbelt Alliance

Jeff Wood
Reconnecting America

December 17, 2012

Planning Commission
Alameda County
224 W. Winton, Room 111
Hayward, CA 94544

Re: Conditional GreenTRIP Certification for Ashland Family Housing

Dear Commission Chair Jacob and Commissioners,

Congratulations! I am writing to inform you that Ashland Family Housing qualifies for **Conditional GreenTRIP Certification** based on the currently proposed design and amenities. This conditional certification is made possible in part by the Planned Unit Development you are considering at the Planning Commission meeting on January 7, 2013.

In 2009, TransForm launched GreenTRIP, a certification program for new residential development, focused on **T**raffic **R**eduction and **I**nnovative **P**arking. Ashland Family Housing is the first project in unincorporated Alameda County to seek GreenTRIP Certification.

The purpose of GreenTRIP is to recognize projects that will provide low traffic development through appropriate density, proximity to transit, services and job centers, and **T**raffic **R**eduction and **I**nnovative **P**arking strategies proven to be the most effective.

When it comes to green building, how people get to a building is just as important as what that building is made of. GreenTRIP is emerging as a trusted measure for low-traffic development.

Since 1997, TransForm has been working for world class public transportation and walkable communities in the Bay Area and beyond. GreenTRIP certifies projects that will allow new residents to drive less while increasing their mobility in a variety of ways. When families have access to affordable homes close to schools, services, jobs and transit, and developments are designed with traffic reduction and innovative parking, there are benefits for all:

- Increased household transportation savings.
- Economic support for locally serving businesses.
- Less freeway traffic and fewer vehicle collisions.
- Improved public health through increased walking and improved air quality.
- Greater demand and support of transit service.
- Reduced greenhouse gas emissions, supporting compliance with SB375 and AB32.

Based on the information provided by the developer, Resources for Community Development (RCD), **Ashland Family Housing meets the GreenTRIP Certification Standards for the "Town Center" place type**. The Town Center Place Type is determined according to definitions set forth by the Metropolitan Transportation Commission's (MTC) Station Area Planning Manual, 2007. GreenTRIP Certification Standards are designed according to these Place Types and tailored to create a feasible yet innovative standard.

The following describes how Ashland Family Housing meets GreenTRIP

standards. Please refer to the attached **Project Evaluation Report** for more details.

1. **Ashland Family Housing must create less than 35 miles/household/day.**

   Using a model recommended by the California Air Resources Board for estimating greenhouse gas emissions, future residents at Ashland Family Housing are projected to drive only **30 miles/household/day**. This is **40% less than the Bay Area regional average** of 50 miles/household/day. The primary reasons for reduced driving are the project's density, location and proximity to jobs, services and transit.

2. **Ashland Family Housing must have no more than 1.5 parking space per unit.**

   The conceptual design of Ashland Family Housing meets this standard by providing 90 parking spaces for 85 units. Fewer spaces provided for parking allows for more resources to be spent on other community amenities including local retail and transit passes described below. We are conditionally certifying the project based on the understanding that the parking will not exceed 1.1 spaces per unit.

3. **Ashland Family Housing must provide at least 1 of 3 Traffic Reduction Strategies: Unbundled parking, Free CarShare Membership or 50% Discount on Transit Passes.**

   RCD is committed to providing **one FREE AC Transit EasyPass for 40 years for each of the 85 units**. Thanks to the bulk purchase price offered by AC Transit, the cost to residents for additional passes will be 80-90% below the retail value of a standard monthly pass. This will create a substantial incentive for families to own one less car and take advantage of the full variety of transportation choices and great access to key destinations from the property. We expect to formalize this commitment in the conditions of approval by the Planning Commission.

Since this project is still going through entitlement, we are awarding a Conditional GreenTRIP Certification. We will award a final GreenTRIP Certification upon city approval of final entitlements, if those entitlements include the following project characteristics:

1. A total of 85 units (3-4 stories).
2. Net density of 39 units per acre.
3. Less than 1.1 parking space per unit.
4. Providing one AC Transit EasyPass to each unit for 40 years.

If any of these characteristics change significantly in the Planning Commission approval (entitlement) process, we will re-evaluate the project to determine if the project still meets criteria for GreenTRIP Certification.

For more information please refer our website at: http://www.GreenTRIP.org.

Sincerely,



Ann Cheng
GreenTRIP Program Director

rcd
Creating & Preserving Affordable Housing

12/4/12

Ms. Ann Cheng
TransForm
436 14th Street, Suite 600
Oakland, CA 94612

Dear Ms. Cheng,

Thank you for the opportunity to participate in the GreenTRIP Certification program through the Ashland Family Housing, an 85 unit development located at Kent Ave. and E. 14th St. in Ashland, a part of unincorporated Alameda County. As a requirement of the GreenTRIP certification program, Resources for Community Development will voluntarily commit to providing one annual AC Transit EasyPass for each unit at Ashland Family Housing and offering one additional EasyPass for each unit with more than one resident over the age of five.

