ALAMEDA COUNTY COMMUNITY DEVELOPMENT AGENCY
PLANNING DEPARTMENT

STAFF REPORT

PLANNING COMMISSION

HEARING DATE: **December 17, 2012**

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 attached Initial Study and Mitigated Negative Declaration, discuss the proposal, take public testimony, and continue this item to January 14, 2013 so that the public comment period for the Initial Study / Mitigated Negative Declaration can run its course (***public review and comment is from December 10, 2012, through January 14, 2013***). Staff can also finish the analysis of the proposal, discuss the project with other public agencies and respond to community comments. The presentation for today's hearing is only a discussion so that the Commission can give general guidance on the project.

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.

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).

CONFORMANCE WITH THE SPECIFIC PLAN

The front of the site (parcel with address 16309 Kent Avenue and County assessor's parcel number 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 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 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 following findings would have to be made in order to allow for the rezoning of the entire project to a PD District:

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 this 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 this 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.

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)

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.*** 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 adopted by Alameda County and would be applicable to the project if approved, and will not be further studied in a subsequent EIR.

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

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 Conditions of Approval 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 Conditions of Approval.

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.

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.

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.

A ***tentative*** schedule for upcoming hearings follows:

Planning Commission	1st hearing	December 17, 2012
Planning Commission	2nd hearing	January 14, 2013
Board of Supervisors	1st hearing	February 12, 2013

COMMUNITY COMMENTS

The County Planning Department has received three 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.

Staff has reviewed the proposal and considers that the proposed security measures, including limited site access, 24-hour on-site management, adjacency of the Sheriff's substation at the adjacent Ashland Youth Center, 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 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. 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 October 15, 2012, the project architect has made the following design modifications:

1. Added three parking spaces for use by the residents of the property.
2. Additional commercial space from just over 1,400 sq. ft. to almost 2,400 sq. ft.
3. Modified the massing of the architectural elements of the Kent Avenue building leading to the south of the property, into the residential neighborhood, to be better proportioned to the single-family, one-story structures located south of the project site.
4. 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.
5. 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 direction that the design is going. A further presentation of the design will be submitted to the public and the Planning Commission at the time of the hearing on 12/17/12.

CONCLUSION

This is an informational hearing only; no decision will be made at this hearing. A subsequent public hearing is scheduled at the Planning Commission for Monday, January 14, 2013, at 3:00 pm, for the Planning Commission to make a recommendation to the Board of Supervisors on the project and to recommend adoption of the results of the Initial Study.

RECOMMENDATION

Staff recommends that the Planning Commission review this staff report and the attached information, discuss the proposal, take public testimony, and continue this item to a future hearing date (January 14, 2013) so that staff can finish the analysis of the proposal, including respond to public comments on the Initial Study, discuss the project with other public agencies and prepare the final iteration of this proposal.

ATTACHMENTS

A. Initial Study and Mitigated Negative Declaration

B. Parking Analysis Report for Ashland Family Housing

C. Community Comments Received

D. Project Drawings

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

ATTACHMENT A

INITIAL STUDY & MITIGATED NEGATIVE DECLARATION

ASHLAND FAMILY HOUSING

COUNTY OF ALAMEDA

PREPARED BY:

AEM CONSULTING
310 PACIFIC HEIGHTS DRIVE
SANTA ROSA, CA 95403

DECEMBER 2012

TABLE OF CONTENTS

Chapter 1 – Executive Summary 12
Purpose of the Document 12
Project Description - Summary 12
Impacts and Mitigation Measures 12
Chapter 2 – Introduction 23
CEQA 23
Alameda County's Role under CEQA 23
Chapter 3 – Project Description 25
Project Location and Existing Site Conditions 25
Site Conditions 25
Current General Plan and Zoning Designations 25
Existing Land Uses 26
Surrounding Land Uses 26
Proposed Project 26
Green features 26
Amenities 27
Proximity 27
Project Objectives 27
Project Characteristics 27
Planning and Zoning Consistency 28
General Plan 28
Zoning 28
Requested Actions and Required Approvals 29
Alameda County Approvals 29

Project Location 31

Project Location (Continued) 32

Project Location (Continued) 33

Chapter 4 – Initial Study Checklist 38

I. AESTHETICS 38

Setting 38

Impacts 39

Shadows 40

Mitigations 41

II. AGRICULTURE AND FORESTRY RESOURCES 43

Setting 43

Impacts 43

III. AIR QUALITY 44

Setting 44

Regulatory Setting 44

Area of Influence 46

BAAQMD Significance Thresholds 46

Impacts 47

Roadway Sources – Thresholds of Significance 48

Stationary Sources – Thresholds of Significance 49

Cumulative Air Contaminant Exposure 50

Emissions Due to Construction Activity 51

Carbon Monoxide Hotspots 51

Demolition 51

Conclusions 52

Toxic Air Contaminates (TAC) 52

Operational Criteria Air Pollutant and Precursor Emissions Analysis 52
Construction Emissions 52
Carbon Monoxide Hotspots 53
Mitigations 53
IV. BIOLOGICAL RESOURCES 54
Setting 54
Study Area 54
Regulations 55
Impacts 55
Summary of Conclusions 57
Mitigations 57
V. CULTURAL RESOURCES 59
Setting 59
Introduction 59
HISTORIC CONTEXT AND SETTING 60
Northwest Information Center 63
Native American Consultation 63
Impacts 63
Mitigations 64
Cultural Resources 64
VI. GEOLOGY AND SOILS 66
Setting 66
Geotechnical Conditions 67
Impacts 67
Conclusions and Discussion 67
Recommendations 69

Mitigations 69

Soils and Geotechnical 69

VII. GREENHOUSE GAS EMISSIONS 70

Setting 70

Impacts 70

Thresholds of Significance 70

VIII. HAZARDS AND HAZARDOUS MATERIALS 72

Setting 72

Impacts 73

Asbestos and Lead-based paint survey 76

Mitigations 78

IX. HYDROLOGY AND WATER QUALITY 80

Setting 80

Water Supply 80

Impacts 81

Mitigations 83

X. LAND USE AND PLANNING 86

Setting 86

General Plan 87

Zoning 88

Impacts 91

XI. MINERAL RESOURCES 94

Setting 94

Impacts 94

XII. NOISE 95

Setting 95

Existing Noise Environment 95
Regulatory Setting 96
Impacts 96
Recommendations 97
Contribution to Community Noise Levels 97
Conclusion 98
Mitigations 99
Noise 99
XIII. POPULATION AND HOUSING 100
Setting 100
Impacts 100
Mitigations 101
XIV. PUBLIC SERVICES 102
XV. RECREATION 105
XVI. TRANSPORTATION 106
Setting 106
Planned Land Use 106
Planned Housing 107
Planned Transportation 107
Impacts 108
Significance Criteria 109
Existing Conditions 111
Existing plus project conditions 114
Cumulative (Year 2035) Plus Project Conditions Impact Analysis 116
XVII. UTILITIES AND SERVICE SYSTEMS 119
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE 122

Chapter 5 – Preparer & References 124

Source Documentation: 124

Figures

Figure 1 Rendered Perspectives 34

Figure 2 Architectural Site Plan 35

Figure 3 Building "A" Northeast Elevation along E. 14th Street 36

Figure 4 Building "A" Elevations from Kent Avenue *** Note: Colors may change* 36

Figure 5 Building "B" Elevations (North) 37

Figure 6 Building "D" Elevations (South) 37

Figure 7 Fire Access Plan 118

Tables

Table 1 Summary project Impacts and Mitigation Measures 12

Table 2 Subject Parcel Information 32

Table 3 BAAQMD Thresholds of Significance 47

Table 4 Summary of Annual PM2.5 Concentrations 48

Table 5 Thresholds of Significance – Roadways – Cancer and Non-Cancer (Chronic and Acute) Hazard Indices 49

Table 6 Thresholds of Significance – Stationary Sources – Cancer and Non-Cancer (Chronic and Acute) Hazard Indices 50

Table 7 Cumulative Thresholds of Significance - Cumulative Air Contaminant Exposure – All Sources 50

Table 8 Greenhouse Gases Analysis 71

Table 9 Existing Conditions - Intersection Levels of Service 111

Table 10 Existing Conditions - Roadway Segment Levels of Service 112

Table 11 Existing Plus Project Conditions - Intersection Levels of Service 115

Table 12 Existing Conditions - Roadway Segment Levels of Service 116

Appendices

Appendix A – Air Quality

Appendix B – Biological Resources

Appendix C – Cultural Resources

Appendix D – Geology and Soils

Appendix E – Hazards and Hazardous Materials

Appendix F – Noise

Appendix G – Transportation and Circulation

Appendix H – Project Description

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

Environmental Checklist Form

Prepared Pursuant to the California Environmental Quality Act (CEQA)

Project Title:

Ashland Family Housing

CEQA Lead Agency:

Alameda County Community Development Agency
Planning Department
399 Elmhurst Street, Suite 141
Hayward, CA 94544-1307

Contact: Rodrigo Orduña, Senior Planner
(510) 670-6503, rodrigo.orduna@acgov.org

Project Location:

16309-16331 Kent Avenue
San Lorenzo, CA 94580
(APNs: 080C-0479-023-02, 080C-0479-023-01, 080C-0479-022 and 080C-0479-021)

Project Sponsor:

Resources for Community Development
2220 Oxford Street
Berkeley, CA 94704

Contact: Alicia Klein, Senior Project Manager
(510) 841-4410 x336

General Plan Designation and Zoning:

GP: *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.

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

Description of the Project:

The project envisions demolition of existing structures and new construction of 85 affordable rental apartments for emancipated foster youth, individuals, and families who earn income of 30% to 50% of Area Median Income (AMI). In keeping with the renaissance of the Ashland and Cherryland Business Districts Specific Plan, commercial space will be placed along the East 14th Street frontage. In addition to the mixed-uses stated here, a community room, classrooms, computer room, office and garden community room will be constructed. A total of 99 parking spaces will be provided onsite. Each unit will receive one free transit pass for at least 40 years or for the life of the project.

Surrounding Land Uses:

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.

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 Bay Fair BART station and Bayfair shopping mall located to the northwest.

Discretionary Actions for which this Initial Study may be applied without limitation:

- Rezoning to a Planned Development Zoning District
- Boundary Adjustment
- Demolition Permits
- Grading Permits
- Building Permits
- Fire Clearance
- Encroachment
- Storm Water Permit
- Caltrans Intersection Realignment Approval
- Utility Services Realignment Approval
- California State Water Resources Control Board Construction General Permit

Other Agency Permits or Discretionary Actions:

None

Environmental Factors Potentially Affected:

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 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		

LEAD AGENCY DETERMINATION

On the basis of this initial evaluation:

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by, or will be agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

12/07/12

Rodrigo Orduña, Senior Planner
Alameda County Community Development Agency

Date

Chapter 1 – Executive Summary

Purpose of the Document

This CEQA Initial Study has been completed to meet applicable requirements of the California Environmental Quality Act (CEQA).

Project Description - Summary

The project envisions demolition of existing structures and new construction of 85 affordable rental apartments for emancipated foster youth, individuals, and families who earn income of 30% to 50% of Area Median Income (AMI). In keeping with the renaissance of the Ashland and Cherryland Business Districts Specific Plan, commercial space will be placed along the East 14th Street frontage. In addition to the mixed-uses stated here, a community room, classrooms, computer room, office and garden community room will be constructed. A total of 99 parking spaces will be provided onsite. Each unit will receive one free transit pass for at least 40 years or for the life of the project. The project is further described in Chapter 3.

Impacts and Mitigation Measures

The analysis in Chapters 4 and 5 of this document provides a description of the existing setting, potential impacts of project implementation, and recommended mitigations measures to reduce or avoid potentially significant that could occur as a result of project implementation. Additionally, the project is also subject to Alameda County Standard Conditions of Approval. Table 1 below lists a summary statement of each impact and corresponding mitigation measures, as well as the level of significance after mitigation.

Table 1 Summary project Impacts and Mitigation Measures

Potential Environmental Impacts	Mitigation Measures	Resulting Level of Significance
Aesthetics		
These conditions ensure that the visual character conforms to designs in area plans that apply to this project.	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). 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. 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.	***Less than significant***

Potential Environmental Impacts	Mitigation Measures	Resulting Level of Significance
	A4. The applicant shall realign Kent Avenue to adequately interface and/or be compatible with the overall Caltrans East 14th Street "Streetscape" plan. 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. A6. The applicant shall complete frontage improvements consistent with the Master Plan. 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. 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. 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. A10. The applicant shall obtain acceptance and approval from AC Transit for the new bus stop location. A11. The applicant is required to submit a lighting plan that includes mitigation measures to ensure light and glare impacts are less than significant. A12. All exterior lights on the property shall be privately owned and maintained by the applicant or property owner. 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. 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. 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. A16. All electroliers installed by the applicant shall be anchored to a concrete footing and comply with the County's grounding requirement. 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. A18. The applicant may install decorative electroliers on the site; however, wood poles are no longer recommended. A19. Prior to any trenching for streetlight conduits and installation of streetlight facilities, the applicant must obtain approval to begin work from	

Potential Environmental Impacts	Mitigation Measures	Resulting Level of Significance
	the County inspector.	
Air Quality		
During construction, temporary construction dust will be generated. The Best Management Practices for Air Quality impacts should be ongoing throughout site preparation and construction.	AQ1. Water all active construction areas as needed to minimize dust; AQ2. Cover all trucks hauling soil, sand, and other loose materials; 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; 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 AQ5. Sweep streets as necessary (with water sweepers) if visible soil material is carried onto adjacent public streets, as directed by County Engineer.	***Less than significant***
Biological Resources		
These conditions ensure that any nesting or migratory birds are not impacted by the project.	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. 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[1] (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	***Less than significant***

[1] *Effective January 1, 2013, AB 2402 signed by Governor Jerry Brown changes the name of the California Department of Fish and Game to California Department of Fish and Wildlife.*

Potential Environmental Impacts	Mitigation Measures	Resulting Level of Significance
	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. 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. 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. 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. BR6. Consultation with CDFG may be warranted to determine appropriate mitigation measures if roosts are disturbed or destroyed.	
Cultural Resources		
These conditions outline procedures to be followed during demolition and in	*Demolition* HR1. Timbers and wood from the barn shall be salvaged and either sold on the	***Less than significant***

Potential Environmental Impacts	Mitigation Measures	Resulting Level of Significance
the event of accidental discovery of archeological resources, paleontological resources or human remains during construction.	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. *Cultural Resource Protection Procedures.* The Applicant or the contractor shall provide for grading and trenching crews to implement the following procedures: 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; CR2. The archaeologist must study any archaeological resources found onsite and publish data concerning these resources; 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; 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 (CAl) for inclusion in the permanent archives, and another copy shall accompany any recorded archaeological materials and data. 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. 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.	
Geology and Soils		
These conditions relate to soil suitability of the undeveloped parcel.	G1. Follow all recommendations detailed in the Geotechnical Engineering Study performed for 16309 Kent Avenue, San Lorenzo, California by Jensen-Van Lienden Associates, Inc. on May 18, 2011 (attached). G2. 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".*	***Less than significant***
Hazards & Hazardous Materials		

Potential Environmental Impacts	Mitigation Measures	Resulting Level of Significance
These conditions concern demolition precautions for items found at the site that warrant further investigation at that time.	HZ1. Follow all recommendations outlined in the Phase I Environmental Site Assessment report prepared for the Ashland Housing Project in May 2011 by RGA Environmental. HZ2. Follow all recommendations outlined in the Phase I Environmental Site Assessment report prepared for the project in May 2012 by Belinda P. Blackie, P.E., R.E.A. HZ3. Follow the recommendations by RGA outlined in HZ4 through HZ13 for planned site development which may disturb ACM, LBP, LCP, lead in soil, and/or a variety of other potentially hazardous materials which were observed at the subject site. HZ4. The site owner should provide notification to employees, contractors, subcontractors, and tenants of the site structures as to the presence, location, and quantity of ACM, LBP, and lead in soil at the site within 15 days of receiving this information. HZ5. Prior to renovation or demolition of the 16 mobile homes and associated structures (including inaccessible bath structures) not included in this survey, 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. HZ6. 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. HZ7. Prior to future 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." HZ8. 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. HZ9. 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. HZ10. 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." HZ11. 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 ap-	***Less than significant***

Potential Environmental Impacts	Mitigation Measures	Resulting Level of Significance
	plicable regulations. Remaining soil should be capped with grass, asphalt, or concrete to minimize contact by children. HZ12. 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. HZ13. 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.	
Hydrology and Water Quality		
These conditions are to prevent storm water pollution during and after construction as well as proper site drainage.	Hydrology 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. 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. 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. 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. H5. The design of mitigation measure will have to be reviewed and approved	***Less than significant***

Potential Environmental Impacts	Mitigation Measures	Resulting Level of Significance
	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 prior to 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. 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. 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. H9. Catch basins deeper than three (3) feet must have a minimum top opening of 2' x 3' and must have steps for access. 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. H11. Do not augment or concentrate runoff to the adjacent properties to the rear or side of the development area. 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. H13. No structure or load shall be placed over the storm drainage pipe. 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. Water Quality 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	

Potential Environmental Impacts	Mitigation Measures	Resulting Level of Significance
	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". 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. 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. 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). 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. 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 DUMP-	

Potential Environmental Impacts	Mitigation Measures	Resulting Level of Significance
	ING! DRAINS TO BAY" or other approved wording. WQ7. Outdoor storage of potential pollutants or storm water contaminants must be under a roof, cover, or temporary tarp during the rainy season. 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. 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. 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.	
Noise		
These conditions are to minimize noise disturbance to residents during construction and to meet acceptable interior noise levels.	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. N2. Follow Conditions of Approval labeled N3 through N6 to manage temporary noise during demolition and construction of the project. 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. N4. All construction vehicles and equipment shall be fitted with working mufflers. N5. Machinery, including motors, shall be turned off when not in use. 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.	***Less than significant***
Population and Housing		
The project will involve relocation of residents.	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 Con-	***Less than significant***

Potential Environmental Impacts	Mitigation Measures	Resulting Level of Significance
	gress 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.	

Project proponent, applicant, or subsequent agrees to comply and implement all mitigation measures during the time indicated hereinabove, which, should this project be approved, will be included as conditions of approval for this project. Additional conditions of approval may be added, should this project be approved, and shall have the same force and effect as these mitigation measures.

Alicia F. Klein 12/7/2012

Signature project proponent / applicant, or subsequent — Date

Alicia F. Klein — Resources for Community Development

Printed name of project proponent / applicant, or subsequent — Affiliation

Chapter 2 – Introduction

This document is a Mitigated Negative Declaration (MND) with an Initial Study, intended to meet the requirements of the California Environmental Quality Act (CEQA). The purpose of the MND is to assess the potential environmental effects of implementing the Ashland Family Housing project (proposed action/proposed project) and to determine if approval of the requested discretionary actions and subsequent development would have a substantial adverse effect on the environment. The action is proposed by Alameda County as the lead agency under CEQA. In accordance with CEQA, this draft MND is subject to a 30-day public review period.

CEQA

The CEQA process, established by state law, requires the review of proposed projects in order to identify and address potential environmental effects. A public agency must comply with CEQA when it undertakes an activity defined as a "project." In accordance with CEQA, a project is an activity undertaken by a public agency or a private activity which must receive some discretionary approval (whereby the agency has the authority to deny the requested permit or approval) from a government agency which may cause either a direct physical change in the environment or a reasonably foreseeable indirect change in the environment. Once a public project or a project requiring discretionary approval is identified, a determination must be made regarding whether the project is exempt from CEQA.

Projects which are not exempt from CEQA require a Negative Declaration, a Mitigated Negative Declaration, or an Environmental Impact Report (EIR). When a project does not result in any significant environmental effects, or project modification and/or mitigation measures reduce these impacts to a less-than-significant level, a Negative Declaration or a Mitigated Negative Declaration is prepared. An EIR must be prepared if a project may have one or more potentially significant environmental effects that cannot be mitigated to a less-than-significant level. The appropriate level of environmental documentation required for a project can be determined through the use of an Initial Study checklist (incorporated herein).

The Mitigated Negative Declaration (MND) and Initial Study contained herein have been prepared in accordance with CEQA (Public Resources Code §21000), the State CEQA Guidelines (Title 14, California Code of Regulations, §15000).

Alameda County's Role under CEQA

Prior to approving the project, the decision-making body of the lead agency must consider this document together with any comments received during the public review process. The decision-making body will adopt the document only if it finds on the basis of the whole record before it that there is no substantial evidence that the project will have a significant effect on the environment and that the document reflects the lead agency's independent judgment and analysis.

Upon completion of the public review period, the environmental document will be evaluated via a governmental decision-making process. Initially, the County's Planning Commission will consider the environmental document along with any comments received during the public review process. Ultimately, final consideration and adoption of the environmental document and project approval will be done by Alameda County. During the decision-making process, opportunities to address the decision-makers concerning the project will be provided through public hearings, which are announced at least 72 hours in advance. Notification of hearings can be obtained from Alameda County Community Development Agency, Planning Department, 244 West Winton Avenue, Suite 111, Hayward, California 94544.

The analysis in this document assumes that, unless otherwise stated, the project will be designed, constructed and operated following all applicable laws, regulations, ordinances and formally adopted federal, State and City stand-

ards. The subsequent sections of this document contain a discussion of the proposed project, its potential environmental impacts, and recommendations regarding necessary environmental documentation.

Chapter 3 – Project Description

Project Location and Existing Site Conditions

Ashland, formerly San Leandro South, is an unincorporated census-designated place in Alameda County, California. The population was 21,925 at the 2010 census. Ashland has a total area of 1.8 square miles, all of it land. Alameda County occupies most of the East Bay region of the San Francisco Bay Area. The unincorporated communities in Alameda County are governed directly by the county. Alameda County has six major unincorporated communities that qualify as census designated places, including Ashland, Cherryland and San Lorenzo. Together, Ashland and Cherryland comprise one of the most urbanized areas of the unincorporated portion of Alameda County, with a combined total population of approximately 38,000. [(1)] The two communities are within an equal commute to many of the employment centers of the Bay Area, both by freeway and transit. The project site is located roughly three miles from the San Francisco Bay shoreline, between the city of Hayward and San Leandro. Across the bay, San Francisco lies approximately 17 miles to the west.

The Ashland/Cherryland area is the target of a specific plan for revitalization of the area. Many of the economic and development opportunities that exist for this central portion of the County have remained unfulfilled and the quality of life in the residential areas has not improved.

The subject property is comprised of four contiguous parcels at the corner of East 14th Street (State Route 185) and Kent Avenue. All four parcels are improved and fully developed. One parcel is a mobile home park; the other three are single family residences. As part of the redevelopment plan, the portion of Kent Avenue that aligns with the un-signalized intersection at East 14th Street would be vacated and relinquished by the County from the roadway system and incorporated into the proposed site. This would shift traffic using the un-signalized intersection to use the signalized intersection at 164th Avenue. Together, the five parcels total approximately 2.21 acres.