These passes will be offered for free or at cost, deeply discounted from the retail value. Normally monthly transit passes with TransBay Bus access cost $150 per month. We have confirmed that we are eligible for a volume discount of over 90% off. Through the EasyPass program, annual transit passes cost $81 per year when you commit to buying one pass per unit and at least 100 passes a year. Because of the EasyPass Program we can offer two annual passes per unit for forty years.

We have received cost information from Cleo Goodwin, Senior Marketing Representative at AC Transit, and will continue to meet with her to work out the details of the program as we get closer to the construction phase of the project. We have outlined the commitment to provide discounted transit passes in our Project Description that will go before the Planning Commission at the next scheduled hearing.

We look forward to working with TransForm and appreciate your support for our mutual goals of creating more affordable, walkable and sustainable communities.

Sincerely,

Lisa Motoyama
Director of Housing Development

Resources for Community Development
2220 Oxford Street • Berkeley, CA 94704
(510) 841-4410 • FAX (510) 548-3502
WWW.RCDHOUSING.ORG

AC Transit
EasyPass
Get Going • Start Saving

John Lovell
Resources for Community Development
2220 Oxford Street
Berkeley, CA 94704

December 3, 2012

RE: AC Transit EasyPass for the Ashland Family Homes at 16309 Kent Avenue, San Lorenzo, CA, 94580.

Hello John,

Thank you for your interest in providing an AC Transit EasyPass for residents at the Ashland Family Homes development. We are excited to help Resources for Community Development offer a valuable, easily administered, and inexpensive benefit to the residential community. By providing unlimited rides at any time on all AC Transit lines, including transbay, EasyPass programs encourage participants to use transit as an alternative to driving alone, while also reducing parking demands and traffic congestion in the community. In tough economic times, an EasyPass program may provide Resources for Community Development with a highly desirable amenity for residents. Using the EasyPass can also save residents over $1,730 a year in comparable transportation costs. Best of all, moving more people to public transit is just the right thing to do!

Approval Process

The pricing provided below is an estimate only. Pricing cannot be guaranteed until an agreement is signed between Resources for Community Development and AC Transit. To move the process forward, the EasyPass team will confirm the participant pool (to determine final pricing), anticipated program length, and anticipated start date with Resources for Community Development and submit a proposal to Resources for Community Development for review and approval. Next, AC Transit staff drafts an EasyPass agreement for review and approval by Resources for Community Development. After the agreement is signed, the EasyPass program can begin.

Pricing

All AC Transit EasyPass Residential Community programs require a minimum of 100 participants, and one EasyPass per unit. The annual per participant-estimated price for Ashland Family Homes at 16309 Kent Avenue is $81, using our EasyPass Pricing Matrix (which can be found in the attached EasyPass program information). The minimum total annual cost would be $8,100. Any additional residents (over the required minimum of 100) at the location wanting an EasyPass would pay $81 annually for each pass

regardless of how far into the year the request is made. Program terms of three years or less are locked in at the matrix price without price acceleration. Resources for Community Development is responsible for making all payments to AC Transit.

The size of the participant pool, the level of AC Transit service offered to the location (LTS), pass production, and some administrative and marketing costs are factored into the per-resident annual price. The residential AC Transit EasyPass program requires the purchase of at least one pass per residential unit.

The residential community is currently served by AC Transit lines 32, 93, 99, and the all night line 801. Ashland Family Homes on Kent Avenue falls within the EasyPass program's Level of Transit Service (LTS) 4.

Additional EasyPass Opportunities

It is possible for Resources for Community Development to request pricing for other residential communities. Purchasing EasyPasses for multiple developments at the same time may reduce the per participant price for the EasyPass program.

Next Step

Let me know if you need additional information in the interim. Our EasyPass team would be happy to present the EasyPass program to you and your key associates to answer all of your questions and proceed with a proposal.

Please let us know how you would like us to help you with the important next steps.

Sincerely,

Cleo Goodwin

Cleo Goodwin
AC Transit Senior Marketing Representive
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www.actransit.org/easypass