Site Conditions

Based on adjacent land-use and current conditions, the Study Area appears to have been developed no less than 50 years ago. The Study Area (approximately 2.21 acres) currently includes a mobile home park, three individual residences, and several outbuildings. Development has resulted in an impermeable layer (i.e. asphalt), likely six inches to two feet deep, which is underlain by Danville silty clay loam. Due to the impermeable layer, most surface water which falls on-site flows offsite to be collected by the San Lorenzo municipal water system. The majority of the Study Area is developed, including landscaped areas. The developed area is primarily devoted to mobile home accommodations, though it also includes three permanent homes, a covered garage area, and several non-habitable "outbuildings". The remainder of the developed area is devoted to paved roads and driveways. Remainder of the Study Area features landscaped areas are dominated by a variety of common invasive herbs and vines, as well as non-native ornamental trees and shrubs.

Current General Plan and Zoning Designations

GP: *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.

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

Existing Land Uses

Currently a mobile home park and three single family residences occupy the four improved parcels. There also is a portion of land that is currently public right-of-way, which the project seeks the County to abandon for use by the project for additional frontage along East 14th Street.

Surrounding Land Uses

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.

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 Bay Fair BART station and Bayfair shopping mall located to the northwest.

Proposed Project

Resources for Community Development (RCD) is developing the Ashland Family Housing affordable housing project located at 16309 – 16331 Kent Avenue, Ashland area of unincorporated Alameda County. The project envisions demolition of existing structures and new construction of 85 affordable rental apartments for emancipated foster youth, individuals, and families who earn income of 30% to 50% of Area Median Income (AMI). There will be 29 one-bedroom, one-bath units; 30 two-bedroom, one-bath units; and 26 three-bedroom, two-bath units comprising the total of 85 units. In keeping with the renaissance goals of the Ashland and Cherryland Business Districts Specific Plan, 2,339 square feet of commercial space will be placed along the East 14th Street frontage. In addition to the mixed-uses stated here, a community room, classrooms, computer room, office and garden community room will also be constructed. 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.

Green features

Green Features:

Ashland Family Homes will be designed to be a Green Point Rated community. Outside of rent, one of the largest expenses for residents is utility costs. Creating savings in that area by building "green", RCD further promotes the financial stability of its residents. Any project also has to comply with CalGreen State Building Standards Code, with required Stormwater Treatment Measures, and with local construction and demolition recycling codes, which include many of the provisions listed below:

- ENERGY STAR appliances in all units
- Energy-efficient, low mercury lighting
- Low-flow restrictors on bathroom and kitchen faucets
- Recycled content carpet and ground concrete flooring
- Low or no-VOC paints

- Formaldehyde-free cabinet boxes, counter top substrates, and building insulation
- Implementation of indoor construction air quality management plan
- Construction waste recycling plan that diverts 75% of construction waste from landfills
- Drought tolerant landscaping, bioswale drainage and filtration, and water permeable pavement

Green Building Measures:

- The project site is in proximity to multiple modes of transit including main bus line and BART.
- The buildings are by and large oriented to take advantage of north and south exposures.
- The Garden Buildings (buildings B, C and D) are designed such that the units run from front to back. This allows for positive natural ventilation through the units.
- Green building materials /systems:
    - Recycled content cementitious siding
    - Sustainably harvested wood (trellises and accents only)
    - Low-e insulated glass windows
    - Cool roof
    - Green Roof (Building E)
    - Storm water treatment, site design, source control, and hydromodification management measures
    - Solar thermal hot water heating

Amenities

- Community center with large multi-purpose meeting/community room and computer center
- Laundry facilities
- Onsite resident support services such as youth programs, educational workshops and job readiness classes (at no cost to residents)
- Lushly landscaped patio, a courtyard garden and raised vegetable garden planting beds for residents
- Secured onsite parking
- One free AC Transit pass will be provided to each household annually for 40 years

Proximity

- Less than a ¼ mile from public transit lines
- Less than a 1 mile from the Bay Fair BART station and Bayfair Center which offers a wide range of restaurant options an assortment of retail opportunities and a certified farmers market that is open daily.
- Located adjacent to Edendale Park, Edendale Middle School, and baseball fields

Project Objectives

The project seeks to complement the youth center currently under construction adjacent to the property by providing affordable housing for emancipated youth exiting the foster care system, as well as provide affordable housing for larger families and individuals. A total of 26 of the 85 units will be three-bedroom, two-bath apartments for larger families.

Project Characteristics

Relocation

A suitable Relocation Plan that conforms to the Uniform Relocation Act will be required. Four of the parcels were occupied with residents at the time the developer acquired them. The developer has begun to relocate the occupants permanently, according to the Relocation Plan.

Demolition

The existing mobile home park, single family residences, a barn, and associated out-buildings will be demolished. The site will be cleared of the current improvements. Five (5) of seven (7) trees on the project parcels will be removed. Two mature trees will remain: a Jacaranda along Kent Avenue and a Mexican Ash at the rear of the property. The AC Transit bus stop located on the island that currently exists in the public right-of-way will be demolished. The new AC Transit bus stop will be located across Kent Avenue to the south east of the project site.

Construction

All four parcels plus a portion of the County right-of-way at the corner of Kent Avenue and East 14th Street will be developed with a total of 85 units of affordable housing and approximately 2,339 square feet of commercial uses. Street and public right-of-way improvements will also be made along the East 14th Street frontage and Kent Avenue. Please see Figures 1-6 on the pages that follow for a sample of site plans and elevations. A complete submittal of plans can be found in Appendix H.

Planning and Zoning Consistency

The *Ashland and Cherryland Business Districts Specific Plan* for the commercial districts of the Ashland and Cherryland communities seeks to revitalize commercial development in the area and conserve and restore the quality of the adjacent residential neighborhoods. Together, Ashland and Cherryland comprise one of the most urbanized areas of the unincorporated portion of Alameda County, with a combined total population of approximately thirty-eight thousand people. The two communities are within an equal commute to many of the employment centers of the Bay Area, both by freeway and transit. Yet, many of the economic and development opportunities that exist for this central portion of the County have remained unfulfilled and the quality of life in the residential areas has not improved.

General Plan

The *Eden Area General Plan* designates the four subject sites as High Density Residential (between 43 to 86 dwelling units per acre density) with General Commercial allowed as a secondary use.

The project involves demolition of the existing mobile home park on the subject property (which contains 16 units) and redevelopment of the site with increased density. The proposed project is consistent with the Eden Area General Plan.

The County's land use plan designates the two-mile East 14th Corridor southeast of Bayfair Drive as "General Commercial or Medium/High Density Residential". This is the County's equivalent to San Leandro's "Corridor Mixed Use" designation. It allows either residential, commercial, or mixed use development, with densities of up to about 40 units per acre. The Ashland Business District is also contained in a Joint City-County Redevelopment Project area that extends into San Leandro along East 14th Street.

The General Plan designation of the four subject sites is High Density Residential (between 43 to 86 dwelling units per acre density) with General Commercial allowed as a secondary use. This designation allows the proposed density of 38.4 dwelling units per acre (2.22 acre site with 85 proposed dwelling units).

Source Documentation: (1)

Zoning

The *Ashland Cherryland Business District Specific Plan (ACBDSP)* designates the largest parcel (1.2 acres, APN 080C-0479-023-02) within the Transit Access (TA) land use district. This designation encourages commercial development and allows mixed-use residential densities of up to 50 du/ac. The other three parcels are located in the R-1 (Single-Family Residence) zoning district (which allows densities of up to 9 du/ac). The proposed rezoning to a PD (Planned Development zoning district) of all of the four parcels is in keeping with the required review through

Planned Unit Development for proposed mixed-use projects per the Specific Plan, and is vertically consistent with the High Density Residential land use designation of the Eden General Plan for proposed redevelopment of the properties currently zoned R-1.

The Specific Plan for the six identified Ashland and Cherryland business districts promotes transit oriented development along East 14th Street/Mission Boulevard, as well as development that takes advantage of existing highway and freeway access. Transit stops are set in locations for higher intensity, mixed-use development in four of the six business districts. Intensive commercial development on Lewelling/East Lewelling Boulevard is concentrated near Mission Boulevard, to the east end, and near Hesperian Boulevard, to the west. Between these two areas, the Specific Plan promotes commercial development on East Lewelling Boulevard that is significantly less intensive and that is more responsive to the high school and to the predominately residential character of the identified Business District.

The Specific Plan also outlines a comprehensive set of public reinvestment projects that are designed to restore a high quality of life to neighborhoods within walking distance of shopping and public transportation. These projects include new community service facilities and programs that will serve and nurture the unusual diversity of people who live in the area. Facade and sign improvement programs and, ultimately, street landscaping and public places are planned that both will improve the appearance of the area and create a more attractive climate for promoting new private sector reinvestment.

Development of mobile home parks, in whole or in part by either private or public means and conversion to commercial or high density residential development, consistent with Plan policies, is allowed and encouraged, is the long-term objective of this policy, and is subject to providing comparable replacement housing in the community for all residents who are being displaced and who desire it according to established redevelopment law. Such housing shall be dedicated as low cost housing for the maximum time period allowed, unless otherwise provided under the Specific Plan, the Redevelopment Plan, or by County ordinance or policy.

To the extent that the mobile home parks on East 14th Street take up commercial frontage, they represent an underutilization of property, and all reasonable efforts should be pursued for redevelopment of these sites following the revitalization scenarios outlined for each business district. At present, most of the mobile home sites provide little in any physical amenities for residents. In the short term, assistance is to be provided for site landscaping of the mobile home parks appropriate to their use as residential areas.

The *Ashland Cherryland Business District Specific Plan* includes further goals, policies, and standards for how this corridor should be developed and includes an action plan to finance and build specific public improvements. The identified Revitalization Opportunities and Revitalization Strategy for the Ashland Avenues Business District of the Specific Plan, which includes the subject sites, complements the Transit Access zoning designation Development Regulations regarding mixed use development, retail commercial development on the ground floor, and physical standards of construction.

Source Documentation: (1) (2)

Requested Actions and Required Approvals

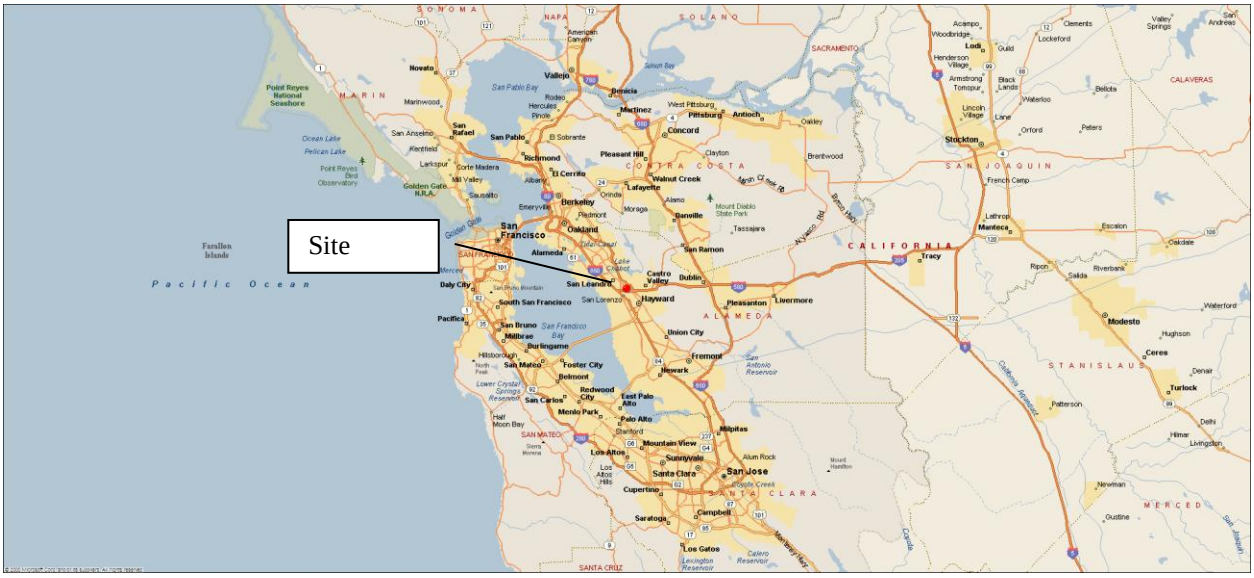
This Initial Study will be used to provide decision-makers and the general public with relevant environmental information about the project. The Initial Study will be used by the County when considering approval of the project. Approvals required for implementation of the project include, without limitations, the following.

Alameda County Approvals

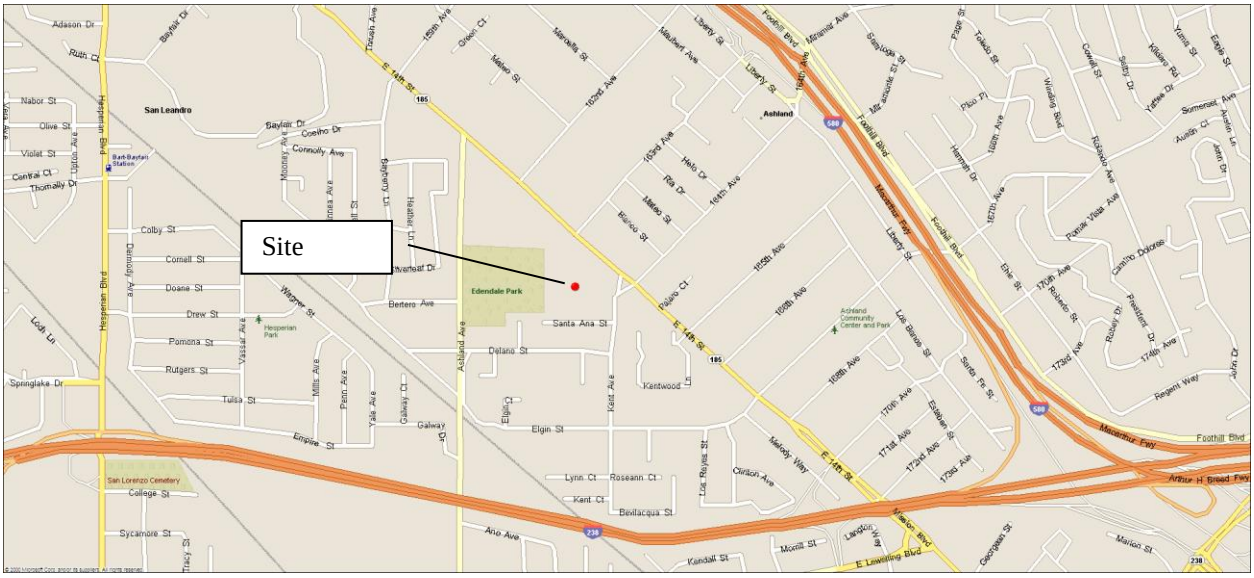
- Rezoning to a Planned Development Zoning District
- Boundary Adjustment

- Demolition Permit
- Grading Permit
- Building Permit
- Encroachment Permit
- Stormwater Permit
- Fire Clearance

Project Location

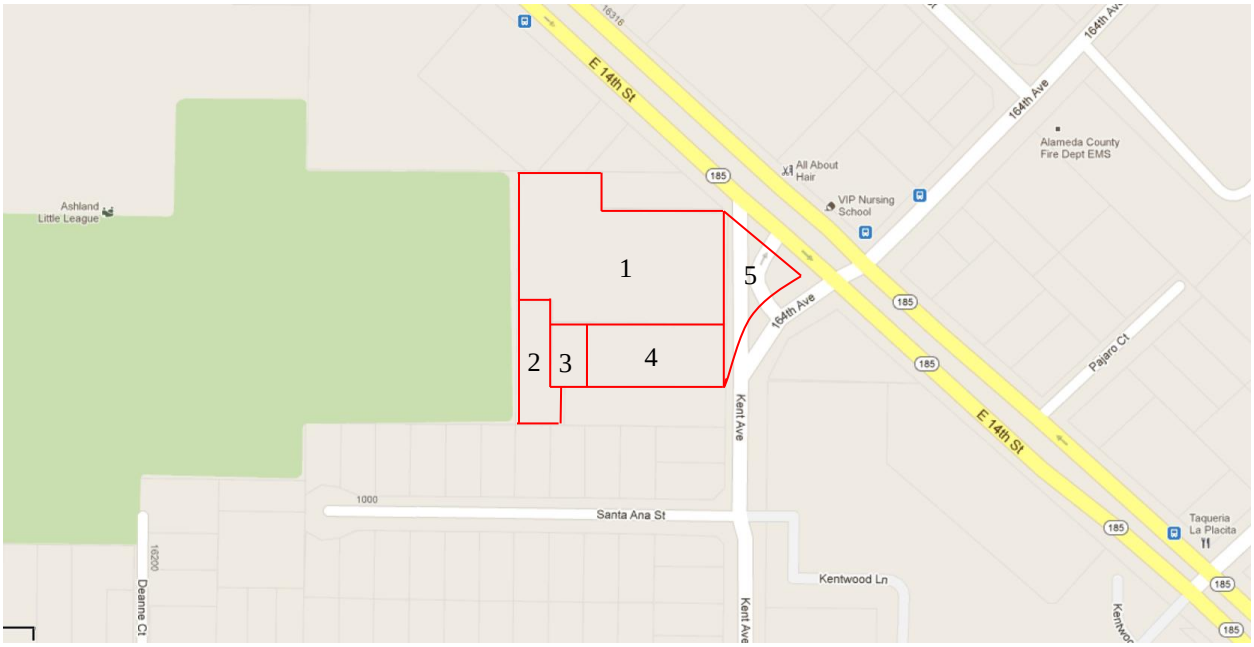


Map 1 Region



Map 2 Detail

Project Location (Continued)



Map 3 Assessor's Parcel Numbers

Table 2 Subject Parcel Information

Number	APN	Current Land Use	Size in Acres
1	080C-0479-023-02	Mobile Home Park	1.22
2	080C-0479-023-01	Single Family Residential	0.23
3	080C-0479-021-00	Single Family Residential	0.11
4	080C-0479-022-00	2, 3, or 4 Single Family Residences	0.44
5	None assigned	Public Right-of-Way Between Kent Avenue and 164th Ave.	approx. 0.21

Project Location (Continued)

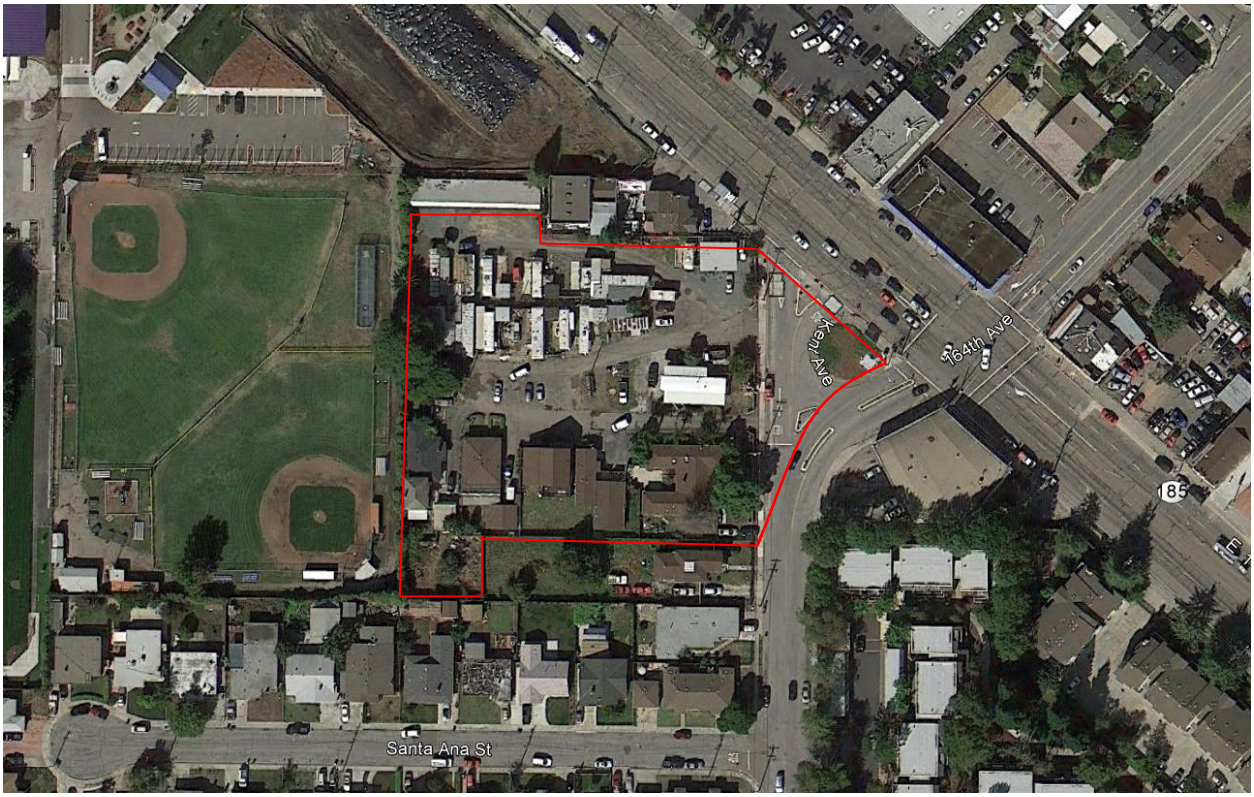


Photo 1 Existing conditions with site boundary overlain (Not to Scale)



Figure 1 Rendered Perspectives





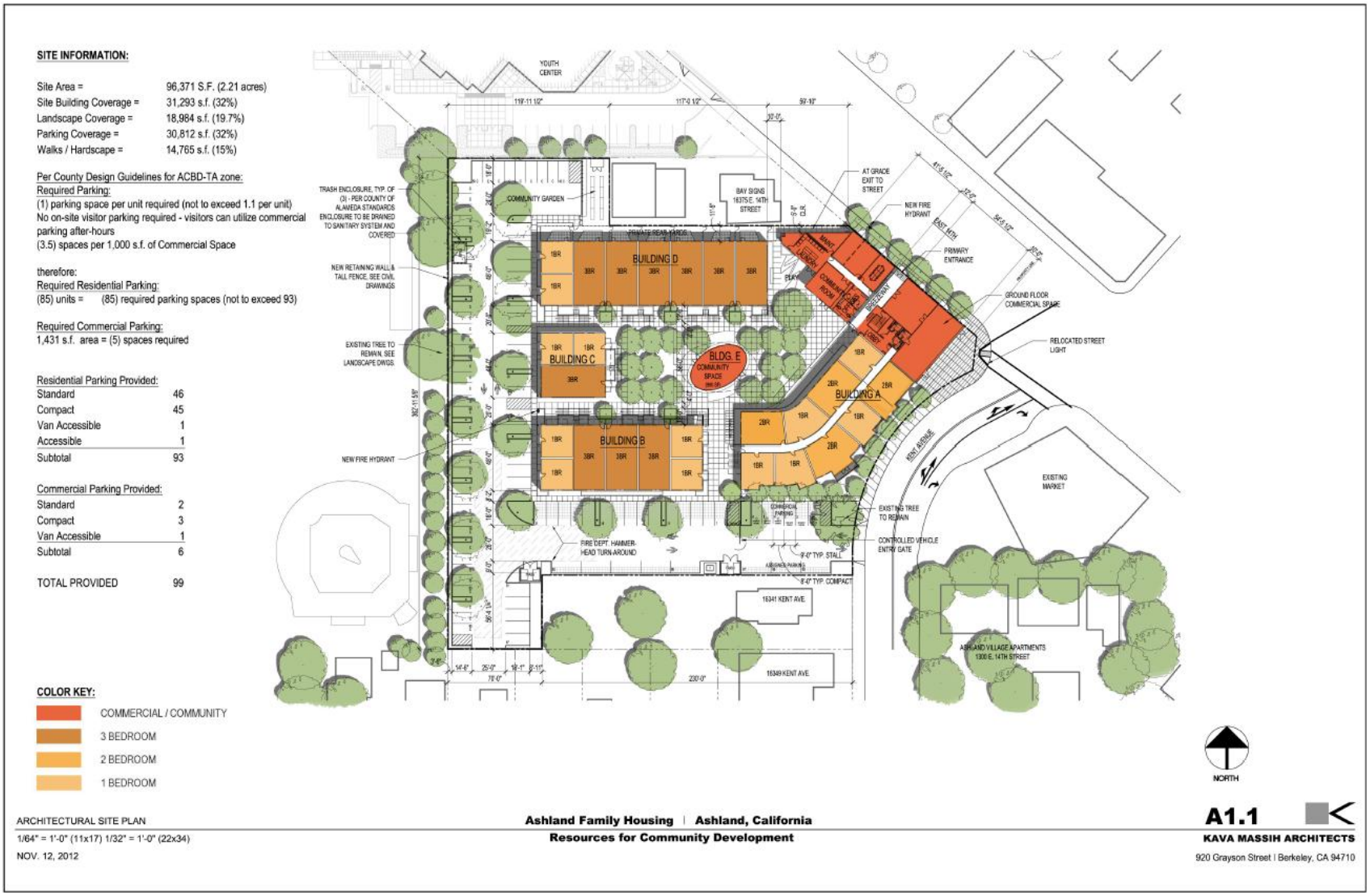


Figure 2 Architectural Site Plan



Figure 3 Building "A" Northeast Elevation along E. 14th Street



Figure 4 Building "A" Elevations from Kent Avenue ***** Note: Colors may change***



Figure 5 Building "B" Elevations (North)



Figure 6 Building "D" Elevations (South)

Chapter 4 – Initial Study Checklist

Pursuant to CEQA Guidelines Section 15063, the following sections provide an evaluation of whether the project will have any significant effects on the environment.

If an environmental issue would not be affected by the project it is identified in the following evaluation as ***"no impact".***

A "***less than significant***" response indicates that while there may be potential for an environmental impact, there are standard procedures or regulations in place, or other features of the project as proposed, which would limit the extent of this impact to a level of ***less than significant***.

If an environmental issue may cause a significant effect on the environment, but the Applicant has agreed to implement mitigation measures that would reduce this impact to a ***less than significant*** level, it is identified in the following evaluation as "***less than significant with mitigation***" and these new measures are specifically identified.

If an environmental issue may cause a significant effect on the environment, it is identified in the following evaluation as "potentially significant" and will be analyzed in a project-level EIR.

I. ***AESTHETICS*** Would the project:	***Potentially Significant Impact***	***Less than significant with Mitigation***	***Less than significant***	***No Impact***
a) Have a substantial adverse effect on a scenic vista?			x	
b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			x	
c) Substantially degrade the existing visual character or quality of the site and surroundings?		x		
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?		x		

Setting

The project site is located along the East 14th Street/State Route 185 corridor in the unincorporated area of Alameda County known as the Ashland area. The site is surrounded by a mix of commercial and residential uses. Ashland Avenue lies approximately 1,822 feet to the north northwest of the proposed project site along East 14th Street. The area is relatively flat. There are no scenic vistas on or near the project site. East 14th Street/State Route 185 is not a designated scenic highway.

Impacts

a) and b) Scenic Resources

There are no major scenic vistas along East 14th Street, due mainly to the flat topography and the commercial development that borders the roadway. Views to the northwest along East 14th extend into infinity, while those to the southeast are marked partly by the 1-238 bridge over East 14th and in the far distance, the Hayward Hills. Both views are dominated by a concentration of overhead power and communication poles on the southwest side (bordering the subject site), ameliorated very slightly by tall trees scattered in the neighborhood. The streetscape along East 14th Street in front of the site is not enhanced with street trees or other vegetation or special features. The Chabot Ridge hills to the northeast form the most prominent and attractive visual element in the area and are visible from most locations within the project site, but only through the aforementioned overhead power and communication poles. East 14th Street is not designated as a scenic highway; the nearest scenic highway is 1-580 about half a mile northeast of the site. The open portion of the site itself contains no features of interest.

In summary, the proposed project would not block any scenic vista, because the only possible vista towards the Chabot Ridge is compromised as a vista by the existing overhead power and communication poles, and there would be no impact. There would be no impact on 1-580 scenic highway, because the buildings that will housing the dwelling units and commercial space would lie below the horizon and behind most intervening development. With regard to the visual character of the site and its surroundings, the proposed project would substantially change the visual character of the open portion of site from one of a former mobile home park and single family homes to a new use as commercial space and affordable housing. The three-story structures may contrast moderately with the low-rise commercial development on various other sites along East 14th Street, but would primarily add substantial distinctiveness to the character of the street, and complement the other buildings, especially the adjacent Ashland Youth Center project currently under construction. The proposed project would not adversely affect a scenic vista, result in a negative impact on a scenic resource, or degrade the existing character of the surrounding area. Therefore, there would be ***no impact*** in these issue areas. Source documentation: (2)

The County of Alameda has a list of landmarks and contributing buildings complied from previous historic surveys between the years 2005-2008. The list includes trees of historical importance. The subject parcels contain a total of seven (7) trees. None of the trees on the subject parcels are found on the list. There are no trees within a 300 foot radius of the project site that are listed as a historic resource. The proposed project will remove five (5) of the existing seven (7) trees. Two (2) mature trees will remain: a Jacaranda adjacent to Kent Avenue and a Mexican Ash at the rear of the property. Since none of the trees to be removed are a historic resource, there is ***no impact*** in this regard. Source documentation: (8) (9) (10)

The project site is not a historic resource[2]. There are no historic resources in the Area of Potential Effects; therefore no shadowing of historic resources will occur as a result of the project. Source documentation: (11) (12) (13) (14) (15)

c) Visual Character

The proposed project is consistent with the Ashland/Cherryland Specific Plan. The proposal involves reconfiguration of the Kent Avenue/East 14th Street intersection. The reconfiguration involves relocation and undergrounding of the existing utilities on Kent Avenue. A portion of the right-of-way to be vacated by Alameda County is dependent

[2] *Please see section V. 'Cultural Resources' for a complete evaluation of historic resources.*

upon the agreement of the project applicant to make improvements to the roadway based on a design reviewed and approved, as well as completed construction work, acceptable to both California Department of Transportation (Caltrans) and Alameda County Public Works Agency (ACPWA). Acceptance and approval of the design will ensure that the proposed project is consistent with the Caltrans East 14th Street Master Plan, the Alameda County East 14th Street/Mission Boulevard Master Plan, and Caltrans East 14th Street/Mission Boulevard Streetscape project. In addition, the existing AC Transit bus stop currently located on the island within the Kent Avenue right-of-way will be demolished and located south east of the project. The new location of the bus stop requires AC Transit approval and acceptance.

Implementation of the project will make improvements to the visual character of the area and make public improvements to sidewalks, pedestrian crossings and the streetscape that is consistent with long-term plans. The improvements made will be consistent with, and dove-tail with the adjacent project, Ashland Youth Center. The mitigation measures for the project listed below will ensure that impacts to visual character of the project site and surrounding area are ***less that significant with mitigations***.

d) Light and Glare

The project sponsor has not yet submitted a lighting plan. In order to reduce the potential light and glare impacts to less than significant levels, a lighting plan should be submitted for this project to include measures such as ensuring exterior lighting features shine in a downward manner, not shining above the horizontal plane, and having cut-off shields on outdoor or driveway lighting to direct lighting from the site away from the night sky and adjacent property, etc. The lighting plan should demonstrate that the project will not result in substantial new sources of lighting or glare, adversely affecting day or nighttime views. Streetlights shall be installed at the locations shown on plans approved by Alameda County in accordance with the Streetlight Design Guidelines and Specifications. Prior to approval of the building permits for this project, the Planning Director should review the exterior lighting plans to ensure that the above measures are followed. By following the above mitigation measures, the impacts on light and glare from this project will be reduced to ***less than significant with mitigation*** levels. Source documentation: (8)

Shadows

The project envisions three, three-story structures on the project site. The fourth structure (the mixed-use structure at the corner of Kent Avenue and East 14th Street) would be partially a four-story structure. The site will occupy the corner of East 14th Street and Kent Avenue and be surrounded by circulation and parking. To the north of the project site are located a commercial sign fabricator and store, as well as the new Ashland Youth Center. To the west of the site are located baseball fields at Edendale Park. Any potential effects from shadows would come from mid-morning through evening shadows cast by the project on existing neighboring sensitive receptors, such as residences, or outdoor commercial or civic uses such as outdoor restaurants, plazas, or parks. The proposed structures are surrounded to the south by a 60-foot wide parking lot, to the west by a 70-foot wide parking lot, to the east by a 60-foot wide right-of-way that is Kent Avenue, and partially to the north by a 100-foot wide right-of-way that is East 14th Street. The south and west side structures would cast daytime and afternoon/evening shadows on the project itself. The other buildings would cast daytime and afternoon/evening shadows on parking lots, streets, a commercial building, and the Ashland Youth Center. No sensitive receptors such as residential structures, outdoor commercial or civic uses such as outdoor restaurants, plazas, or parks would get mid-morning to mid-afternoon shadows from these buildings. Early morning and later afternoon/evening shadows are considered less than significant. The effect of shadows created onto the project itself by the buildings is considered less-than-significant. Source documentation: (8)

At present there is no evidence to suggest that any buildings surrounding the project site currently utilize passive solar heat collection systems; however, the completion of this project would not preclude the installation of such systems by any surrounding buildings in the future. Therefore, there would be no impact in this regard. Source documentation: (8) (16)

Mitigations

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).

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.

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.

A4. The applicant shall realign Kent Avenue to adequately interface and/or be compatible with the overall Caltrans East 14th Street "Streetscape" plan.

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.

A6. The applicant shall complete frontage improvements consistent with the Master Plan.

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.

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.

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.

A10. The applicant shall obtain acceptance and approval from AC Transit for the new bus stop location.

A11. The applicant is required to submit a lighting plan that includes mitigation measures to ensure light and glare impacts are less than significant.

A12. All exterior lights on the property shall be privately owned and maintained by the applicant or property owner.

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.

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.

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.

A16. All electroliers installed by the applicant shall be anchored to a concrete footing and comply with the County's grounding requirement.

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.

A18. The applicant may install decorative electroliers on the site; however, wood poles are no longer recommended.

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.

II. ***AGRICULTURE AND FORESTRY RESOURCES*** Would the project:	***Potentially Significant Impact***	***Læss than significant with Mitigation***	***Læss than significant***	***No Impact***
a) Convert prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				x
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				x
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				x
d) Result in the loss of forest land or conversion of forest land to non-forest use?				x
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?				x

Setting

The project site and surrounding urban area is currently improved with buildings and structures.

Impacts

a) through e) Agricultural Soils

The project site is located in an urban area. All four subject parcels are currently developed and improved with structures. The site is not used for agricultural purposes; therefore there would be ***no impact*** to agricultural resources as a result of this project. Source documentation: (17)

III. *AIR QUALITY* Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	***Potentially Significant Impact***	***Less than significant with Mitigation***	***Less than significant***	***No Impact***
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?			X	
f) Result in a substantial increase in diesel emissions?		X		

Setting

Regulatory Setting

The Federal Clean Air Act governs air quality in the United States. In addition to being subject to federal requirements, air quality in California is also governed by more stringent regulations under the California Clean Air Act. At the Federal level, the United States Environmental Protection Agency (USEPA) administers the Clean Air Act (CAA). The California Clean Air Act is administered by the California Air Resources Board (CARB) at the State level and by the Air Quality Management District at the regional and local levels. The Bay Area Air Quality Management District (BAAQMD) regulates air quality at the regional level, which includes the nine-county Bay Area.

Community Air Contaminants and their Health Effects

Fine Particulate Matter [PM2.5]

Particulate matter pollution consists of very small particles suspended in the air, which can include smoke, soot, dust, salts, acids, and metals. Particulate matter also forms when industry and gaseous pollutants undergo chemical reactions in the atmosphere. Respirable particulate matter (PM10) and fine particulate matter (PM2.5) represent fractions of particulate matter. PM10 refers to particulate matter less than 10 microns in diameter and PM2.5 refers to particulate matter that is 2.5 microns or less in diameter. Major sources of PM2.5 result primarily from diesel fuel combustion (from motor vehicles, power generation, and industrial facilities), residential fireplaces, and wood stoves. PM10 include all PM2.5 sources as well as emissions from dust generated by construction, landfills, and agriculture; wildfires and brush/waste burning, industrial sources, windblown dust from open lands, and atmospher-

ic, chemical, and photochemical reactions. PM10 and PM2.5 pose a greater health risk than larger-size particles, because these tiny particles can penetrate the human respiratory system's natural defenses and damage the respiratory tract increasing the number and severity of asthma attacks, cause or aggravate bronchitis and other lung diseases, and reduce the body's ability to fight infections. Whereas, larger particles tend to collect in the upper portion of the respiratory system, PM2.5 are so tiny that they can penetrate deeper into the lungs and damage lung tissues. Suspended particulates also damage and discolor surfaces on which they settle, as well as produce haze and reduce regional visibility.

Toxic Air Contaminants

Toxic Air Contaminants (TAC) are a broad class of compounds known to cause morbidity or mortality (usually because they cause cancer) and include, but are not limited to, the criteria air pollutants listed above. TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., diesel particulate matter near a freeway). Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, state, and federal level.

Diesel exhaust is the predominant TAC in urban air and is estimated to represent about two-thirds of the cancer risk from TACs (based on the statewide average). According to the CARB, diesel exhaust is a complex mixture of gases, vapors and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a complex scientific issue. Some of the chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the CARB, and are listed as carcinogens either under the state's Proposition 65 or under the federal Hazardous Air Pollutants programs.

CARB reports that recent air pollution studies have shown an association that diesel exhaust and other cancer-causing toxic air contaminants emitted from vehicles are responsible for much of the overall cancer risk from TACs in California. DPM emitted by diesel-fueled engines was found to comprise much of that risk. DPM can be distributed over large regions, thus leading to widespread public exposure. Diesel engines emit particulate matter at a rate about 20 times greater than comparable gasoline engines. The vast majority of diesel exhaust particles (over 90 percent) consist of PM2.5, which are particles that can be inhaled deep into the lung. Like other particles of this size, a portion will eventually become trapped within the lung, possibly leading to adverse health effects. While the gaseous portion of diesel exhaust also contains TACs, CARB's 1998 action was specific to DPM, which accounts for much of the cancer-causing potential from diesel exhaust. California has adopted a comprehensive diesel risk reduction program to reduce DPM emissions 85 percent by 2020. The U.S. EPA and CARB adopted low sulfur diesel fuel standards in 2006 that reduce diesel particulate matter substantially.

CARB has adopted and implemented a number of regulations for stationary and mobile sources to reduce emissions of DPM. Several of these regulatory programs affect medium and heavy duty diesel trucks that represent the bulk of DPM emissions from California highways. These regulations include the solid waste collection vehicle (SWCV) rule, in-use public and utility fleets, and the heavy-duty diesel truck and bus regulations.

In December 2008 CARB approved a new regulation to reduce emissions of DPM and nitrogen oxides from existing on-road heavy-duty diesel fueled vehicles[3]. The regulation requires affected vehicles to meet specific performance requirements between 2011 and 2023, with all affected diesel vehicles required to have 2010 model-year engines or

[3] *http://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm*

equivalent by 2023. These requirements are phased in over the compliance period and depend on the model year of the vehicle.

Non-diesel vehicles also emit TACs, primarily in the form of organic compounds. A fraction of the total organic gas (TOG) emissions from vehicles are TACs. Organic compounds that have been identified as TACs associated with the emissions from vehicles include acetaldehyde, benzene, 1,3-butadiene, ethyl benzene, formaldehyde, hexane, naphthalene, toluene, and xylenes. These TACS are emitted from vehicle exhaust and from evaporative emissions that emanate from hoses, fittings or canisters, while the vehicle is being operated.

Common stationary source types of TAC and $PM_{2.5}$ emissions include gasoline stations, dry cleaners, and diesel backup generators, which are subject to BAAQMD permit requirements. The other, often more significant, common source type is on-road motor vehicles on freeways and roads such as trucks and cars, and off-road sources such as construction equipment, ships and trains.

Area of Influence

The BAAQMD recommends that general plans include buffer zones (Area of Influence) to separate sensitive receptors from sources of air toxic contaminants and odors. In April 2005, CARB released the final version of the Air Quality and Land Use Handbook, which is intended to encourage local land use agencies to consider the risks from air pollution prior to making decisions that approve the siting of new sensitive receptors (e.g., schools, homes, or daycare centers) near sources of air pollution.

Unlike industrial or stationary sources of air pollution, siting of new sensitive receptors does not require air quality permits, but could create air quality problems. The primary purpose of the handbook is to highlight the potential health impacts associated with proximity to common air pollution sources, so that those issues are considered in the planning process. CARB makes recommendations regarding the siting of new sensitive land uses near freeways, truck distribution centers, dry cleaners, gasoline dispensing stations, and other air pollution sources. These "advisory" recommendations include setbacks of 500 feet between new residences and freeways. The setbacks are based primarily on modeling information and are not reflective of site-specific conditions in the San Lorenzo area. Siting of new sensitive land uses within these recommended distances may be possible, but only after Air Quality screening and site-specific studies are conducted to identify the actual health risks. CARB acknowledges that land use agencies have to balance other siting considerations such as housing and transportation needs, economic development priorities and other quality of life issues.

BAAQMD Significance Thresholds

The BAAQMD adopted “Thresholds of Significance” for local community risk and hazard impacts that apply to both the siting of a new source and to the siting of a new receptor. Local community risk and hazard impacts are associated with TACs and PM2.5 because emissions of these pollutants can have significant health impacts at the local level[4].

[4] *The BAAQMD Thresholds of Significance effective May 2011.*

Table 3 BAAQMD Thresholds of Significance

Analysis	New Source	New Receptor
Individual Project	Compliance with qualified community risk reduction plan OR To the nearest receptor (resident) regardless of distance: Increased Cancer Risk > 10 in a million Increased Chronic and Acute Hazard Index > 1.0 Ambient PM2.5 concentration Increase > 0.3 ug/m^3	Compliance with qualified community risk reduction plan OR From the source with the highest cancer risk, PM2.5 concentration, or hazard in comparison to other sources within the 1,000 foot radius of the receptor: Increased Cancer Risk > 10 in a million Increased Chronic and Acute Hazard Index > 1.0 Ambient PM2.5 concentration increase > 0.3 ug/m^3
Cumulative Impacts	Compliance with qualified community risk reduction plan OR Common sources within 1,000 foot radius of the individual project modeled to the maximum likely exposed individual (resident) based on the individual source analysis: Cancer Risk > 100 in a million Chronic Hazard Index > 10.0 PM2.5 concentration > 0.8 ug/m^3	Compliance with qualified community risk reduction plan OR Major sources within 1,000 foot radius of the receptor: Cancer Risk > 100 in a million Chronic Hazard Index > 10.0 $PM_{2.5}$ concentration > 0.8 ug/m^3

If emissions of TACs or PM2.5 exceed any of the Thresholds of Significance listed in Table 2, the proposed project would result in a significant impact. Source documentation: (18)

Alameda County does not have a qualified risk reduction plan. The site, and any future project to be constructed on that site, would be located near a freeway or major arterial highway, an analysis of TAC and PM2.5 impacts upon sensitive receptors is necessary.

Impacts

a) through d) and f) Initial Air Quality Screening

A 1,000 foot radius was identified around the project site as the Area of Influence. An identification of significant sources and receptors within the Area of Influence was conducted using the BAAQMD recommended screening method. The initial screening for the project compared the screening values based on distances to the nearest major roadway and/or emissions from significant sources to the CEQA thresholds. The BAAQMD provides screening ta-

bles for California designated highways and certain existing permitted, stationary sources as an initial screen to determine if nearby sources or roadways may have a significant impact on a project. An evaluation of the cumulative impacts from all TAC and $PM_{2.5}$ sources was also considered in the initial screen. The cumulative impacts are the summation of the cancer risks, hazards, and $PM_{2.5}$ concentrations from all significant sources identified within 1,000 foot radius of the project.

Emissions Modeling[5]

This analysis involved the development of future DPM, organic TAC and PM2.5 emissions for traffic on East 14th Street using the latest version of the CARB EMFAC2007 emission factor model with the traffic mix developed from Caltrans and model defaults for Alameda County. EMFAC2007 is the most recent version of the CARB motor vehicle emission factor model. DPM emissions are predicted by the model to decrease in the future. However, the current version of EMFAC2007 does not incorporate the effects of the recent on-road diesel vehicle regulations, which will substantially reduce DPM emissions even further. The requirements for diesel trucks are phased in for future years and depend on the model year of the trucks. Since this analysis assesses the long-term risk of proposed sensitive uses to future exposures, the lower future emissions were taken into account. The diesel truck age distribution used in the EMFAC2007 model was adjusted to reflect the effects of the new regulations. These adjustments include recent action by CARB to delay some of the requirements of the regulation.

The EMFAC2007 model was also used to develop average hourly traffic distributions for Alameda County roadways, which were then applied to the average daily traffic volumes for East 14th Street to obtain hourly traffic volumes. Average travel speed of 25 mph for East 14th Street was applied.

Table 4 Summary of Annual PM2.5 Concentrations

		PM2.5 Concentration (µg/m3)	
	Receptor	Maximum*	Average**
Emission Source	Location	Annual	Annual
Highway 185	Receptor No. 5	0.07	0.06

* Highest modeled concentration over all emission years (2013) and meteorological data years (1990 - 1994).

** Average concentration for all emission years and meteorological data years.

Roadway Sources – Thresholds of Significance

Under the BAAQMD CEQA Air Quality Guidelines, an incremental risk of greater than 10 cases per million from a single source at the Maximally Exposed Individual (MEI) would result in a significant impact. Based on the air quality modeling discussed above, cancer risks would be considered ***less than significant*** for 70-year residential exposures.