Attachment: EasyPass for Residential Communities Program Information

ATTACHMENT I

Errata Sheet, January 2013

No.	Section	Comment/Issue	Revision
1	**VI. Geology**	Comment from Andy Cho, Assistant Engineer, Alameda County Public Works Agency via e-mail dated January 9, 2013: "Mitigation Measure G1 provided on page 16 and 69 of the *Environmental Checklist and Initial Study (IS)*, and the study provided in Chapter 4, Section VI. *Geology and Soils* are referring to and relying on the geotechnical study that was performed by *Jensen-Van Lienden (JVL)* and the recommendations provided in the JVL's report dated May 18, 2011. In November 2012, the above-mentioned JVL's report was reviewed by our geotechnical engineering consultants, *Kleinfelder*, and it was their opinion that the JVL's report didn't adequately address the liquefaction hazard and expansion potential of near surface soils in the area and additional information would be required in order to satisfy the State and the County requirements; see attached Kleinfelder's review letter dated November 27, 2012. Based on the Kleinfelder's review, the suitability of using the JVL's report as a mitigation measure is questionable at this time. It is recommended that the comments those provided in the Kleinfelder's review letter be addressed adequately by the project geotechnical engineer and the necessary documents be provided to this office for review and approval. We believe that, as a minimum, the IS & MND document should refer to the Kleinfelder's review letter and	Geology & Soils Mitigations G1 & G2 were replaced with modified G1 & G2 throughout. Inserted the following paragraph in the *Impacts* sub-section within *Geology:* "The results of the Geotechnical Study performed by Jensen-Van Lienden Associates, Inc. and dated May 18, 2012, indicate that the sandy soils encountered in several test borings are potentially liquefiable. A review of the Geotechnical Study was done by Kleinfelder on November 27, 2012 at the request of ACPWA (Project No. 130859). Kleinfelder stated that the report does not adequately address the liquefaction hazard in this area: *"In order to address the liquefaction hazard at the site, additional information on ground motions, additional laboratory tests, and details of liquefaction analysis are needed. Further discussions on expansion potential of near surface soils are also needed."* Project geotechnical engineer should adequately address comments provided in the Kleinfelder letter and provide to ACPWA for review and approval."

No.	Section	Comment/Issue	Revision
		provide a statement informing that the mitigation measures provided in the JVL are subject to further review and some revisions might be necessary."	
2		Comment from Erik Alm, District Branch Chief, Local Development/Intergovernmental Review, Caltrans District 4, via letter dated January 8, 2013: "***Traffic Operations*** Please provide Caltrans with entries and exits for this project on State Route 185. Please explain what is being planned for the pedestrians and bicyclists facility besides improving the sidewalk along E. 14th Street."	Comment Noted. No revision to the Initial Study / Mitigated Negative Declaration or to the Mitigation and Monitoring Reporting Program is necessary. *The following response was sent via e-mail by Rodrigo Orduña, Senior Planner on January 8, 2013:* "Greetings, Mr. Alm. In response to your letter dated January 08, 2013 (see attached), which requests the following: "***Traffic Operations*** – Please provide Caltrans with entries and exists for this project on State Route 185. Please explain what is being planned for the pedestrians and bicyclists facility besides improving the sidewalk along East 14th Street." Please note the following response: The project will have only pedestrian access points (five total) onto the sidewalk of State Route 185 (East 14th Street). There will be no direct vehicular access onto SR 185. Vehicular access will be limited to one driveway curb-cut onto Kent Avenue, at a point approximately 150 feet southwest with the intersection with SR 185. Please see the diagram below, with the two red arrows representing the one vehicular ingress/egress, and the five green arrows representing the pedestrian access points. As stated in the Initial Study for the MND, the project will include a re-configuration of the intersection of Kent Avenue and SR 185, as shown in the attached "Ashland Family Housing Demolition Plan.pdf" document. Alameda County Public Works Agency staff and the project Applicant (RCD Housing), have been working with your colleagues at Caltrans to coordinate the specifics of this modification to the intersection. The street improvements along SR 185 are currently ongoing, regardless of this housing project, as part of a streetscape improvement plan that was adopted in 1999 (see attached "E14 Technical MP.PDF" document) and updated in 2011 (see attached "00-Approved0805'2011 Wf Signature Page - ReportTextBody.pdf" document). This housing project would coordinate those sidewalk improvements already underway with the intersection realignment through coordination with your Caltrans colleagues. Regarding the encroachment permit from Caltrans, the project applicant will do so in coordination with Alameda County Public Works Agency staff during the Building Permit phase of the project.



I hope that this email answers your questions regarding Traffic Operations for the Ashland Family Housing project.

Regards,

Rodrigo

Rodrigo Orduña, AICP, Bay-Friendly QLP
Senior Planner
Alameda County Planning Department
Community Development Agency"

Mr. Alm's reply via e-mail, also on January 8, 2013 is as follows:

"Rodrigo,

Thank you for your prompt response to our comments on the MND for the Ashland Family Housing proposal on SR 185. It had already been clear that the County had been coordinating with Caltrans on this effort, which is good to see. Your response does address the questions

No.	Section	Comment/Issue	Revision
			from our 1/8 letter, and we will let you know if we have any additional questions. ---------- Erik Alm, AICP District Branch Chief, Local Development/Intergovernmental Review Office of Transit & Community Planning Caltrans District 4”