[5] *Air Quality Model Runs by Illingworth & Rodkin, May 2011. Reyeff, James*

A review of traffic information reported by Caltrans indicates there is one roadway within the Area of Influence of the project with average daily traffic (ADT) in excess of 10,000 average daily trips: East 14th Street with ADT of 17,800 vehicles, 2.2% trucks and 0.3% heavy-duty trucks. According to the BAAQMD CEQA Air Quality Guidelines, modeling of East 14th Street traffic emissions to predict health risk and PM2.5 is necessary to identify the significance of long-term residential exposures.

The total cancer risk for all sources of roadway toxic air contaminants is 5.04 in a million for all compounds (DPM and organic TACs) would also be ***less than significant***.

Potential non-cancer health effects due to chronic exposure to DPM were estimated based on the BAAQMD screening tables (Link 430) at 10 feet from SR 185 and 20 feet building height. Thus, the Hazard Index (HI) would be ***less than significant*** for the criterion of a HI greater than 1.0.

Table 5 Thresholds of Significance – Roadways – Cancer and Non-Cancer (Chronic and Acute) Hazard Indices

Description	Screening Value	Thresholds	Exceeds Threshold?
PM2.5 Concentration	0.07 ug/m3	0.3 ug/m^3	No
Cancer Risk	5.04 in a million	10 in a million	No
Chronic Non-cancer Hazard Index @ 20' ht.	0.007	>1	No
Acute Non-cancer Hazard Index @ 20' ht	0.027	>1	No
Chronic Non-cancer Hazard Index @ 6' ht.	.012	>1	No
Acute Non-cancer Hazard Index @ 6' ht.	.028	>1	No

Stationary Sources – Thresholds of Significance

A review of BAAQMD records indicates that there are three permitted stationary sources in the area located along 14th Street within Area of Influence of the project site. According to the BAAQMD CEQA Air Quality Guidelines, the Windmill Cleaners located 259 feet north of the projects site on 14th Street has a Cancer Screening Risk of 28.70 in a million. Further emissions analysis to predict health risk and PM2.5 is necessary to identify the significance of long-term residential exposures.

Second tier Screen modeling of the dry cleaners near the Ashland Family Housing project had a cancer risk of 15.2 per million from Perchloroethylene. Refined modeling with the ISCST3 model and 5 years of meteorological data from Union City were used to refine the model. Perchloroethylene emissions for modeling were calculated based on the daily emission rate of 1.42 lb/day, provided by the BAAQMD, and assuming that the dry cleaning operations occurred over 12 hours per day (from 8am - 8pm). The dry cleaner emissions were modeled as coming from a roof vent (60% of the emissions) and fugitive emissions (40% of the emissions) for 12 hours per day, 365 days per year.

Since Perchloroethylene must be phased out of use by January 1, 2023, the cancer risks were calculated assuming 10 years of exposure (2013 - 2022). The maximum cancer risks were calculated for a child exposure (using age sensitivity factors) and an adult exposure (age sensitivity factor of 1). The maximum child cancer risk is 0.75 per million

and the adult cancer risk is 0.09 per million. Acute and chronic hazard indexes were also calculated and are included in a summary table. These were well below 1.0 and therefore considered ***less than significant***.

Table 6 Thresholds of Significance – Stationary Sources – Cancer and Non-Cancer (Chronic and Acute) Hazard Indices

Description	Screening Value	Thresholds	Exceeds Threshold?
PM2.5 Concentration	0.0982 ug/m3	0.3 ug/m^3	No
Cancer Risk	.75 in a million	10 in a million	No
Chronic Non-cancer Hazard Index	.077	>1	No
Acute Non-cancer Hazard Index	0.77	>1	No

Cumulative Air Contaminant Exposure

A project would have a significant cumulative impact if the total of all past, present, and foreseeable future sources within a 1,000 foot radius (or beyond where appropriate) from the fence line of a source, or from the location of a receptor, plus the contribution from the project, exceeds the following:

- Non- compliance with a qualified Community Risk Reduction Plan;
- An excess cancer risk levels of more than 100 in one million or a chronic hazard index greater than 10 for TACs; or
- 0.8 µg/m3 annual average PM2.5.

This analysis used anticipated cumulative traffic conditions and the predicted risk reflecting the cumulative risk from all sources near the site.

Table 7 Cumulative Thresholds of Significance - Cumulative Air Contaminant Exposure – All Sources

Thresholds of Significance Cumulative Air Contaminant Exposure – All Sources Cancer and Non-Cancer (Chronic and Acute) Hazard Indices			
Description	Screening Value	Thresholds	Exceeds Threshold?
PM2.5 Concentration	0.1682 ug/m3	0.8 ug/m^3	No
Cancer Risk	5.75 in a million	100 in a million	No

Table 6 shows the cumulative cancer risk and PM2.5 concentrations associated with each source affecting the project site. The sum of impacts from cumulative sources (i.e., sources within 1,000 feet of the project) is below the thresholds used by BAAQMD.

Emissions Due to Construction Activity

Construction of the project would result in the temporary generation of NOx and PM_{10} emissions. Short-term air quality impacts are mostly due to dust (PM_{10}) generated by construction and development activities, and emissions from equipment and vehicle engines (NOx) operated during these activities. Dust generation is dependent on soil type and soil moisture, as well as the amount of total acreage actually involved in clearing, grubbing and grading activities. Clearing and earthmoving activities comprise the major source of construction dust generation, but traffic and general disturbance of the soil also contribute to the problem. Sand, lime or other fine particulate materials may be used during construction, and stored on-site. If not stored properly, such materials could become airborne during periods of high winds. The effects of construction activities include increased dust fall and locally elevated levels of suspended particulates. PM_{10} is considered unhealthy because the particles are small enough to inhale and damage lung tissue, which can lead to respiratory problems. PM_{10} emissions during project construction can be reduced through compliance with institutional requirements for dust abatement and erosion control. The effect is ***less than significant with mitigation.***

Carbon Monoxide Hotspots

The BAAQMD CEQA Air Quality Guidelines indicate that project analyses should follow the University of California Davis Transportation Project-Level Carbon Monoxide Protocol (CO Protocol). According to the CO Protocol, intersections with Level of Service (LOS) E or F require detailed analysis. A project contributing to CO concentrations exceeding the California Ambient Air Quality Standard of 9 parts per million (ppm) averaged over 8 hours and 20 ppm for 1 hour would be considered to have a significant impact.

Under *Existing Conditions*, all study intersections are operating at level of service (LOS) D or better during weekday peak hours, and LOS C or better during Saturday peak hours. These existing service levels meet current County of Alameda LOS standards.

Under *Existing plus Approved Projects Conditions*, with the addition of traffic for nearby County-approved projects, all study intersections are expected to continue operating at an acceptable LOS D or better during all peak hours, with minor increases in average delay.

Under *Existing plus Approved Projects plus Proposed Project Conditions*, all study intersections are expected to continue operating acceptably at LOS D or better during all peak hours, just as under Existing plus Approved Projects Conditions, with minor changes in average vehicle delay. Therefore, no mitigations due to project traffic are necessary at the study intersections.

No CO hotspots are anticipated as a result of traffic generated emissions by the proposed project in combination with existing or cumulative traffic. Therefore, the mobile-related emissions from the project are not anticipated to contribute substantially to an existing or projected air quality violation and would not expose sensitive receptors to substantial pollutant concentrations. Impacts would be ***less than significant***.

Demolition

The existing structures on all four developed parcels will be demolished before redevelopment of the site to accommodate the Ashland Family Housing project. Please see the 'Hazards and Hazardous Materials' section for a discussion of materials that may be disturbed during demolition of the existing structures. Source documentation: (19) (20) (21) (22)

Conclusions

Toxic Air Contaminates (TAC)

Mobile Sources

Under the BAAQMD CEQA Air Quality Guidelines, an incremental risk of greater than 10 cases per million from a single source at the Maximally Exposed Individual (MEI) would result in a significant impact. Based on the air quality modeling discussed above, cancer risks would be considered less-than-significant for 70-year residential exposures.

The total cancer risk for all sources of roadway toxic air contaminants is 5.04 in a million for all compounds (DPM and organic TACs) would also be ***less than the significant***.

Potential non-cancer health effects due to chronic exposure to DPM were estimated based on the BAAQMD screening tables (Link 430) at 10 feet from SR 185 and 20 feet building height. Thus, the Hazard Index (HI) would be ***less than significant*** for the criterion of a HI greater than 1.0. Source documentation: (23)

Stationary Sources

Since Perchloroethylene must be phased out of use by January 1, 2023, the cancer risks were calculated assuming 10 years of exposure (2013 - 2022). The maximum cancer risks were calculated for a child exposure (using age sensitivity factors) and an adult exposure (age sensitivity factor of 1). The maximum child cancer risk is 0.75 per million and the adult cancer risk is 0.09 per million. Acute and chronic hazard indexes were also calculated and are included in a summary table. These HIs were well below 1.0 and therefore considered ***less than significant***. Source documentation: (23)

Operational Criteria Air Pollutant and Precursor Emissions Analysis

There would be an incremental increase in Operational Air Pollutant Precursor Emissions. However the amount does not rise to the level of significance per the BAAQD CEQA Guidelines. The effect is ***less than significant***. Source documentation: (23)

Construction Emissions

Construction of the project would result in the temporary generation of NOx and PM_{10} emissions. Short-term air quality impacts are mostly due to dust (PM_{10}) generated by construction and development activities, and emissions from equipment and vehicle engines (NOx) operated during these activities. Dust generation is dependent on soil type and soil moisture, as well as the amount of total acreage actually involved in clearing, grubbing and grading activities. Clearing and earthmoving activities comprise the major source of construction dust generation, but traffic and general disturbance of the soil also contribute to the problem. Sand, lime or other fine particulate materials may be used during construction, and stored on-site. If not stored properly, such materials could become airborne during periods of high winds.

The effects of construction activities include increased dust fall and locally elevated levels of suspended particulates. PM_{10} is considered unhealthy because the particles are small enough to inhale and damage lung tissue, which can lead to respiratory problems. PM_{10} emissions during project construction can be reduced through compliance with institutional requirements for dust abatement and erosion control. The effect is ***less than significant with mitigation***. Source documentation: (23)

Carbon Monoxide Hotspots

No CO hotspots are anticipated as a result of traffic generated emissions by the proposed project in combination with existing or cumulative traffic. Therefore, the mobile-related emissions from the project are not anticipated to contribute substantially to an existing or projected air quality violation and would not expose sensitive receptors to substantial pollutant concentrations. Impacts would be ***less than significant***. Source documentation: (23)

e) Odors

The construction of the project would not be expected to create a source of any objectionable odors. There is ***no impact*** in this regard. Source documentation: (23)

Mitigations

The following are Conditions of Approval that will bring the temporary degradation of air quality during construction to a level of less than significant:

Air Quality

Ongoing throughout site preparation and construction:

AQ1. Water all active construction areas as needed to minimize dust;

AQ2. Cover all trucks hauling soil, sand, and other loose materials;

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;

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

AQ5. Sweep streets as necessary (with water sweepers) if visible soil material is carried onto adjacent public streets, as directed by County Engineer.

IV. *BIOLOGICAL RESOURCES* Would the project:	***Potentially Significant Impact***	***Less than significant with Mitigation***	***Less than significant***	***No Impact***
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X	
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		X		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			X	

Setting

In November 2012, a biological resources site reconnaissance was performed by WRA Environmental Consultants for the project (Study Area) to address the Study Area's potential to include both 1) sensitive vegetation and aquatic communities and 2) habitat sufficient to support special-status plant and wildlife species. The results of the study follow.

Study Area

The project is an infill development in an urban area. The project parcels are improved. The proposed project will include the development of 85 affordable rental apartments. The project includes the removal of the structures currently on-site, and the construction of mixed use residential and commercial space. Based on adjacent land-use and current conditions, the Study Area appears to have been developed no less than 50 years ago. The Study Area currently includes a mobile home park, three individual residences, and several outbuildings. Development has resulted in an impermeable layer (i.e. asphalt), likely six inches to two feet deep, which is underlain by Danville silty clay

loam. Due to the impermeable layer, most surface water which falls on-site flows offsite to be collected by the San Lorenzo municipal water system.

Regulations

Sensitive Biological Communities

Sensitive biological communities include habitats that fulfill special functions or have special values, such as wetlands, streams, or riparian habitat. These habitats are protected under federal regulations such as the Clean Water Act; state regulations such as the Porter-Cologne Act, the California Department of Fish and Game (CDFG) Streambed Alteration Program, and the California Environmental Quality Act; or local ordinances or policies such as city or county tree ordinances, Special Habitat Management Areas, and General Plan Elements.

Special-Status Plant and Wildlife Species

Special-status species include those plants and wildlife species that have been formally listed, are proposed as endangered or threatened, or are candidates for such listing under the federal Endangered Species Act (ESA) or California Endangered Species Act (CESA). These acts afford protection to both listed and proposed species. In addition, California Department of Fish and Game (CDFG) Species of Special Concern, which are species that face extirpation in California if current population and habitat trends continue, U.S. Fish and Wildlife Service (USFWS) Birds of Conservation Concern, and CDFG special-status invertebrates, are all considered special-status species. Although CDFG Species of Special Concern generally have no special legal status, they are given special consideration under the California Environmental Quality Act (CEQA). In addition to regulations for special-status species, most birds in the United States, including non-status species, are protected by the Migratory Bird Treaty Act of 1918. Under this legislation, destroying active nests, eggs, and young is illegal. Plant species on California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants (Inventory) with California Rare Plant Ranks (Rank) of 1 and 2 are also considered special-status plant species and must be considered under CEQA. Rank 3 and Rank 4 species have little or no protection under CEQA.

Preservation Plans and Policies

There is no Habitat Conservation Plan or similar habitat conservation plan for the project area.

Impacts

On November 5, 2012 WRA Inc. (WRA) conducted a site visit of the Study Area. Prior to the site visit, background literature was reviewed to determine potential presence of sensitive vegetation types, aquatic communities, and special-status plant and wildlife species. The Study Area was traversed on foot by a biologist familiar with vegetation and aquatic communities and special-status species known from Alameda County. All vegetation and aquatic communities were mapped in the field.

b) and c) Biological Communities

There are no wetlands, waterways, creeks, vernal pools, coastline or riparian habitat on the subject parcels. Source documentation: (25) (29) (30)

The majority of the Study Area is developed, including landscaped areas (approximately 2.21 acres). The developed area is primarily devoted to mobile home accommodations, though it also includes three permanent homes, a covered garage area, and several non-habitable "outbuildings". The remainder of the developed area is devoted to paved roads and driveways. Remainder of the Study Area features landscaped areas are dominated by a variety of common invasive herbs and vines, including English ivy (*Hedera helix*), bull mallow (*Malva nicaeensis*), bristly ox-tongue

(*Helminthotheca echioides)*, and prickly lettuce (*Lactuca serriola*), as well as non-native ornamental trees and shrubs.

Twelve special-status plant species have been recorded within five miles of the Study Area. No special-status plant species were observed in the Study Area during the site assessment. California seablite (*Suaeda californica*), Congdon's tarplant (*Hemizonia parryi ssp. congdonii*), Contra Costa goldfields (*Lasthenia conjugens*), Diablo helianthella (*Helianthella castanea*), Santa Cruz tarplant (*Holocarpha macradenia*), alkali milk-vetch (*Astragalus tener var. tener*), big-scale balsamroot (*Balsamorhiza macrolepis*), fragrant fritillary (*Fritillaria liliacea*), hairless popcorn-flower (*Plagiobothrys glaber*), most beautiful jewel-flower (*Streptanthus albidus ssp. peramoenus*), robust monardella (*Monardella villosa ssp. globosa*), and woodland woolly-threads (*Monolopia gracilens*) do not have the potential to occur in the Study Area due to:

- Specific edaphic conditions, such as alkali soils, are absent;
- Specific hydrologic conditions, such as brackish tidal, are absent;
- Common plant species and vegetation community are absent;
- The Study Area is below the known elevation range.
- The land use and disturbance has reduced the seed bank of most or all native species.

Therefore, the impacts to these biological communities are considered to be ***less than significant***.

a) and d) Special-Status Wildlife Species

Of the special-status wildlife species whose occurrences are tracked by the California Natural Diversity Database or CNDDB, 17 species have been recorded within five miles of the Study Area. No special-status wildlife species were observed in the Study Area during the site assessment. Most of the special-status species known from the vicinity occur in specific, native habitat types that do not occur within the Study Area (e.g., tidal wetlands, perennial ponds). Based on review of CNDDB and other literature, two special-status wildlife species have a moderate potential to occur in the Study Area. Neither species is listed under the federal or California Endangered Species Acts. The species with potential to occur are discussed in more detail below.

White-tailed kite (Elanus leucurus), CDFG Fully Protected Species

White-tailed kite occurs in low elevation grassland, agricultural, wetland, oak woodland, and savannah habitats. Riparian zones adjacent to open areas are also used. Vegetative structure and prey availability seem to be more important than specific associations with plant species or vegetative communities. Lightly grazed or ungrazed fields generally support large prey populations and are often preferred to other habitats. Kites primarily feed on small mammals, although, birds, reptiles, amphibians, and insects are also taken. Nest trees range from single isolated trees to trees within large contiguous forests.

Although this species is not known to occur within five miles, the Study Area is within the known range of this species and suitable nesting habitat is present on-site. Although the Study Area and immediate surrounds are completely developed, high quality foraging habitat is located approximately one-mile north of the Study Area – well within the daily commuting distance for this species. White-tailed kite has a moderate potential to occur within the Study Area.

Pallid Bat (Antrozous pallidus), CDFG Species of Special Concern, Western Bat Working Group (WBWG) High Priority

Pallid bats are distributed from southern British Columbia and Montana to central Mexico, and east to Texas, Oklahoma, and Kansas. This species occurs in a number of habitats ranging from rocky arid deserts to grasslands, and into higher elevation coniferous forests. They are most abundant in the arid Sonoran life zones below 6,000 feet, but have been found up to 10,000 feet in the Sierra Nevada. Pallid bats often roost in colonies of between 20 and several hundred individuals. Roosts are typically in rock crevices, tree hollows, mines, caves, and a variety of man-made

structures, including vacant and occupied buildings. Tree roosting has been documented in large conifer snags (e.g. ponderosa pine), inside basal hollows of redwoods and giant sequoias, and within bole cavities in oak trees. They have also been reported roosting in stacks of burlap sacks and stone piles. Pallid bats are primarily insectivorous, feeding on large prey that is taken on the ground, or sometimes in flight. Prey items include arthropods such as scorpions, ground crickets, and cicadas.

The structures located within the Study Area that are slated for demolition could potentially host roosting bats. Thermal conditions, egress and access to resources would influence the number of bats and type of roost that could potentially be present. Because of the extent of urbanization surrounding the Study Area, access to prey and water in the immediate vicinity of the Study Area is limited, however, high quality foraging habitat and open water for drinking is present approximately one-mile to the north. This species has a moderate potential to occur.

In addition to the special-status species discussed above, a variety of non-special-status native birds protected under the federal Migratory Bird Treaty Act have the potential to nest within the Study Area. Suitable bird nesting substrates include trees and other vegetation, as well as buildings. The legal protection of these species includes their eggs and/or chicks during the nesting period. The mitigations listed at the end of this section bring impacts to a level of ***less than significant with mitigation.***

e) and f) Preservation Plans and Policies

There is no Habitat Conservation Plan or similar habitat conservation plan for the project area. The nearest channel of water is the Estudillo Canal, an engineered drainage channel located about a quarter mile northwest of the project site. The Canal flows westerly to the Bay and is almost entirely concrete lined with very limited habitat value. The watershed upstream from the Canal nearest the project site extends over more than a square mile, and is characterized by highly urban and commercial land uses. Runoff from the site during and after construction would have a very limited effect on habitat downstream on Estudillo Canal, and standard requirements for protection of storm-water quality and runoff reduction (see Section VIII, Hydrology and Water Quality) are expected to minimize such effects to a ***less than significant*** level. Source Documentation: (24) (25) (26) (27) (28)

Summary of Conclusions

The Study Area is composed entirely of developed habitat. No sensitive plant communities or jurisdictional waters were identified within the Study Area. Twelve special-status plant species have been documented within five miles of the Study Area; however, none have any potential to occur within the Study Area.

Two special-status wildlife species and non-special-status bird species have the potential to occur within the Study Area. The developed/landscaped communities are not considered sensitive communities; therefore, there are no further recommendations and the project will have no impacts to sensitive biological communities.

The Study Area does not have the potential to support special-status plant species; therefore, there are no further recommendations, and the project will have no impacts to special-status plant species.

Two special-status wildlife species have the potential to occur within the Study Area on a nonincidental basis. The assessment determined that one special-status bird species, white-tailed kite, is unlikely to use the Study Area for foraging but may use it for nesting. Additionally, other non-special-status bird species nesting within the Study Area are protected by the Migratory Bird Treaty Act (MBTA); therefore, the mitigations recommended are prescribed to avoid impacts to nesting birds. Source documentation: (30)

Mitigations

Following the mitigation measures below will bring the potential impacts to special-status wildlife species to ***less than significant with mitigation***.

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.

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.

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.

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.

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.

BR6. Consultation with CDFG may be warranted to determine appropriate mitigation measures if roosts are disturbed or destroyed.

V. *CULTURAL RESOURCES* Would the project:	***Potentially Significant Impact***	***Less than significant with Mitigation***	***Less than significant***	***No Impact***
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?		x		
b) Cause a substantial adverse change in the significance of an archeological resource pursuant to §15064.5?		x		
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		x		
d) Disturb any human remains, including those interred outside of formal cemeteries?		x		

Setting

Introduction

The analysis presented in this chapter focuses on historic resources, primarily on the architectural history of the site and prehistoric cultural resources (archaeology) of the site. The Historic Resources Analysis contained in this chapter is based upon the evaluation of the project site conducted by AEM Consulting, the Northwest Information Center and Tom Origer & Associates, which addresses the impacts of the proposed project (see Appendix C).

Regulatory Setting

Federal: National Historic Preservation Act of 1966 (As Amended)

The National Historic Preservation Act (NHPA) of 1966 establishes a program to preserve historic properties throughout the U.S. and, among other things, authorizes the Secretary of the Interior to expand and maintain a National Register of Historic Places composed of districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, engineering, and culture. The National Register is administered by the National Park Service, which is part of the U.S. Department of the Interior.

In general, properties listed in the Register include districts, sites, buildings, structures, and objects that are significant in American history, architecture, archeology, engineering, and culture, and that:

a. Are associated with events that have made a significant contribution to the broad patterns of U.S. history; or

b. Are associated with the lives of persons significant in the past; or

c. Embody distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

d. Have yielded, or may be likely to yield, information important in prehistory or history.

In general, cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the National Register.

California Register of Historic Places

In order for a resource to meet the criteria for listing in the California Register of Historical Resources, it must satisfy all of the following three provisions:

1. It meets one or more of the following four criteria of significance:

    - The resource is associated with events or patterns of events that have made a significant contribution to the broad patterns of local and regional history;

    - The resource is associated with the lives of persons important to the nation or to California's past;

    - The resource embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values; or

    - The resource has the potential to yield information important to the prehistory or history of the State or the nation (this criterion applies primarily to archaeological sites).

2. The resource retains historic integrity (defined below); and

3. It is fifty years old or older (except for rare cases where it can be demonstrated that sufficient time has passed to understand the historical importance of the resource).

The California Register regulations are similar to the criteria used by the National Park Service for the National Register of Historic Places. Any resource listed on or formally determined to be eligible for listing on the National Register is automatically listed on the California Register.

The California Register defines "integrity" as "the authenticity of a property's physical identity, evidenced by the survival of characteristics that existed during the property's period of significance." A property must, therefore, retain enough of its historic character or appearance to be recognizable as an historical resource. California Register regulations specify that integrity is a quality that applies to historic resources in seven ways: location, design, setting, materials, workmanship, feeling, and association. A property must retain most of these qualities to possess integrity.

HISTORIC CONTEXT AND SETTING

Project Parcels

The subject parcel located at 16309 Kent Avenue, San Lorenzo, CA (APN 080C-0479-023-02) is the largest of the three project parcels and contains a mobile home park. Buildings on this parcel included two flat-roofed utility sheds and a small, flat roofed residence. All are wood framed and clad with stucco. These buildings appear to have been constructed in the 1950s. 16 mobile homes are located on the site. The parcel located at 16331 Kent Avenue, San Lorenzo, CA (APN 080C-0479-022-00) contains a one story, H-shaped residence that fronts on Kent Avenue. The house was constructed in 1958. It has a hipped roof and is a frame structure clad in stucco. The front of the house has a slightly recessed stoop that runs between the two side wings and is sheltered by the principal roof. Windows

are primarily one-over-one, double-hung, wood sashes. There is one porthole-style window at the front. At the rear of the house are a garage/shed, a manufactured home, and a late 19th century barn.

The barn sits on a large parcel surrounded by residential development, including mobile homes and multi-family dwellings. The two-story structure has rectangular plan with a saltbox roof formed by a one-story addition on the west elevation that continues the pitch of the barn's main gable roof. Wood horizontal boards clad the barn, and the eaves overhang. The façade faces north and has two entrances at the first story, three smaller rectangular openings at the second story, and an arched opening in the gable, each with diagonal wood doors. Similar openings are located throughout the building. (The description is based on a photograph taken in 1997 as part of the "Preliminary Cultural Resources Survey: Ashland & Cherryland Districts, San Lorenzo, Alameda County, California" conducted by Stiegel & Strain, Architects.

In May 2011 the barn was re-evaluated by Origer & Associates. Origer notes the two-story barn has been converted to a residence on the second floor and a utility/storage room on the first floor. The conversion resulted in significant alterations, including installation of modern windows and doors, walling off of barn doors and other openings, and installation of an overhead door. Origer concludes, the barn lacks sufficient integrity of design, materials, workmanship, setting, or feeling to be considered eligible for inclusion on the National Register or the California Register. None of the other buildings on the subject parcels appear eligible for the National Register or the California Register.

On December 6, 2012, the Parks, Recreation and Historic Commission met to discuss the disposition of the barn and its historic status. The architectural historian from Origer & Associates was present to discuss the barn in great detail, along with members of the commission. At the hearing, the Commission concurred with Origer's historic evaluation, but requested that the building materials from the barn be salvaged for reuse. Source documentation: (15)

Subject parcel located at 16325 Kent Avenue San Lorenzo, CA (APN 080C-0479-023-01) is a land-locked, L-shaped parcel that contains a 1940s dwelling. This house is a one-story, hipped-roof frame structure clad in stucco. Windows appear to be original, aluminum sashes in a variety of configurations.

Subject parcel located at 16327 Kent Avenue San Lorenzo, CA (APN 080C-0479-021) is a single family residence built in 1949. This parcel is part of a 1950 housing development west of the project area that fronts on Santa Ana Street. These are modest, post-war homes that, as individual properties, are unlikely to meet National Register eligibility criteria. There is potential for a historic district to be established along Santa Ana Street. Source Documentation: (11) (31)

Adjacent Parcels

The project area is adjacent to 12 parcels. A park and a vacant parcel are north and northeast of the project area, respectively. Parcels along the west side are single-family dwellings built during the early to mid-20th century. South of the project area, is a large apartment complex constructed in 1984, and a retail market built in 1955. Buildings along the west side of the project area face East 14th Street, away from the project area, and were built between 1910 and 1964. Two are commercial properties and one is a house that has been converted to an office. Buildings older than 50 years are addressed below.

The 1950 housing development west of the project area fronts on Santa Ana Street. These are modest, post-war homes that, as individual properties, are unlikely to meet National Register eligibility criteria. There is potential for a historic district to be established along Santa Ana Street.

Parcel 080C-0479-020 contains a one-story, Queen Anne house constructed at the turn of the 20th century. This house has a hipped roof with a front-facing, gabled wing that features a cutaway bay. The porch has turned posts for support and spindle decoration along the top. The roof/wall junction is marked by decorative dentils. This house has excellent integrity of design, materials, and workmanship. Development in this area has impacted the historical setting.

Parcel 080C-0479-007 has a 1930s vernacular house that has been converted to an office. The house is a one-story, cross-gabled, frame building clad with stucco. This is a common house type with no architectural distinction and it is unlikely that this house would meet National Register eligibility criteria.

Parcel 080C-0479-006-09 contains a 1910 commercial building used by a glass tinting company. This building has a shed roof and the facade is a parapetted false front. The building is of frame construction and is clad primarily with corrugated metal panels. Changes over the years have been piecemeal and leave the building with an awkward appearance. It is unlikely that this building would meet National Register eligibility criteria.

Project Area Description

Ashland, formerly San Leandro South, is a census designated place in Alameda County, California. The population was 20,793 at the 2000 census. Ashland has a total area of 1.8 square miles, all of it land. Alameda County occupies most of the East Bay region of the San Francisco Bay Area. The unincorporated communities in Alameda County are governed directly by the county. Alameda County has six major unincorporated communities that qualify as census designated places, including Ashland, Cherryland and San Lorenzo. Together, Ashland and Cherryland comprise one of the most urbanized areas of the unincorporated portion of Alameda County, with a combined total population of approximately 38,000. (Alameda County Planning Department, Adopted by the Alameda County Board of Supervisors June 1, 1995) The two communities are within an equal commute to many of the employment centers of the bay area, both by freeway and transit. The project site is located roughly three miles from the San Francisco Bay shoreline, the city of Hayward and San Leandro. Across the bay, San Francisco lies approximately 17 miles to the west.

The unincorporated community of Ashland occupies the triangular-shaped area bounded by Hesperian Blvd/ Bayfair Drive on the west, San Lorenzo Creek on the south, and I-580 on the east. Ashland was once a major truck farm and greenhouse area, although little of its agricultural past is evident today. The community is mostly residential, with homes ranging from century-old cottages to recent subdivisions. Some of the housing consists of 1950s-era tracts similar to those in San Lorenzo and Washington Manor. However, other parts of the area were developed to County standards, with large lots, narrow streets, and no sidewalks or curbs.

The area appears to be a patchwork of older and newer development, sometimes with little continuity from one block to the next. Some of the older housing is in poor condition and is in need of rehabilitation. Ashland also has several large pockets of higher density housing. Two and three-story apartment blocks, many dating from the 1960s, are located east of East 14th Street between 159th and 165th Avenues. Pockets of higher density housing also exist along Ashland Avenue and San Lorenzo Creek. The quality of this housing is extremely variable. The City of San Leandro is particularly interested in County programs that improve blighted residential properties in Ashland and address the safety and security issues that have arisen at some of these properties.

The County's land use plan designates the two-mile East 14th Corridor southeast of Bayfair Drive as "General Commercial or Medium/High Density Residential". This is the County's equivalent to San Leandro's "Corridor Mixed Use" designation. It allows either residential, commercial, or mixed use development, with densities of up to about 40 units per acre. The Ashland-Cherryland Business District Specific Plan includes further standards for how this corridor should be developed and includes an action plan to finance and build specific public improvements. The Ashland Business District is also contained in a Joint City-County Redevelopment Project area that extends into San Leandro along East 14th Street.

Early History

The study area is located within the territory of the Chochenyo tribelet of the Costanoan Indians (also known as the Ohlone). Their settlement was located south of San Lorenzo Creek, possibly within the study area. The exact location is not known, but it may be linked to CA-Ala-6, a Native American village site known to be within the study area along San Lorenzo Creek near the Southern Pacific Railroad (formerly Central · Pacific Railroad) tracks. Source documentation: (13)

Northwest Information Center

A California Historic Resource Information System (CHRIS) records search was performed for the site by the Northwest Information Center. Archival research found that there had been no previous archaeological survey of the project area. There are several known resources within a one-mile radius. One resource is recorded within the project area. This resource is a late-19th century barn recorded by Carey & Company in 2008. At that time, the barn was considered significant at the local level. The barn was heavily modified over the years and used as common laundry room and maintenance storage shed for the mobile home park.

There are no reported ethnographic sites within or near the project area (Kroeber 1925; Levy 1985:485). Review of historical maps found no evidence of buildings or structures on the project parcels (Higley 1857; Thompson & West 1878; USGS 1896, 1914, 1915, 1950). Based on the results of the prefield research, it was anticipated that prehistoric and, to a lesser degree, historical resources could be found within the study area. Prehistoric archaeological site indicators expected to be found in the region include but are not limited to: obsidian and chert flakes and chipped stone tools; grinding and mashing implements such as slabs and hand stones, and mortars and pestles; and locally darkened midden soils containing some of the previously listed items plus fragments of bone, shellfish, and fire affected stones. Historical site indicators generally include buildings and structures, fragments of glass, ceramic, and metal objects; milled and split lumber; and structure and feature remains such as building foundations and discrete trash deposits (e.g., wells, privy pits, and dumps).

Native American Consultation

The Native American Heritage Commission was contacted regarding sacred lands on or near the project vicinity. The Native American Heritage Commission replied on May 5, 2011 that a records search failed to indicate the presence of Native American cultural resources in the immediate project area. A list of tribal contacts was provided by the Commission and subsequently, a letter was sent to each contact regarding the project and requesting information from their respective communities regarding sacred lands or other cultural sites within the study area that might be impacted by project activities.

To date, one response has been received. Ms. Ann Marie Sayers of the Indian Canyon Mutsun Band of Coastanoan 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 is considered an interested party to this action. Source documentation: (11) (32)

Impacts

a) Built Environment

One resource is recorded within the project area. This resource is a late-19th century barn recorded by Carey & Company in 2008. At that time, the barn was considered significant at the local level. In May 2011 the barn was reevaluated by Origer & Associates. Origer notes the two-story barn has been converted to a residence on the second floor and a utility/storage room on the first floor. The conversion resulted in significant alterations, including installation of modern windows and doors, walling off of barn doors and other openings, and installation of an overhead door. Origer concludes the barn lacks sufficient integrity of design, materials, workmanship, setting, or feeling to be considered eligible for inclusion on the National Register or the California Register. The Parks, Recreation and Historic Commission concurred with this finding on December 6, 2012. However, the Commission requested that the timbers from the barn be salvaged and either sold on the private market or made available for re-use through non-profit organizations such as StopWaste.org. None of the other buildings on the subject parcels appears eligible for the National Register or the California Register.

None of the adjacent properties are historic buildings, or designated as landmarks nor are they listed on the National Register of Historic Places. None of the structures in the Area of Potential Effects appear to be eligible for listing in the national Register of Historic Places. No prehistoric or historical archaeological sites were identified within the study area and no resource-specific recommendations are warranted.

The project area is adjacent to 15 parcels. A park and a vacant parcel are north and northeast of the project area, respectively. Parcels along the west side are single-family dwellings built during the early to mid-20th century. South of the project area, is a large apartment complex constructed in 1984, and a retail market built in 1955. Buildings along the west side of the project area face East 14th Street, away from the project area, and were built between 1910 and 1964. Two are commercial properties and one is a house that has been converted to an office. Buildings older than 50 years are addressed below. Addresses 1084, 1098 and 1116 Santa Ana Street were all built in 1950. The 1950 housing development, which lies west of the project area, fronts on Santa Ana Street. These are modest, post-war homes that, as individual properties, are unlikely to meet National Register eligibility criteria Impacts to historic resources are considered ***less than significant with mitigation.*** Source Documentation: (2) (11) (13) (31) (33) (34)

b) through d) Archeology

Archival research included an examination of historical maps to gain insight into the nature and extent of historical development in the general vicinity, and especially within the study area. Archival research found that there had been no previous archaeological survey of the project area. There are several known resources within a one-mile radius. The study conducted by Tom Origer & Associates found that there are no archaeological resources that will be affected by the project. There is a slight possibility that buried archaeological deposits could be encountered during construction and recommendations for such an occurrence are included as conditions of approval of the project. Given that the possibility exists that undiscovered archeological resources or buried remains may be uncovered, but that not until project construction would such resources be discovered, implementation of the conditions of approval adequately mitigate the impact of the project to ***less than significant with mitigation***. Source Documentation: (2) (11) (13) (31) (33) (34)

Mitigations

Cultural Resources

Demolition

HR2. 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.

Cultural Resource Protection Procedures. The Applicant or the contractor shall provide for grading and trenching crews to implement the following procedures:

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;

CR2. The archaeologist must study any archaeological resources found onsite and publish data concerning these resources;

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;

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 (CAl) for inclusion in the permanent archives, and another copy shall accompany any recorded archaeological materials and data.

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.

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.

VI. *GEOLOGY AND SOILS* Would the project:	***Potentially Significant Impact***	***Less than significant with Mitigation***	***Less than significant***	***No Impact***
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.		x		
ii. Strong seismic ground shaking?		x		
iii. Seismic-related ground failure, including liquefaction?		x		
iv. Landslides?			x	
b) Result in substantial soil erosion or the loss of topsoil, creating substantial risks to life, property, or creek/waterways?			x	
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?		x		
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			x	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				x

Setting

A geotechnical investigation was prepared in May 2011 by Jensen-Van Lienden Associates, Inc. a geotechnical engineering consulting firm. The report presents results of a study of the engineering properties and stratigraphy of soils underlying property at the Kent Avenue Ashland Housing project site in San Lorenzo California. T11e purpose of the study was to characterize the engineering properties and stratigraphy of the soils underlying tl1e site to the extent that we could formulate conclusions concerning the site conditions and recommendations for foundations and for other details oftl1e proposed project relating to geotechnical engineering. To achieve this purpose, the study scope included the following elements.

1. Research
2. Subsurface exploration with test borings and cone penetration tests
3. Soil sampling

4. Laboratory testing
5. Engineering analyses
6. Production of the report

The study was comprised of research for published information about the site geology and seismicity, exploration of the site subsurface conditions, laboratory testing of samples of site subsoils and analyses. Exploration of the site subsurface conditions was conducted with test borings. Five test borings were drilled on May 10, 2011 with 6-inch diameter, truck-mounted, hollow stem and solid stem auger equipment.

Geotechnical Conditions

Jensen-Van Lienden Associates borings indicate that the near surface soil consists of a thin layer of fill, made up of brown very sandy and gravelly sandy clay/clayey sand. The fill rests on stiff to medium stiff, dark gray silty clay. Jensen-Van Lienden Associates test borings indicate that this layer is continuous throughout the site, and ranges in thickness from about I 1/2/feet to perhaps as much as 3 feet. In test borings I and 2, the dark gray silty clay rests on stiff brown silty clay, and tl1en, in turn, by stiff olive gray sil1y clay and stiff mottled, olive gray, orange brown and light gray silty clay. In test borings 3, 4 and 5 tl1e brown silty clay was absent, and the near surface dark gray silty clay rests on interbedded silty and clayey sands with occasional gravel and some sandy clay (in test boring 3). These sandy soils overlie stiff clays similar to those observed in test borings 1 and 2. Groundwater migrated into the open test borings as they were being drilled, and the level to which the accumulated groundwater rose in the borings was measured in some borings after they were completed.

Impacts

Conclusions and Discussion

c) and d) Foundation Support

Aside from the surface dark gray silty clay, the clayey soils underlying the site would be suitable for supporting the project improvements on spread footings. In contrast the sandy soils observed underlying the dark gray clays in test borings 3, 4 and 5 are believed to be potentially liquefiable and are not considered suited for footing support. However, provided that the potential for liquefaction is mitigated, in Jensen-Van Lienden Associates' opinion, footings would be satisfactory foundations throughout the entire site. The liquefaction potential and proposed mitigation are discussed in more detail below.

Estimated static total and differential settlements of footings designed in accordance with the recommendations of the report will be 1 inch or less and ¾ inches or less respectively. Impacts are considered ***less than significant with mitigation.*** Possible seismic settlements are discussed below.

a) i. through iii) Liquefaction

Research indicates that the subject site lies within a seismic hazard (liquefaction) zone as determined in accordance with the Seismic Hazard Mapping Act. As noted above, lenses and layers of granular soils, generally silty and clayey sands with occasional gravels underlie the site.

It is known that sandy soils are susceptible to liquefaction under the right conditions. Liquefaction is the transformation of an initially stable soil that possesses substantial strength and bearing capacity to one resembling a viscous fluid having little or no shear strength and bearing capacity. It occurs when ground vibrations associated with strong earthquake ground motions are transmitted through a site containing susceptible soils.

From a practical standpoint, only granular (sandy) soils that are saturated (i.e. lie below the groundwater table) and having a loose consistency are susceptible to liquefaction. Dense, saturated granular soils, cohesive silts and clays

and all unsaturated soils (those that lie above the groundwater table) are not liquefiable. The clayey soils that underlie the site will not liquefy.

Jensen-Van Lienden Associates evaluated the liquefiability of the sandy layers and lenses that underlie the subject site using the data derived from study and prescriptive procedures. These analyses indicate that, by and large, the granular layers that underlie the site could liquefy if the site is subjected to strong seismic ground motions.

Unless the liquefaction potential of the sandy soils is mitigated, foundation and/or ground failures could follow the onset of liquefaction. Shallow foundations (footings) could experience partial or total loss of load carrying capacity. Other ground failures involving site lateral displacements (lateral spreading) or settlements associated with drainage can follow the onset of liquefaction.

Potential foundation failures associated with liquefaction are possible at the subject site. Judging from borings the lenses or zones of sandy soils that may liquefy during an extreme seismic event are limited to the center and rear of the site, and between depths of 4 feet and 11 feet. Lateral spreading is unlikely, partly because of the limited extent of the liquefied zones and partly because of the flat topography in the vicinity, and partly because the mitigation recommended below would create a non-liquefiable layer above the liquefied zone that would restrain lateral spreading.

Drainage from the liquefied zones would theoretically decrease the volume of the zone of the liquefied soil below the mitigation level slightly, leading to settlements apparent at the ground surface. Using data derived from study, estimated that the post-earthquake settlements from this source would amount to about 1 inch or less. Because nearby areas would not liquefy, this estimate of total settlement would also be a reasonable estimate of the differential settlement. These total and differential settlements are judged to be within a range that is tolerable for the structures that are planned for the site.

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. Impacts are considered ***less than significant with mitigation.***

California Building Code Geotechnical Seismic Design Parameters

The site latitude is 37.395 degrees north and longitude 122.115 degrees west. Judging from test borings and laboratory data, and assuming that the site liquefaction susceptibility will be mitigated as recommended, we estimate that the Site Class is D. The short period spectral acceleration is estimated to be 1.959 g and that the one-second period spectral acceleration is 0.758 g.

a) iv.) and b) Landslides and Erosion

The site is flat and not susceptible to landslides or erosion. The risk of landsliding or erosion is considered ***less than significant.*** Source documentation: (35)

e) Septic tanks

The project does not involve septic systems or alternative sewer waste systems; therefore there is ***no impact*** to soils incapable of supporting the use of septic tanks.

Recommendations

Liquefaction

As discussed above, the results of the Geotechnical Engineering Study indicate that the sandy soils encountered in test borings 3, 4 and 5 are potentially liquefiable. The recommendation for mitigating this hazard is by densifying the sands before constructing the project improvements.

One method for densification by compacting the sandy soils is described below. The recommended compaction should be sufficient to increase the sandy soil density to a level where it would not be susceptible to liquefaction related strength loss and would therefore be adequate for foundation support.

There are a variety of other densification procedures that have also proven effective, including vibration based methods, construction of stone columns and others. These procedures are commonly carried out by specialty contractors. If these other procedures are considered, it is suggested that such contractors be consulted for specific proposals for improvement of the sandy soils.

The recommended densification method involves subexcavating the upper portion of the sandy soils, temporarily stockpiling them, and backfilling the excavations with engineered fill. Engineered fill is defined in the Site Preparation and Grading section of the Geotechnical Engineering Study (see Appendix D). The excavated soils should be suitable for the backfill, i.e. they do not require removal from the site and replacement with imported fill. This judgment assumes that the excavated dark gray silty clay soils are thoroughly mixed with the other excavated soils.

Based upon borings, the tentative subexcavation and backfilling depth is estimated to be to be a minimum of 7 feet below existing grade, or to the surface of the underlying silty clay, whichever is less. For preliminary planning purposes, it may be assumed that the entire site will warrant subexcavation and backfilling. Performing additional subsurface exploration of the site with borings and/or cone penetration tests to refine the depth and location of required densification (whether densification is done by conversion of the sandy soils to engineered fill or by other methods) is recommended.

For additional recommendations for *Foundations, Slab on Grade Construction, Site Preparation and Grading,* as well as *Site Drainage* and *Construction Observation and Further Services,* please see the attached Geotechnical Engineering Study in its entirety and found in Appendix D.

Source documentation: (35)

Mitigations

The following are Mitigation Measures and Conditions of Approval that apply to this section of the checklist.

Soils and Geotechnical

G1. Follow all recommendations detailed in the Geotechnical Engineering Study performed for 16309 Kent Avenue, San Lorenzo, California by Jensen-Van Lienden Associates, Inc. on May 18, 2011 (attached).

G2. 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 Special Publication 117A *"Guidelines for evaluating and mitigating seismic hazards in California".*

VII. *GREENHOUSE GAS EMISSIONS* Would the project:	***Potentially Significant Impact***	***Less than significant with Mitigation***	***Less than significant***	***No Impact***
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			×	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			×	

Setting

Similar to regulated air pollutants, Greenhouse Gas (GHG) emissions and global climate change also represent cumulative impacts. GHG emissions contribute, on a cumulative basis, to the significant adverse environmental impacts of global climate change. Climate change impacts may include an increase in extreme heat days, higher concentrations of air pollutants, sea level rise, impacts to water supply and water quality, public health impacts, impacts to ecosystems, impacts to agriculture, and other environmental impacts. No single project could generate enough GHG emissions to noticeably change the global average temperature. The combination of GHG emissions from past, present, and future projects contribute substantially to the phenomenon of global climate change and its associated environmental impacts.

Impacts

Thresholds of Significance

The Thresholds of Significance for operational-related GHG emissions are: For land use development projects, the threshold is compliance with a qualified GHG Reduction Strategy; or annual emissions less than 1,100 metric tons per year (MT/yr) of CO2e; or 4.6 MT CO2e/SP/yr (residents + employees). Land use development projects include residential, commercial, industrial, and public land uses and facilities. For stationary-source projects, the threshold is 10,000 metric tons per year (MT/yr) of CO2e. Stationary-source projects include land uses that would accommodate processes and equipment that emit GHG emissions and would require an Air District permit to operate. If annual emissions of operational-related GHGs exceed these levels, the proposed project would result in a cumulatively considerable contribution of GHG emissions and a cumulatively significant impact to global climate change. Source documentation: (36)

Table 8 Greenhouse Gases Analysis

Mitigated	CO2 (metric tpy)	CH4 (metric tpy)	N2O (metric tpy)	CO2e (metric tpy)	% of Total
Area Source:	0.27	0.00	0.00	0.28	06.3%
Energy:	35.05	0.00	0.00	35.27	40.98%
Mobile	45.44	0.00	0.00	45.49	52.99%
Water & Wastewater:	1.03	0.06	0.00	2.30	1.98%
Solid Waste:	2.68	0.04	0.00	03.70	3.74%
Total:	84.47	0.10	0.00	87.04	100.00%
BAAQMD Threshold				1,100 (MT CO_2e per year)	
Significance				No	

a) and b) Conclusion

The project would incrementally generate greenhouse gas emissions; however, these emissions would not have a significant impact on the environment. The project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. Impacts would be ***less than significant***. Source documentation: (23) (37)

VIII. ***HAZARDS AND HAZARDOUS MATERIALS*** Would the project:	***Potentially Significant Impact***	***Less than significant with Mitigation***	***Less than significant***	***No Impact***
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				x
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		x		
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			x	
d) Be located on a site which is included on a list of hazardous materials sites complied pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?		x		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				x
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				x
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				x
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				x

Setting

The proposed project entails the construction of affordable housing. According to Google Earth aerial photography of the Site, dated 2010, the Site is situated at an elevation of approximately 40 to 43 feet above mean sea level. The local terrain is relatively flat, sloping very gently towards the east. The property is situated east of San Francisco Bay within the Coast Range geomorphic province. The Coast Range geomorphic province is comprised of a series of northwest-trending mountain ranges and valleys, extending sub-parallel to the San Andreas Fault. The eastern border of the Coast Ranges, in the vicinity of the subject property, is characterized by strike-ridges and valleys comprised of Upper Mesozoic strata (California Geological Survey 2002). Site soils have been characterized by the U.S. Department of Agriculture's Soil Conservation Service as Danville soils; consisting of fine-grained silty clay loam to depths of at least 7 feet The Site is located within the East Bay Plain aquifer system. Based on depth to ground water information for an adjoining property located north/northwest of the Site, ground water occurs at depths of

approximately 6 to 8 feet beneath ground surface. The ground water flow direction was indicated as generally towards the northwest.

Impacts

a) through c) Hazardous Materials Use

The proposed project entails the demolition and new construction of 85 units of affordable housing. Project operations are not anticipated to create a significant hazard to the public or environment through the routine transport, use or disposal of hazardous materials; or create a situation whereby an upset or accident would occur involving the release of hazardous materials; therefore, ***no impact.***

It is possible that equipment used at the site during construction activities could utilize substances considered by regulatory bodies as hazardous, such as diesel fuel and gasoline. However, all construction activities would be required by the County's Standard Conditions of Approval to adhere to recognized Best Management Practices, which provide guidelines for the safe transport, use and disposal of materials and equipment. Impacts are considered ***less than significant with mitigation.***

The project site is adjacent to Edendale Middle School. However, as discussed above, the project is not anticipated to emit or handle hazardous materials. Therefore, with respect to the potential of the project to impact the public or the environment through the routine transport, use or disposal of hazardous materials; or through reasonably foreseeable upset and accident conditions causing the release of hazardous materials; or through the emission or handling of hazardous materials within one-quarter mile of an existing or proposed school, there would be a ***less than significant*** impact. Source documentation: (16) (26) (19)

d) Presence of Hazardous Materials

Phase I Environmental Site Assessment (All parcels except 16327 Kent Avenue)

A Phase I Environmental Site Assessment (ESA) was prepared for the site by RGA Environmental, Inc. on May 13, 2011 for all parcels except address 16327 Kent Avenue (APN 080C-0479-021). The Phase I was conducted according to the guidelines of the U.S. Environmental Protection Agency (EPA)'s All Appropriate Inquiry rule and the American Society for Testing and Materials (ASTM) E1527-05 guidelines.

The 1.92-acre property, situated on the western side of Kent Avenue south of East 14th Street, was improved with five single-family residences, a converted barn, and multiple mobile homes. Associated asphalt and gravel driveways and parking areas, as well as a carport, several storage sheds, individual restroom structures, and other yard and undeveloped areas were also present on the three parcels comprising the site. The residences and mobile homes were occupied by private parties at the time of the reconnaissance, and only residential use of the property was observed. Several 1- to 5-gallon containers of assorted paint were observed in the barn as well as outside a storage shed on the western portion of the site. At least one old, rusted 55-gallon drum appearing to contain/have contained oil and several rusted 1-gallon cans of thinner were observed in an overgrown yard area behind the 16325 Kent Avenue residence. An additional old, leaking drum of what appeared to be tar or oil and multiple containers of assorted sizes, both open and closed and appearing to contain oil, were observed in the western portion of the carport at the northwestern corner of the site. Stains on the ground surface and overlying carpet were observed in this portion of the carport as well. The wooden cover of a cistern, which reportedly had been filled with soil, was observed near the center of the site.

As early as the late 1930s, the Site was cultivated with field crops and orchards, with the current barn and several other structures also present. By the mid-1950s to mid-1960s, the majority of the current development was present on the Site. The carport structure was constructed in the late-1940s/early-1950s, the 16325 Kent Avenue residence in 1958, and the 16331 Kent Avenue residence in 1948. The Ashland DeLux Trailer Park was first reported on the

Site in 1954. The remainder of the current Site structures appeared present by the late-1980s/early 1990s. A tank house historically present reportedly was demolished in 1953. The area immediately surrounding the Site was similarly cultivated until the late-1940s/early-1950s, when residential development occurred south and east of the site and commercial development was constructed along East 14th Street. The adjoining Holland Oil facility appeared present by 1965, with the fueling portion of the facility not appearing on the portion of the property adjoining the Site. The current ball fields west of the site were present by the mid-1960s.

One 350-gallon gasoline underground storage tank (UST) was removed from the property in 1993. The location of the UST was difficult to interpret from the site plan in the documentation, but was depicted at the southwestern corner of the barn. Soil samples collected from beneath the UST and from the stockpiled soil demonstrated non-detectable concentrations of total organic lead, oil and grease, gasoline, benzene, and halogenated volatile organic compounds (VOCs). Up to 0.048 parts per million (ppm) toluene, 0.004 ppm ethylbenzene, and 0.017 ppm xylenes were detected. Based on the analytical results, the Alameda County Department of Environmental Health (ACDEH) issued a letter in May 1993 stating there was no contaminant problem associated with the former UST at the time of removal. The letter stated that the case could be reopened if evidence of a release was suspected at a future time.

Visual inspection of the subject property did not reveal the presence of stressed vegetation, unusual or noxious odors, or monitoring wells. At the time of the survey, there were no known pending environmental regulatory actions concerning the subject property. No indications of significant spills or releases of hazardous materials were documented in available regulatory agency files. With the exception of several containers of paint and the materials discussed below, hazardous materials and/or wastes were not observed during the site reconnaissance. Documented prior usage of hazardous materials by Site tenants was not found in the sources available for this study.

Due to the age of construction and the historically rural location of the on-site residences, heating oil USTs may be present. If a UST is encountered during site development activities, it must be appropriately removed in accordance with applicable ACDEH requirements, and verification soil sampling and possibly limited excavation and removal of impacted soil could be required.

At least one old, rusted 55-gallon drum appearing to contain/have contained oil and several rusted 1-gallon cans of thinner were observed in the overgrown yard area behind the 16325 Kent Avenue residence. In addition, a second 55-gallon drum leaking a thick tar- or oil-like substance and multiple containers of oily material were observed within the carport at the northwestern corner of the Site. Jensen-Van Lienden Associates recommend that these materials, as well as the abandoned vehicle in the overgrown yard area, be appropriately disposed prior to the property transaction as they currently are inappropriately stored and spills/releases from the containers have impacted underlying soil.

In addition, the overgrown yard area behind the 16325 Kent Avenue residence should be cleared of brush and inspected, to ascertain whether additional hazardous materials containers that require disposal may be present, and whether such containers may have leaked and impacted underlying soil. Visually-impacted soil present at several areas within the carport structure should be excavated and removed from the site for appropriate disposal. Consideration should be given to collection of verification soil samples from the bottoms of the excavations, to confirm the impacted materials has been adequately removed.

Development of the site with what appeared to be the existing barn, as well as a dwelling, tank house, and additional structures, was documented from at least the late 1930s through the mid- 1950s. Many areas with historic structures are found to have residual metals and/or pesticides/herbicides present in soil around the location of the perimeter of the historic structures, attributable to the application of pesticides/herbicides and the flaking of lead-based paint. Since residential development of the Site is planned, consideration should be given to evaluating soil quality in the locations of historic structures. If pesticides and/or metals are found to be present at significant concentrations, appropriate handling and possibly removal or remediation could be required.

In addition to the possible presence of residual metals and/or pesticides/herbicides present in soil, other sub-grade structures including USTs, pipelines, septic tanks, fill materials, buried debris, building materials, and impacted soil

also may be present from previous site development in those areas. If objects such as these are encountered during future development of the site, special measures for their removal may be required, possibly including soil characterization and/or remediation.

Agricultural cultivation of the site with field crops and orchards was documented from at least the late-1930s through the late 1940s/early 1950s. Standard agricultural practices also may have included application of agricultural chemicals, possibly including DDT and lead arsenate.

Pesticides may have been stored in the current barn or other historic on-Site structures and also may have been mixed in the vicinity of reported historic on-Site well. Since residential development of the site is planned, consideration should be given to evaluating soil quality in the historically agricultural areas, as well as around the well if located and in the vicinity of the historic structures and barn. If pesticides and/or metals are found to be present at significant concentrations, appropriate handling and possibly removal or remediation could be required.

The historic presence of a tank house on the Site indicates that a water supply well likely was present. A well at the 16331 Kent Avenue property was reported in the disclosure documentation provided by the historic property owner. If, during future construction activities at the Site, a well is encountered, it must be appropriately abandoned in accordance with applicable regulatory agency requirements.

A cistern reportedly is present near the center the site, for which the former access cover remains visible but access was not available. The cistern reportedly was filled with soil prior to purchase of the property by the current Site owner. 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.

In the disclosure report prepared by the previous Site owner, the 16331 Kent Avenue property was reported 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.

Of the environmental databases that were searched, one adjoining, hydraulically down-gradient facility was identified by RGA as having a release of petroleum hydrocarbons to ground water. The off-site former Holland Oil facility currently is an open fuel leak case. Based on ground water monitoring data available for the property, groundwater at the Holland Oil property is flowing away from the subject property. In addition, monitoring data from the closest Holland Oil property ground water monitoring well to the subject property indicated no contaminants present in ground water during monitoring events in 2008 and 2009. Based on the available data, the former Holland Oil property is not considered to be an environmental risk to the site. Source documentation: (19)

Phase I Environmental Site Assessment (16327 Kent Avenue Only)

Ashland Family Housing retained Belinda P. Blackie, P.E., R.E.A. to perform a Phase I environmental site assessment (ESA) of the approximately 0.11-acre "Joe Parcel", located at 16327 Kent Avenue in San Lorenzo, California (site). The purpose of the assessment was to identify recognized environmental conditions (RECs) associated with the site, as defined by ASTM E 1527-05, Standard Practice for Environmental Site Assessments and 40 CFR Part 312, Standards and Practices for All Appropriate Inquiries; Final Rule.

A small structure was present on the subject property by the late-1930s. The site currently is developed with a single-family residence and detached garage, constructed in 1949 and 1951. A small storage shed also is present. The property, unoccupied, is owned by May L. Joe, who has owned the property since at least 2002.

Significant quantities of hazardous materials or evidence of hazardous materials spills or releases were not observed at the site. Evidence of significant historic storage and/or use of hazardous materials at the site were not found.

This ESA has revealed evidence of the following potential REC in connection with this site: the potential presence of residual metals and/or pesticides present in soil around the locations of historic and current structures. In addition, although not considered RECs, other sub-grade structures may be present from previous site development and asbestos-containing building materials and lead-based paint also may be present. Source documentation: (21)

Asbestos and Lead-based paint survey

On May 4, 2011, a Limited Asbestos and Lead Survey Report was prepared for all the parcels that comprise the site by RGA Environmental, Inc. A summary of their results and findings are summarized below.

Asbestos Survey Results

On April 26, 2011, RGA conducted a visual survey and collected bulk samples of suspected asbestos containing material (ACM) at the subject site. The surveys were completed in general accordance with AHERA methods (40 CFR, Part 763) as a guideline. Survey procedures included the visual observation and identification of building materials suspected of containing asbestos, collection of representative bulk samples, and physical assessment/quantification of the suspect materials. The physical assessment of suspected asbestos-containing materials was conducted to determine if the material is friable and to assess if the material is damaged. According to AHERA, a "friable" material can be reduced to dust or powder with hand pressure. Examples of friable materials may include but are not limited to fire- proofing, sprayed-on acoustical ceiling material, paper backing on sheet vinyl flooring and some thermal system insulation. Concern related to exposure to airborne asbestos fibers from ACMs in buildings has primarily been focused on friable asbestos products.

Materials that contain tightly bound asbestos fibers are reported as “non-friable”. A "non-friable" material contains asbestos fibers which have been locked-in by a bonding agent, coating, binder, or other material, so that fibers are not released during appropriate use or handling. Vinyl floor tile and flooring mastics are two examples of non-friable materials. Fiber release is less likely to occur with a non-friable material. Non-friable materials that are not damaged and are left undisturbed are not expected to represent an asbestos exposure risk. Both friable and non-friable materials can present a health hazard should they become disturbed or damaged (e.g., during renovation or demolition activities).

Bulk samples were collected in general accordance with Asbestos Hazard Emergency Response Act (AHERA) guidelines. A total of fifty-one (51) bulk samples were collected of thirty-one (31) homogeneous areas of suspect asbestos containing material (ACM). Each accessible structure was surveyed separately with their results summarized in this summarized in this single report. All suspect ACM was observed to be in good condition. The 15 mobile homes and their associated structures were not generally accessible at the time of the survey and subsequently have been excluded from this summary report with the exception of the 14-car metal shed, four of the bath structures, and the washroom portion of the west bath structure-washroom combined building. Prior to future renovation or demolition, each of the structures excluded from this survey may be required by the Bay Area Air Quality District (BAAQMD) to be inspected for the presence of ACM.

Based on the visual observations by RGA’s certified inspectors and an evaluation of the laboratory analysis results, RGA concludes that no ACM is present in the surveyed site structures with the exception of the following approximate quantity of assumed and confirmed ACM:

<u>16309 Kent Avenue, Bath Structure #5 (one of seven)</u>

- 20 square feet of 9-inch vinyl floor tile with associated black mastic on the floor of the west half of Bath Structure #5 reported by the analytical laboratory as containing 2% chrysotile asbestos in both tile and mastic. Removal of this non-friable asbestos containing material (ACM) would be considered Class II asbestos work expected to generate non-hazardous, Category I ACM waste.

- 200 square feet of 9-inch vinyl floor tile with associated black mastic is "assumed" to be present on the floors of the following portions of Bath Structures 1E, 2W, 3E, 3W, 6E, 6W, 7NE, 7NW, 7SE, 7SW that were not accessible during the survey due to their enclosure by adjacent mobile home residents who use them as part of their residential dwelling. The Bath Structures were reported by the owner as having been constructed prior to 1978. In the absence of sampling data, the structures must be assumed by RGA to contain ACM flooring and associated mastic similar to Bath Structure #5. Removal of this non-friable asbestos containing material (ACM) would be considered Class II asbestos work expected to generate non-hazardous, Category I ACM waste.

16309 Kent Avenue (15 Mobile Homes and Associated Structures)

- Until appropriately surveyed, these structures are assumed to contain asbestos in roofing material, roof mastic, window putty, joint compound on interior drywall, adhesive associated with glued on interior wall panels, floor tiles and associated mastic, and acoustic ceiling tiles.

16325 Kent Avenue (Residence 3B/2B – 1,800 sf)

- 3000 square feet of textured surfacing material on interior walls throughout the structure reported by the analytical laboratory as containing 2% chrysotile asbestos. Removal of this friable Regulated Asbestos Containing Material (RACM) would be considered Class I asbestos work expected to generate friable, hazardous RACM waste.

Lead Containing Paint Survey

On April 26, 2011, RGA conducted a visual survey and collected paint chip of predominant paints and coatings on building components of site structures and representative composite surface soil samples for bare soil areas at or near structure drip lines for analysis of lead content.

Based on visual observations and an evaluation of the laboratory analysis report for paint chip samples collected and analyzed, RGA concludes that substantially intact "lead-based paint" (>5000 ppm lead) is present on the following surfaces at the site:

16309 Kent Avenue (Bath Structures)

- 8,500 ppm lead in white paint on exterior concrete walls
- 17,000 ppm lead in white paint on window frames

Lead in Soil Survey

On April 26, 2011, RGA conducted a visual survey and collected composite surface soil samples of bare soil from accessible drip-lines and child play areas adjacent to major site structures. Based on visual observations and an evaluation of the laboratory analysis report for lead in soil samples collected and analyzed, RGA concludes that lead impacted soil is present in surface soil at the following site locations:

16309 Kent Avenue (Barn)

- 400 ppm lead in surface soil at drip line

16333 Kent Avenue (Residence-Modular)

- 1,300 ppm lead in north flower bed

The U.S. Department of Housing and Urban Development (HUD) classifies soil containing lead levels greater than 400 ppm as "hazardous" in high-contact areas (i.e., sandboxes and gardens). The California Department of Health Services (DHS) defines lead-contaminated soil in children's play areas as soil containing greater than or equal to 400 ppm lead.

Conclusions and Recommendations

RGA understands that the subject site is under consideration for development a residential housing project referred to as the Ashland Housing Project. Based on RGA's visual observations and review of the laboratory analysis reports for samples of suspected ACM, suspected lead containing paint, and suspected lead containing bare soil, RGA concludes that asbestos containing material (ACM) in good condition, substantially intact lead-based paint (LBP) and lead-containing paint (LCP), lead containing soil, an underground storage tank, and a variety of potentially hazardous petroleum-impacted soil, containers, and equipment are present at the subject sites. Prior to the renovation or demolition of site structures, the aforementioned ACM, lead containing soil, and potentially hazardous materials should be properly removed, recycled, and/or disposed of by properly certified contractors using approved methods in accordance with all applicable federal, state, and local regulations. Impacts are therefore ***less than significant with mitigation.*** Source documentation: (20)

e) and f) Airport Hazards

The project site is not near a public airport or private airstrip nor is it located within an airport plan area. There would be no impact in this regard. The nearest airport is Hayward Executive Airport approximately 2.51 miles south of the project site. The nearest major airport is Oakland International Airport approximately 5.85 miles north of the project site. No impact zones from either airport extend to the site; therefore there is ***no impact*** in this regard. Source documentation: (38) (39) (40) (41)

g) Emergency Response

The project would not impair implementation of or physically interfere with an adopted emergency response plan. Project review by the Fire Department will ensure that there will be ***no impact*** to any adopted emergency response plan. Source documentation: (42)

h) Wildland Fires

There are no wildlands on site or adjacent that could pose a risk of wildland fires. The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, there would be ***no impact*** in this regard. Source documentation: (42)

Mitigations

Toxic and Hazardous Materials

HZ1. Follow all recommendations outlined in the Phase I Environmental Site Assessment report prepared for the Ashland Housing Project in May 2011 by RGA Environmental.

HZ2. Follow all recommendations outlined in the Phase I Environmental Site Assessment report prepared for the project in May 2012 by Belinda P. Blackie, P.E., R.E.A.

HZ3. Follow the recommendations by RGA outlined in HZ4 through HZ13 for planned site development which may disturb ACM, LBP, LCP, lead in soil, and/or a variety of other potentially hazardous materials which were observed at the subject site.

HZ4. The site owner should provide notification to employees, contractors, subcontractors, and tenants of the site structures as to the presence, location, and quantity of ACM, LBP, and lead in soil at the site within 15 days of receiving this information.

HZ5. Prior to renovation or demolition of the 15 mobile homes and associated structures (including inaccessible bath structures) not included in this survey, 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.

HZ6. 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.

HZ7. Prior to future 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."

HZ8. 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.

HZ9. 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.

HZ10. 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."

HZ11. 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.

HZ12. 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.

HZ13. 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.

IX. *HYDROLOGY AND WATER QUALITY* Would the project:	***Potentially Significant Impact***	***Less than significant with Mitigation***	***Less than significant***	***No Impact***
a) Violate any water quality standards or waste discharge requirements?		×		
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			×	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?		×		
d) Substantially alter the existing drainage pattern of the site or area, in including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?		×		
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?		×		
f) Otherwise substantially degrade water quality?		×		
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				×
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				×
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				×
j) Inundation by seiche, tsunami, or mudflow?				×

Setting

Water Supply

The East Bay Municipal Utility District (EBMUD) supplies water to approximately 1.3 million people in Alameda and Contra Costa Counties. Most of EBMUD's water comes from the 577-square-mile Mokelumne River water-

shed. Water is collected at the Pardee Reservoir in Amador County and distributed to the nearby Camanche Reservoir, and the Mokelumne Aqueducts, which carry water to the East Bay. EBMUD maintains reservoirs within its East Bay service area that include the Briones, Chabot, Lafayette, San Pablo, and Upper San Leandro reservoirs. EBMUD has rights to divert approximately 325 million gallons of water per day from the Mokelumne River.

According to the EBMUD's Urban Water Management Plan 2000, customer demand was approximately 230 million gallons of water per day in 2000. EBMUD forecasts that customers within the supply area would demand about 277 million gallons per day by 2020. With implementation of conservation techniques and use of recycled water, water demand could be reduced to 229 mgd. However, if the District experiences a series of dry years, there would be a shortage of as much as 154 mgd.

EBMUD has undertaken several efforts to boost its dry-year water supply, including:

- obtaining a license for Mokelumne entitlements that maximizes benefits to District customers,
- Diversifying water supply through regional partnerships and completing the Water Supply Management Program (WSMP) 2040 to prioritize conjunctive use, desalination, and other water supply opportunities and cost-effectively improve reliability.
- Constructing the Freeport Regional Water Project to take water from the Sacramento River during dry years.
- Maintaining updated plans which document supply and demand conditions,
- Analyzing future needs, anticipate obstacles, and prescribing strategies and actions for meeting future requirements consistent with District policy.
- Integrating the District's water supply and infrastructure planning efforts into the Statewide Bay Delta Vision process.

EBMUD currently provides water service to the project site.

Impacts

b) Water Supply

Total project demand would be a maximum 30,240 gallons of water per day (using EBMUD's estimated daily demand of 70 gallons per person per day and a maximum of 432 tenants). The project represents a net increase over what has been provided to the existing mobile home park and single family residences. According to EBMUD, it has an "obligation to serve" all customers within their jurisdiction as long as the water use is not considered to be wasteful.

The project's impact on the supply of water would be ***less than significant***. Source documentation: (43) (44) (45)

g) through i) Floodplains

Review of the Flood Insurance Rate Map, published by the Federal Emergency Management Agency (FEMA) dated August 3, 2009, indicates the proposed project is located in Zone X meaning that it is:

- an area outside the 1-percent annual chance floodplain,
- an area of 1% annual chance sheet flow flooding where average depths are less than 1 foot,
- an area of 1% annual chance stream flooding where the contributing drainage area is less than 1 square mile, or
- in areas protected from the 1% annual chance flood by levees.

No Base Flood Elevations or depths are shown within this zone, and insurance purchase is not required in these zones.

The project does not involve property acquisition, land management, construction or improvement within a 100 year floodplain (Zones A or V) or 500 year floodplain (Zone B) identified on a Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM). Flood Insurance requirements are not invoked. There is ***no impact*** in this regard. Source documentation: (29)

j) Seiche, Tsunami and Mudflow

The project site topology is flat. The project site is located over three (3) miles from the California coastline. ***No impact*** is expected as a result of the project. Source documentation: (35)

a) and c) through f) Storm Water and Water Quality

The California State Water Resources Control Board (SWRCB) is responsible for establishing water quality standards in California, and the San Francisco Regional Water Quality Control Board (RWQCB) is responsible for regulating discharges of wastes and stormwater runoff to San Francisco Bay. The RWQCB completed the most recent review and update of the Water Quality Control Plan (Basin Plan) for the San Francisco Bay region in 2007. Consistent with state law, the Basin Plan includes a statement of beneficial water uses to be protected, water quality objectives (or standards), strategies and schedules for achieving those objectives, and waste discharge requirements.

The United States Environmental Protection Agency (EPA) is also responsible for setting standards and regulating activities that affect water quality, under the federal Clean Water Act (Federal Water Pollution Control Act Amendments of 1972, as amended, and commonly known as the Clean Water Act). The Clean Water Act established the National Pollution Discharge Elimination System (NPDES), which is used by the state, regional and local agencies (such as Alameda County) to regulate discharges from both point sources (such as industrial sources) and non-point sources (such as urban runoff). Section 303(d) of the federal Clean Water Act requires states to identify water bodies that are not attaining water quality standards, and to establish total maximum daily loads (TMDLs) for pollutants causing the impairment. As such, TMDLs establish a special kind of water quality standard applicable where the EPA has recognized a given water body as failing to meet water quality standards or objectives. The Estudillo Canal is not by itself listed as an impaired water body, but lower San Francisco Bay into which it drains is listed for a wide range of contaminants, such as DDT, dioxin compounds, mercury, and polychlorinated biphenyls (PCBs).

The RWQCB primarily regulates non-point discharges by issuing permits for stormwater runoff to municipalities and counties, contingent on the implementation of controls and practices (Best Management Practices, or BMPs) to protect water quality. The RWQCB's Basin Plan requires that new development of one acre or more provide permanent, post-construction measures to protect water quality to reduce pollution and the rate of runoff which typically results from new impervious surfaces such as roads and roof tops.

Construction of the project would require a substantial degree of excavation, stockpiling and grading activities. During construction, discharges of stockpiled fill materials or erosion of exposed soil into local storm drains and culverts during rainstorms could have adverse water quality impacts on neighboring properties, local roadways, storm drainage facilities such as Estudillo Canal, and San Francisco Bay. The RWQCB requires the developer of any proposal to disturb one or more acres of land to apply for a "General Permit for Stormwater Discharges Associated with Construction". The General Permit requires that the applicant submit a Notice of Intent (NOI) and a Storm Water Pollution Prevention Plan (SWPPP) to the RWQCB and Alameda County Public Works Agency's Grading Department and Clean Water Program, the latter of which is responsible for implementing the NPDES requirements. Without proper measures in the SWPPP to control stormwater flows during construction, the project would have a *potentially significant* impact due to violation of standards, conflict with objectives, failure to meet discharge requirements or degradation of the beneficial uses of surface waters in the Bay Area. Source documentation: (46)

In addition, the proposed project site is located in an area that has been identified by the County of Alameda as one that requires Hydrograph Modification Management. Hydrograph Modification Management, also called Hydromodification Management (HM) is an NPDES requirement to control increases in peak runoff flow and volume

when these increases would likely have negative impacts on creeks and other waterways. Negative impacts include erosion of creek banks and siltation. Flow duration control is a structural approach to provide HM. For certain projects flow duration facilities are required to detain excess stormwater and release it at rates which match pre-development conditions. Applicability of HM controls depends largely on the location of the project. In certain applicable areas, projects must provide stormwater HM control for any increase in flow or volume of stormwater runoff. HM controls apply to projects whose drainage could adversely affect natural creek channels, such as this one.

Applicable projects creating or replacing one acre or more of impervious surface will be required to comply with the Alameda Countywide Hydromodification Management Plan.

HM requirements are separate from post-construction treatment. Whereas stormwater treatment is intended to improve the quality of stormwater by removing pollutants, HM controls the volume and/or duration of runoff to minimize the erosion of creeks. However, where both treatment controls and HM controls are required, one facility may be designed to meet the needs for both requirements. The project will be required to implement 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. Source documentation: (47)

Project impacts in the above areas are considered ***less than significant with mitigation.***

Mitigations

The following are conditions of approval for the project that apply to this section of the checklist.

Hydrology

H1. Applicant is required to obtain Caltrans approval of any additional and/or proposed changes to the East 14th Street roadway drainage system. 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.

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.

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.

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.

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 prior to 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.

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.

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.

H9. Catch basins deeper than three (3) feet must have a minimum top opening of 2' x 3' and must have steps for access.

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.

H11. Do not augment or concentrate runoff to the adjacent properties to the rear or side of the development area.

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.

H13. No structure or load shall be placed over the storm drainage pipe.

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.

Water Quality

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".

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.

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.

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).

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.

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.

WQ7. Outdoor storage of potential pollutants or storm water contaminants must be under a roof, cover, or temporary tarp during the rainy season.

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.

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.

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.

X. *LAND USE AND PLANNING* Would the project:	***Potentially Significant Impact***	***Less than significant with Mitigation***	***Less than significant***	***No Impact***
a) Physically divide an established community?				x
b) Fundamentally conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect and actually result in a physical change in the environment?			x	
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				x

Setting

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.

The entire project, including residential and commercial uses, would have a floor area ratio (FAR) of 0.95. 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.

- 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;
- 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 children's 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 project involves demolition of the existing houses and the mobile home park on the subject property (which contains 16 units). The previous residents of the mobile home park have beenn relocated and compensated for their relocation as required per State law.

General Plan

The *Eden Area General Plan* designates the four subject sites as High Density Residential (between 43 to 86 dwelling units per acre density) with General Commercial allowed as a secondary use.

The General Plan designation of the four subject sites is High Density Residential (between 43 to 86 dwelling units per acre density) with General Commercial allowed as a secondary use. This designation allows the proposed density of 38.4 dwelling units per acre (2.22 acre site with 85 proposed dwelling units).

In the Eden Area, there are 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. 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 *Eden Area General Plan* Land Use Designation Map is implemented through the Zoning Ordinance, which provides more specific classifications than this 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. In some cases, more than one zoning district may be consistent with a single land use designation. Other parts of the Alameda County General Ordinance Code, particularly the Subdivision Ordinance, provide additional development standards. Under State law, all County ordinances and regulations must be consistent with the General Plan.

The General Commercial designation allows for a wide range of commercial uses that encompass small offices, local and regional retail establishments and automobile-oriented uses to meet the needs of Eden Area residents, em-

ployees and pass-through travelers. Offices are particularly encouraged in commercially designated areas to enhance the employment base of the area. Commercial parcels have a maximum FAR of 1.0. Allowed uses include the following:

- Neighborhood commercial uses include grocery and convenience stores, salons, professional offices, restaurants, fast-food establishments, auto service stations, drug stores, dry cleaners, day care centers, shoe stores, tool and appliance repair shops, contractors' shops, hardware stores and banks. Neighborhood commercial uses are best located in centralized areas capable of serving the greatest number of households with the least travel distance and best access to alternate modes of transportation and freeways.

- Regional commercial uses include factory outlets, discount stores, regional shopping malls, automobile sales, office uses, medical facilities and home improvement centers. These uses are best located in areas with the highest level of automobile access but should also contain a safe pedestrian environment.

- Highway commercial uses include hotels and motels, restaurants, and motor vehicle and gasoline service stations that provide services to the traveling public and allow for convenient freeway access. These uses should be located in close proximity to freeway ramps. Source documentation: (1) (48)

This proposal would meet the density, FAR, and land uses allowed by the General Plan. The proposed project is consistent with the *Eden Area General Plan.*

Source documentation: (1) (48)

Zoning

The *Ashland Cherryland Business District Specific Plan (ACBDSP)* designates the largest parcel (1.2 acres, APN 080C-0479-023-02) within the Transit Access (TA) land use district. This designation encourages commercial development and allows mixed-use residential densities of up to 50 du/ac. The other three parcels are located in the R-1 (Single-Family Residence) zoning district (which allows densities of up to 9 du/ac). The proposed rezoning to a PD (Planned Development zoning district) of all of the four parcels is in keeping with the required review through Planned Unit Development for proposed mixed-use projects per the Specific Plan, and is vertically consistent with the High Density Residential land use designation of the Eden General Plan for proposed redevelopment of the properties currently zoned R-1.

The Specific Plan for the six identified Ashland and Cherryland business districts promotes transit oriented development along East 14th Street/Mission Boulevard, as well as development that takes advantage of existing highway and freeway access. Transit stops are set in locations for higher intensity, mixed-use development in four of the six business districts. Intensive commercial development on Lewelling/East Lewelling Boulevard is concentrated near Mission Boulevard, to the east end, and near Hesperian Boulevard, to the west. Between these two areas, the Specific Plan promotes commercial development on East Lewelling Boulevard that is significantly less intensive and that is more responsive to the high school and to the predominately residential character of the identified Business District.

The Specific Plan also outlines a comprehensive set of public reinvestment projects that are designed to restore a high quality of life to neighborhoods within walking distance of shopping and public transportation. These projects include new community service facilities and programs that will serve and nurture the unusual diversity of people who live in the area. Facade and sign improvement programs and, ultimately, street landscaping and public places are planned that both will improve the appearance of the area and create a more attractive climate for promoting new private sector reinvestment.

Development of mobile home parks, in whole or in part by either private or public means and conversion to commercial or high density residential development, consistent with Plan policies, is allowed and encouraged, is the

long-term objective of this policy, and is subject to providing comparable replacement housing in the community for all residents who are being displaced and who desire it according to established redevelopment law. Such housing shall be dedicated as low cost housing for the maximum time period allowed, unless otherwise provided under the Specific Plan, the Redevelopment Plan, or by County ordinance or policy.

To the extent that the mobile home parks on East 14th Street take up commercial frontage, they represent an underutilization of property, and all reasonable efforts should be pursued for redevelopment of these sites following the revitalization scenarios outlined for each business district. At present, most of the mobile home sites provide little in any physical amenities for residents. In the short term, assistance is to be provided for site landscaping of the mobile home parks appropriate to their use as residential areas.

The *Ashland Cherryland Business District Specific Plan* includes further goals, policies, and standards for how this corridor should be developed and includes an action plan to finance and build specific public improvements. The identified Revitalization Opportunities and Revitalization Strategy for the Ashland Avenues Business District of the Specific Plan, which includes the subject sites, complements the Transit Access zoning designation Development Regulations regarding mixed use development, retail commercial development on the ground floor, and physical standards of construction.

The entitlement procedure for this project is for a rezoning to a Planned Development (PD) District, since the Specific Plan states that "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" (pages 3-28 and 3-29).

The front of the site (parcel with address 16309 Kent Avenue and County assessor's parcel number 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:

1.4 RELATIONSHIP TO THE ALAMEDA COUNTY ZONING ORDINANCE

According to State law, a specific plan may be administered as, and thus have the force of, zoning. 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. Where the Specific Plan is silent, or perceived to be silent, provisions of the Zoning Ordinance will apply. The County's Site Development Review process may impose more, but not less, restrictive requirements where appropriate. Violation of the provisions of the Ashland and Cherryland Business Districts Specific Plan shall constitute a violation of the Zoning Ordinance, and enforcement of the provisions of the Specific Plan shall be done in the same manner as enforcement of the provisions of the Zoning Ordinance. Amendment to the land use policies of the Specific Plan shall be made in the same manner and according to the procedures established for amendments to 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 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 Specific Plan. The following findings would have to be made in order to allow for the rezoning of the entire project to a PD District:

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;

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

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;

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

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;

2. Provide affordable housing; or

3. Provide a tangible public benefit, such as:

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;

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

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.

(Ord. 2006-36 § 1 (part))

(Ord. No. 2010-17, § 35, 12-21-10)

Impacts

To the extent that the mobile home parks on East 14th Street take up commercial frontage, they represent an underutilization of property, and all reasonable efforts should be pursued for redevelopment of these sites following the revitalization scenarios outlined for each business district. At present, most of the mobile home sites provide little in any physical amenities for residents. The physical improvements of a permanent building complex instead of mobile homes is considered a benefit to the site and the area. The additional commercial space would also be of benefit to the area, and the new building would provide a catalyst for further private investment in the area.

b) Conformance with any applicable land use plan, policy, or regulation

The project involves demolition of the existing mobile home park on the subject property (which contains 16 units) and redevelopment of the site with a permanent building with increased residential density and commercial space. This is consistent with the Specific Plan, and by definition the Specific Plan is consistent with the Alameda County General Plan. Source documentation: (2) (1)

The project is consistent with the Zoning Ordinance in that the rezoning findings will be made in the affirmative:

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;

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:

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 this 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 free AC Transit bus passes to the residents of 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 this 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.

Therefore impacts are considered ***less than significant.***

Source documentation: (1) (2) (3) (4) (5) (6) (7) (8) (26) (42) (49)

c) Habitat conservation plans

The proposed project is redevelopment of improved parcels. The subject properties are not included in any habitat conservation plan or other natural community conservation plan; therefore there is ***no impact*** in this regard. (2)

a) Community division

The project is an infill development that would provide affordable housing and commercial space along the commercial corridor. The design conforms to the design guidelines and development standards in the *Ashland and Cherryland Business Districts Specific Plan.* The project would not physically divide the community; therefore there is ***no impact*** in this regard. Source documentation: (2)

XI. *MINERAL RESOURCES* Would the project:	***Potentially Significant Impact***	***Less than significant with Mitigation***	***Less than significant***	***No Impact***
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				×
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				×

Setting

The project site is in an urban area.

Impacts

a) and b)

The proposed project would not result in the loss of availability of a known or locally important mineral resource. The site is located in an urban area; there would be ***no impact*** in this regard. Source documentation: (26) (35)

XII. ***NOISE*** Would the project:	***Potentially Significant Impact***	***Less than significant with Mitigation***	***Less than significant***	***No Impact***
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies (e.g. OSHA)?		x		
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				x
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			x	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		x		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				x
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				x

Setting

Existing Noise Environment

There are several noise measurement scales that are used to describe noise in a particular location. A decibel (dB) is a unit of measurement that indicates the relative intensity of a sound. The zero on the decibel scale is set at the lowest sound level that the healthy, unimpaired human ear can detect. Sound levels in decibels are calculated on a logarithmic basis; an increase of 10 decibels represents a ten-fold increase in acoustic energy, while 20 decibels is 100 times more intense, 30 decibels is 1,000 times more intense, etc. There is a relationship between the subjective noisiness or loudness of a sound and its measured intensity. Each 10-decibel increase in sound level is perceived as approximately a doubling of loudness over a fairly wide range of intensities.

There are several methods of characterizing sound. The most common in California is the A-weighted sound level or dBA. This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most commonly, environmental sounds are described in terms of an average level, equivalent in energy to the total energy of the actual noise levels experience over a fixed period of time, most commonly an hour. This energy-equivalent sound/noise descriptor is called Leq.

Since people's sensitivity to noise increases during the evening and at night, the Community Noise Equivalent Level (CNEL) was developed. The CNEL gives greater weight to noise levels during the evening and night than during the day. The Day/Night Average Sound Level, Ldn, is essentially the same as CNEL, with the exception that the evening time period is not given greater weight than the daytime period.

Regulatory Setting

The project site is subject to noise criteria from the Eden Area General Plan, County of Alameda and also the California Building Code. The specific criteria for each of these are discussed below.

Eden Area General Plan, County of Alameda

Goal N-1 of the noise element for the Eden Area General Plan, County of Alameda addresses environmental noise. Policies P4 and P5 establish exterior and interior noise guidelines for land-use compatibility as follows:

- New multi-family residential developments shall be designed to maintain a standard of 65 dB L_{dn} maximum in community outdoor recreation areas. Balconies shall not be considered outdoor recreation areas, thus no noise standards shall apply to these areas.

- All new residential land uses shall be designed to maintain a standard of 45 dB L_{dn} maximum in building interiors.

Source documentation: (1)

California Building Code

The California Building Code (Title 24, Chapter 12) requires that the indoor noise level in new multi-family housing not exceed DNL 45 dB where the exterior noise level is greater than DNL 60 dB. The CBC also states that if windows must be closed to meet the interior standard, the design must include a ventilation or air-conditioning system to provide a habitable interior environment.

Impacts

a) Noise Environment

The project site is located in Ashland, California at the southeast corner of East 14th Street and Kent Avenue. The project site is bordered by baseball fields to the west and single-family housing to the south. The major noise source is vehicle traffic on the nearby roadways.

To quantify the existing noise environment, three long-term noise measurements and two-short term (15-minute) measurements were conducted at the project site between 8 and 11 October 2012. An offset in noise levels between long-term and short-term monitor locations was used to estimate the L_{dn} at short-term locations (northwest and southwest corners of the project).

Long-term monitors were attached to utility poles at a height of 12 feet above grade. The two short-term measurements were conducted at approximately 40 feet above grade to represent the upper floors of the housing project.

Based on the data, the expected L_{dn} at the various facades and elevations was calculated. The L_{dn} ranged between 58 and 75 dB across the site. The Eden Area General Plan defines this as a "conditionally acceptable" exterior noise exposure. One (1) dB was added to the expected L_{dn} to account for future traffic increases[6]. Source documentation: (50)

Recommendations

To meet the interior L_{dn} 45 dB requirement, it will be necessary for all of the facades to be sound-rated. The floor plans were used to measure the layout of the units.

Based on the drawings, window and exterior door STC[7] ratings needed to meet the project criterion were calculated and shown on the figures attached to the Noise Study. Implementation of the recommendations made in the Noise Study for sound-rated building components bring the impact to ***less than significant with mitigation.*** Source documentation: (50)

b) Groundborne Vibration

The site is not subjected to groundborne vibration from any source. There is ***no impact*** in this regard. Source documentation: (16) (26) (50)

Contribution to Community Noise Levels

c) Traffic

Trips generated for the proposed project were analyzed in a traffic study performed by Kimley-Horn and Associates, Inc. in June 2011. The study estimated that the proposed development will generate 470 net new daily trips (over current conditions), 35 net during peak AM hour and 42 PM peak hour trips. The study concluded that traffic impacts of the project are considered ***less than significant.*** As such, the vehicle trips generated will not constitute a significant impact to community noise levels. Source documentation: (49)

d) Temporary Construction Noise

Construction activities are anticipated to include demolition, grading, paving, installation of underground utilities, and building construction. Noise generated by construction activities associated with the project would be the greatest during demolition, site grading and excavation phases. Construction-related noise levels during building framing, finishing, and landscaping phases are normally lower as construction moves indoors or requires less pieces of heavy-construction equipment.

Noise impacts resulting from construction depend on the noise generated by various pieces of construction equipment, the timing and duration of noise generating activities, and the distance between construction noise sources and noise sensitive areas. The nearest noise sensitive receivers (residences) adjoin the northernmost property line of the

---

6 Caltrans assumes a traffic volume increase of three-percent per year, which corresponds to a 1 dB increase over ten years. In the absence of City data, we have used this same formula for the local roads.

7 Sound Transmission Class (STC) – A single-figure rating standardized by ASTM and used to rate the sound insulation properties of building partitions. The STC rating is derived from laboratory measurements of a particular building element and as such is representative of the maximum sound insulation. Increasing STC ratings correspond to improved noised isolation.

site. Residences are also located adjacent to the property to the south. Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (e.g., early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise sensitive land uses, or when construction lasts over extended periods of time.

Construction activities generate considerable amounts of noise, especially during site grading activities and excavation for underground utilities. The highest maximum noise levels generated by project construction would typically range from about 90 to 95 dBA at a distance of 50 feet from the noise source. Typical hourly average construction generated noise levels are about 81 dBA to 88 dBA measured at a distance of 50 feet from the center of the site during busy construction periods (e.g., earth moving equipment, impact tools, etc.). Hourly average noise levels generated by the construction of residential units would range from about 65 dBA to 88 dBA measured at a distance of 50 feet depending on the amount of activity at the site. Construction generated noise levels drop off at a rate of about 6 dBA per doubling of distance between the source and receptor. Shielding by buildings or terrain often result in lower construction noise levels at distant receptors.

The available controls are included in the project to reduce construction noise levels as low as practical. In Alameda County, the inclusion of these controls is assumed to reduce the impact from project construction to less-than-significant levels. All Alameda County Standard Conditions of Approval regarding noise control measures must be implemented at the project site at all times.

The operation of the project would not generate noise levels that would be considered substantial in terms of existing or future noise levels in the area. Future noise levels in the project vicinity will continue to result from local transportation related noise sources. Occasionally audible noises from the proposed residential land uses will not measurably contribute to daily average noise levels at nearby noise-sensitive receivers.

For reference, the acoustical energy resulting from all noise-generating activities associated with the project would have to equal the existing noise levels generated by all sources in the site vicinity (i.e., a doubling of environmental noise) for there to be a 3 dBA increase in the L_{dn}. A tripling of noise would have to occur for there to be a 5 dBA increase in the L_{dn}. A project that only incrementally increases ambient noise levels would not result in a doubling or tripling of acoustical energy, and would not substantially increase noise levels in the area.

Conclusion

Community noise levels will not be significantly affected by the development. The only contribution of the project to long-term noise levels would be from the normal automobile traffic generated from the project. Based on the traffic analysis prepared, the project would generate at most 470 daily vehicle trips which would not be sufficient to increase traffic-related noise levels on surrounding streets. Source documentation: (49)

The proposed project would also generate temporary building equipment noise and construction noise. However, these will be subject to limitations established in Alameda County conditions of approval for construction noise. With implementation of the mitigation measures listed at the end of this section, impacts are considered ***less than significant with mitigation.***

e) and f) Airports

There are no airports that contribute to noise at the site. The closest airport to the site is the Hayward Airport, located approximately 2.51 miles south of the project site. There is ***no impact*** from airports to noise at the site. Source documentation: (16) (26)

Mitigations

Noise

N1. Follow all recommendations for sound class rating building materials for interior noise attenuation 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.

N2. Follow Conditions of Approval labeled N3 through N6 to manage temporary noise during demolition and construction of the project.

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.

N4. All construction vehicles and equipment shall be fitted with working mufflers.

N5. Machinery, including motors, shall be turned off when not in use.

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 will 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.

XIII. ***POPULATION AND HOUSING*** Would the project:	***Potentially Significant Impact***	***Less than significant with Mitigation***	***Less than significant***	***No Impact***
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			x	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?		x		
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?		x		

Setting

The project site is developed and in an urban area. All of the project parcels and developed and four of the five are improved with structures. The mobile home park contains sixteen (16) mobile homes and associated out buildings.

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.

Impacts

a) Population Growth

As an affordable housing project, the project is not anticipated to cause a substantial growth in population in the area. The project will include housing provided for foster youth aging out of the foster care program, a segment of the population that currently exists and is underserved.

Based on guidelines provided by HUD, the maximum number of residents appropriate to multi-family unit dwellings is two persons per bedroom, plus one per unit. Thus, at most there would be three persons in a one-bedroom apartment, five persons in a two-bedroom unit and seven people in a three-bedroom unit. The proposed project would provide 29 one-bedroom units, 30 two-bedroom units, and 25 three-bedroom units. Carrying the math forward, we see that: 29 x 3 = 87 persons for the one-bedroom units; 30 x 5 = 150 persons for the two-bedroom units; and 25 x 7 = 175 persons for the three-bedroom units. Add this all together for a total of 87 + 150 + 175 = 412 residents (including the onsite manager's unit). So, the proposed project would provide housing for at most 412 people. However, it is not expected that three individuals will occupy a one-bedroom unit. Nevertheless, for the purposes of this analysis, a population of 412 people is assumed. The population of unincorporated Alameda County was estimated at 20,793 in 2000, so the additional 412 people would represent 0.02% of that population. ***Less than signifi-***

cant impact is expected to result from the proposed project, as it would not create a significant change to the demographics of the area. Source documentation: (51)

b) and c) Displacement

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); and, 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") establish minimum standards for federally and locally funded programs and projects that require the acquisition of real property (real estate) or displace persons from their homes, businesses, or farms. The Rules and Regulation's protection and assistance apply to the acquisition, rehabilitation, or demolition of real property for federal or federally-funded projects.

Residents will be displaced by the project; the project is subject to the "Rules and Regulations" defined above and a conforming relocation plan will be developed and implemented. Residents will not be displaced in significant numbers to necessitate the construction of housing elsewhere. Implementation of a qualified relocation plan reduces the impact to ***less than significant with mitigation.*** Source documentation: (8) (26) (52)

Mitigations

The following mitigation measure is provided to ensure that displacement prior to project construction results in a smooth and orderly relocation for the existing residents:

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.

XIV. *PUBLIC SERVICES* Would the project result in a substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?:	***Potentially Significant Impact***	***Less than significant with Mitigation***	***Less than significant***	***No Impact***
a) Fire protection?			×	
b) Police protection?			×	
c) Schools?			×	
d) Parks?			×	
e) Other public facilities?			×	

a) Fire Protection

The Alameda County Fire Department Station #3 is located approximately 0.1 miles east of the project site at 1426 164th Avenue. Behind Station #3 houses their Emergency Medical Services and the Training Division. In year 2009, the Alameda County Fire Department (ACFD) responded to over 12,000 calls in the unincorporated areas alone and almost 23,000 county-wide.

The Alameda County Fire Department is comprised of four organizational branches that meet the operational, special operations and communication, administrative support service, and fire prevention needs of the Department. The Fire Chief provides overall leadership and is responsible for the effective management, coordination, and service delivery of all aspects of the Department. The Deputy Fire Chiefs, Fire Marshal and Administrative Services Director oversee their respective organizational branches ensuring the overall day-to-day readiness of all aspects of the organization.

The Operations branch is responsible for emergency response and incident mitigation for fires, medical emergencies, hazardous materials, urban search, rescue, and other emergencies. The Operations Branch is charged with ensuring that personnel meet established training guidelines so that the Department is capable of meeting any emergency response challenge. The Operations Branch is also responsible for the management of the Reserve Program which provides a cadre of individuals who volunteer their time and skills to assist front line firefighters.

First-responder paramedic services are available 24 hours per day, 365 days per year basis throughout the unincorporated areas of the County (excluding Fairview) as well to the cities of Dublin, Newark and San Leandro, the Lawrence Berkeley National Laboratory, and Lawrence Livermore National Laboratory.

The goal of the Operations branch is to contribute to the safety of the citizens of Alameda County by safely providing emergency response and incident management for fires, rescues, medical emergencies, hazardous materials incidents, and disasters.

The commitment is to respond to calls within 5 minutes to fire and medical emergencies. The ACFD 5-minute response time is based on two aspects of emergency response:

- Emergency medical service calls are to provide lifesaving to assure adequate respiration and circulation are restored within a 5-6 minute window period to prevent long-term brain damage.
- For fires, a 5-minute response time allows a sizable firefighting force to converge on a structure or wildland fire, keeping it to its point of origin or 10 acres or less.

The increase in residential activity at the site would result in a corresponding incremental increase in demand for fire protection and emergency medical services. The proposed structure is residential buildings that are typical in the surrounding area. Special tactical expertise or training should not be required. Adequate water pressure to the project site would be required by the County sufficient to meet minimum fire protection needs.

The project will be designed and operated in accordance with the provisions of the Uniform Fire Code, including Amendments, set forth in Chapter 18-44 Uniform Fire Code. Because no fire stations are located onsite or immediately surrounding the project site, project construction would not impact fire stations. The project will not require significant new fire protection service in the area.

The project location and proposed site layout provides adequate access for fire vehicles. The project will not create a burden on existing services and will not require significant new fire or police protection services in the area. The final project design would be subject to review and approval by ACFD staff, resulting in ***less than significant*** impact. Source documentation: (16) (26) (53)

b) Police Protection

The unincorporated areas of Alameda County are served by the Alameda County Sheriff which provides police protection services. The Alameda County Sheriff is located at 2000 150th Avenue in San Leandro, approximately 1.2 miles north of the project site.

The Alameda County Sheriff's Office is a full service law enforcement agency accredited through the Commission on Accreditation for Law Enforcement Agencies (CALEA) and the American Correctional Association (ACA). Additionally, the agency's health care provider, Prison Health Services, has dual accreditation through the National Commission on Correctional Health Care (NCCHC) and the California Medical Association (CMA). Together these form what is referred to as the "Triple Crown" of accreditation (ACA, NCCHC/CMA and CALEA) awarded by the National Sheriff's Association. Additionally, the Sheriff's Office Crime Lab is nationally accredited by the American Society of Crime Laboratory Directors (ASCLD). The Sheriff's Office Explosive Ordinance Disposal Unit has also been awarded national accreditation through the Bomb Squad Commanders Advisory Board.

The Sheriff's Office has a current adjusted net budget of approximately $185.7 million and has over 1500 authorized positions, including in excess of 1000 sworn personnel. The agency's Chief Executive Officer is Sheriff Gregory J. Ahern, who is assisted in the operation of the agency by Undersheriff Richard T. Lucia, Assistant Sheriff's James L. Baker and Casey Nice.

The Sheriff of Alameda County is responsible for a vast array of tasks and duties, including the following:

- Providing security to the Consolidated Superior Courts
- Operating the Coroner's Bureau
- Operating a full service criminalistics laboratory
- Performing Civil Process
- Operating a County Jail (Santa Rita)
- Operating the County Office of Emergency Services
- Providing patrol and investigative services to the unincorporated areas of Alameda County
- Pursuant to contractual agreements, providing patrol and investigative services to the City of Dublin, Peralta Community College District, Oakland-Alameda County Coliseum complex, Oakland International Airport, Highland County Hospital, Social Services, and to the Alameda-Contra Costa Transit District

- Conducting a basic academy pursuant to Police Officer Standards and Training (P.O.S.T.) requirements.
- Providing Fish and Game enforcement
- Project Director of the Narcotics Task Force
- Serving as the Executive Director of the Sexual Assault Felony Enforcement (SAFE) Task Force
- Operating a Marine Patrol Unit in the San Francisco Bay waters.

The Alameda County Sheriff's Office, Emergency Services Dispatch unit provides 9-1-1 emergency and non-emergency telephone service, 24 hours a day, seven days a week. They provide service to the public in the unincorporated areas of Castro Valley, Hayward, Cherryland, Ashland, San Lorenzo, San Leandro, Sunol, Pleasanton and Livermore. For year 2008, the unit dispatched over 191,271 calls for service.

The Emergency Services Dispatch Unit of the Alameda County Sheriff's Office diligently works to provide public safety dispatch services to the citizens of Alameda County. The unit is often the first contact point for citizens are skilled in determining the particular needs of the caller to determine an appropriate level of response by the appropriate resource provider (law, fire, medical or other government entity) to respond to those in need.

The proposed project, 85 units of housing, would not likely cause an increase in demand for police services beyond what is already provided for in the area. No new facility would be required in order for police to respond effectively to the potential increase in criminal activity that would result from the proposed project. Therefore, while the proposed project may increase the need for police response to crimes in the project area, this impact is considered ***less than significant***. No mitigation is required. Source documentation: (54)

c) Schools

Students from the Ashland Family Housing site would attend the schools closest to the site within the San Lorenzo Unified School District. The elementary school closest to the project in the District is Hisperian Elementary School at 620 Drew Street, approximately 0.59 miles from the project. For middle school children, an easily walked 875 feet from the project, across the school field is Edendale Middle School; the address is 16160 Ashland Avenue. San Lorenzo High School at 50 East Lewelling Blvd. is approximately 0.59 miles from the project for high school youth.

Also of interest is to note numerous faith-based educational facilities for school age children within a mile of the project.

The proposed project is expected to result in a negligible increase in new residents in the area. Additionally, school fees will be assessed for the project and will aid in funding overall district maintenance. The potential for the project to result in increased demands on school facilities is therefore considered ***less than significant.***

Source documentation: (55)

d) and e) Cultural and Other Public Facilities

A corner of the property fronts East 14th Street, where shops, restaurants, banks, pharmacies and many other commercial facilities can be found within walking distance. The Bayfair Mall is approximately 0.65 miles north of the project, which contains major stores and restaurants. Four different AC Transit bus lines operate on East 14th Street providing transit options to reach commercial facilities.

The proposed project is within two miles of two theatres, two art galleries, one museum, a convention center and a landmark, the Hayward Chamber of Commerce. There are three libraries within two miles of the project site and the San Lorenzo Library is approximately 1.2 miles from the project.

The addition of at most 432 residents would not constitute a significant impact to the availability of commercial facilities to residents of the proposed project.

Due to the relatively small size of the proposed project, none of these facilities would be adversely affected by the additional patronage generated by it, resulting in ***less than significant*** impact. Source documentation: (16) (26)

XV. *RECREATION* Would the project:	***Potentially Significant Impact***	***Less than significant with Mitigation***	***Less than significant***	***No Impact***
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			×	
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			×	

a) and b) Parks & Open Space

Edendale Park is adjacent to the proposed project. Within less than 0.5 miles is Ashland Park, a two-acre park that includes a youth center and school gymnasium. Meek Park is located approximately 0.6 miles from the project.

The shoreline of the East Bay is approximately three miles away, and is home to the Don Edwards San Francisco Bay National Wildlife Refuge as well as the Oyster Bay Regional Shoreline. The refuge spans 30,000 acres of open bay, salt pond, salt marsh, mudflat, upland and vernal pool habitats located throughout south San Francisco Bay. Located along the Pacific Flyway, the Refuge hosts over 280 species of birds each year. Millions of shorebirds and waterfowl stop to refuel at the Refuge during the spring and fall migration. In addition to its seasonal visitors, the Refuge provides critical habitat to resident species like the endangered California clapper rail and salt marsh harvest mouse. Today, hundreds of thousands of people visit the Refuge each year to enjoy its diverse wildlife and habitats.

To the east of the project is Lake Chabot and Lake Chabot Park approximately 2.5 miles away. The 315-acre Lake Chabot is stocked with trout and catfish and open for fishing and boating throughout the year. The marina features a café, rental boats and tour boat rides. Lake Chabot offers over 20 miles of hiking trails, which connect to the additional 70 miles of trails in adjoining Anthony Chabot Regional Park. The paved, 3.52-mile West Shore and East Shore trails provide access to the south and east shores of the lake.

The East Bay Regional Park District's Recreation Services Unit provides resources and services that are consistent with the District mission and that appeal to diverse ages, abilities, cultures and economic backgrounds. They are a public resource for learning and experiencing new outdoor-based recreational activities. They offer free outdoor movie nights, special interest classes, day camps, trails challenges, programs for children and community outreach programs.

Because of its small size (a maximum of 412 residents) the development would not generate a significant new demand for parks or other recreational facilities. The project would not require the construction or expansion of recreational facilities, so that there would be no physical effect on the environment from this issue; therefore the impact is ***less than significant.***

Source documentation: (16) (26) (56) (57) (58)

XVI. *TRANSPORTATION* Would the project:	***Potentially Significant Impact***	***Less than significant with Mitigation***	***Less than significant***	***No Impact***
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and related components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			X	
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designed roads or highways?			X	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?			X	
e) Result in inadequate emergency access?			X	
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			X	

Setting

Planned Land Use

The land use plans for Hayward, San Leandro, and unincorporated Alameda County all identify the East 14th Street/International Boulevard corridor as a target area for growth. The specific areas targeted for growth are those within walking distance of transit, particularly around Bay Area Rapid Transit (BART) stations. For the most part, the plans call for higher-density, mixed use development on parcels adjacent to the street. While every jurisdiction along the corridor targets East 14th/Mission Blvd. for future growth, the amount and scale of growth varies. Alameda County, however, is planning for moderate-density housing (up to 50 units per acre) along East 14th, especially around the key neighborhood commercial center at the intersection with Ashland Avenue. Alameda County has also incorporated language into its land use designations that specifically encourages the types of mixed use projects that it would like to see developed.

While protecting the character of existing neighborhoods is important, this goal can limit opportunities to create transit and pedestrian-oriented neighborhoods that provide housing and transportation choices for residents. The *Ashland Cherryland Business Districts Specific Plan* (1995) guides land uses on East 14th Street at the project site. This plan targets East 14th Street for a mix of commercial, residential, and institutional uses. In particular, it focuses

on encouraging mixed use clusters to create neighborhood activity centers. These pedestrian and transit-friendly areas would be the focal point for the surrounding neighborhoods. Over time, the plan calls for some of the areas along the corridor between activity centers to transition away from low-density, auto-oriented uses to a mix of moderate and higher-density housing or office uses.

Planned Housing

The Housing Elements of the jurisdictions along the corridor demonstrate the potential for increased housing choices along East 14th/Mission. As noted earlier, Hayward, San Leandro, and Alameda County all designate the corridor as a target area for housing growth, a mix of uses, and higher densities. To accommodate their housing need, each of the jurisdictions has identified strategies that encourage higher densities, especially near transit, and a wider variety of housing types. These strategies include re-zoning sites at higher densities, establishing minimum densities in some areas, reducing parking standards, and developing design guidelines for infill, multi-family, and live-work developments. These policies have the potential to increase housing choices throughout the corridor.

For unincorporated Alameda County, much of the land along East 14th between 159th and 164th Avenues has been designated for future transit-oriented housing development[8]. The Housing Elements for the three jurisdictions also show the efforts they are making to provide more affordable housing. Each of the jurisdictions has implemented a variety of policies to preserve and enhance affordable housing options.

Planned Transportation

Transportation improvements for the East 14th Street/Mission Boulevard corridor are guided by seven plans:

- AC Transit Short Range Transit Plan for 2003 - 2012 (2003)
- Alameda County 2004 Countywide Transportation Plan (2004)
- East 14th Street/Mission Boulevard Master Plan (1999)
- Pedestrian Master Plan for Unincorporated Areas (2006)
- Alameda Countywide Strategic Pedestrian Plan (2006)
- Alameda Countywide Bicycle Plan (2006)
- Bicycle Master Plan for Unincorporated Areas - DRAFT (2006)

The combination of proposed land use changes and streetscape improvements included in the plans for East 14th /Mission should help to improve the walkability of the corridor. All of the plans for East 14th/Mission propose an increase in mixed use development along the corridor, particularly in those areas around neighborhood commercial centers and transit stations. In these areas, the mix of uses is intended to encourage pedestrian activity and transit use, while establishing a vibrant focal point for the surrounding community. All three jurisdictions encourage creation of these kinds of districts by focusing retail and commercial development in these areas, while promoting additional housing development in areas along the corridor that are not activity centers.

To further the goal of creating walkable districts, many of the plans also include design guidelines and development standards intended to create more appealing environments for pedestrians. Although each jurisdiction is planning for pedestrian improvements to provide better links to their BART stations along the corridor, there is currently only one project underway to improve the streetscape along East 14th/Mission itself. This project is in unincorporated

[8] *The proposed project lies within this area, between 163rd and 164th Avenue.*

Alameda County from the San Leandro border to Highway 238[9]. Its purpose is to improve the visual appearance of the corridor using strategies such as putting utility lines underground, widening sidewalks, and adding landscaped median, street trees, curb bulb-outs, and improved lighting.

Source documentation: (2) (3) (4) (5) (6) (7)

The Ashland community is a part of the Eden Area, which consists of the unincorporated land in western Alameda County between the cities of San Leandro and Hayward and west of the County's Castro Valley planning area. Ashland is generally bound by I-580 to the east, the San Lorenzo Creek to the south, and the City of San Leandro to the north and west.

RCD is proposing to redevelop several parcels in the Ashland community to provide 85 affordable rental apartments to lower income families and emancipated foster youth. The 1.89 acre site is located at the intersection of East 14th Street and Kent Avenue, adjacent to Edendale Park and Edendale Middle School playfields. The site currently consists of a mobile home park with 13 mobile homes, three single family residences, and several outbuildings. The development of the new Youth Center by the Alameda County Redevelopment Agency adjacent to the site creates an opportunity for service linkages with potential residents.

The site location provides good access to the local and regional roadway network, in addition to various transit options. Three interstate freeways, I-580, I-880, and I-238, are located within several miles of the site, in addition to East 14th Street, a major north-south arterial accessing the neighboring cities. There are several AC Transit routes in the area, in addition to the Bay Fair BART station less than one mile to the west and the Amtrak Capitol Corridor station in Hayward approximately two miles to the south. Numerous local streets provide access within and through Ashland and to the neighboring communities.

Kent Avenue currently intersects East 14th Street at two locations – at a signalized intersection aligning with 164th Avenue and at an unsignalized intersection approximately 100 feet to the northwest of the signalized intersection. Currently, the unsignalized intersection provides right turn access from eastbound East 14th Street to southbound Kent Avenue and right turn access for northbound Kent Avenue to eastbound East 14th Street. A majority of the northbound Kent Avenue to eastbound East 14th Street currently uses the signalized intersection.

As part of this redevelopment plan, the portion of Kent Avenue that aligns with the unsignalized intersection at East 14th Street would be vacated and relinquished by the County from the roadway system and incorporated into the proposed site. This would shift traffic using the unsignalized intersection to use the signalized intersection at 164th Avenue.

Impacts

a), b) and f) Traffic Impact Analysis

A traffic analysis was performed by Kimley-Horn and Associates, Inc. in June 2011, to study the impact of the project on traffic. The analysis concentrated on the proposed project's impacts to intersection operations, pedestrian and bicycle facilities, and the transit network.

[9] *The proposed project is located within the bounds of this area, namely the border of San Leandro and Highway 238.*

For purposes of CEQA and identification of project-specific impacts and mitigation measures, the report evaluated the study area intersection traffic conditions for the AM and PM peak hours under the following scenarios:

- Existing Conditions: Existing traffic volumes obtained from current weekday peak hour traffic counts.
- Existing Plus Project: Existing traffic volumes obtained from counts plus additional vehicular trips generated by the land uses proposed in the Community Plan.
- Cumulative (2035) Conditions – No Project: Estimated traffic volumes for the year 2035 based on growth factors derived from the City/County Association of Governments of San Mateo County (C/CAG) travel forecasting model based on build out of the General Plan.
- Cumulative (2035) Conditions Plus Project: 2035 No Project volumes plus additional vehicular trips generated by the land uses proposed in the Community Plan.

Baseline conditions (Existing and Cumulative No Project) establish background conditions for the evaluation of the project in the future and form the basis for determining and comparing project and cumulative impacts.

The site location provides good access to the local and regional roadway network, in addition to various transit options. Three interstate freeways, I-580, I-880, and I-238, are located within several miles of the site, in addition to East 14th Street, a major north-south arterial accessing the neighboring cities. There are several AC Transit routes in the area, in addition to the Bay Fair BART station less than one mile to the west and the Amtrak Capitol Corridor station in Hayward approximately two miles to the south. Numerous local streets provide access within and through Ashland and to the neighboring communities.

Kent Avenue currently intersects East 14th Street at two locations – at a signalized intersection aligning with 164th Avenue and at an unsignalized intersection approximately 100 feet to the northwest of the signalized intersection. Currently, the unsignalized intersection provides right turn access from eastbound East 14th Street to southbound Kent Avenue and right turn access for northbound Kent Avenue to eastbound East 14th Street. A majority of the northbound Kent Avenue to eastbound East 14th Street currently uses the signalized intersection.

As part of this redevelopment plan, the portion of Kent Avenue that aligns with the unsignalized intersection at East 14th Street would be vacated and relinquished by the County from the roadway system and incorporated into the proposed site. This would shift traffic using the unsignalized intersection to use the signalized intersection at 164th Avenue.

The traffic analysis of the study intersections was conducted in accordance with the requirements from Appendix B of the C/CAG's Congestion Management Plan for 2009. This requires that the latest version of the Highway Capacity Manual (HCM) or the Transportation Board's Circular 212 methodology be used to calculate levels of service.

Level of service (LOS) is a qualitative term describing operating conditions a driver will experience while traveling on a particular street or at an intersection during a specific time interval. It ranges from LOS A (very little delay) to LOS F (long delays and congestion).

Significance Criteria

The thresholds used to determine the significance of transportation impacts are based on standards set based on the type of transportation facility and the jurisdiction that controls the facility, including the County of Alameda and Caltrans. For the analysis, the relevant criteria for impacts at intersections are based on the Alameda County and Caltrans level of service (LOS) guidelines, depending on the jurisdiction of the intersection. The following standards for intersections will be applied, where applicable.

Alameda County intersections and roadway segments

According to Alameda County guidelines, a development is said to create a significant adverse impact on traffic conditions at an intersection if one or more of the following conditions occurred:

- Level of service (LOS) exceeds the conditions expected under the No Project baseline by a full letter grade and:
    - LOS is below E for freeways;
    - LOS is below C for all other major streets and highways during non-peak travel periods and below D during peak travel periods.

- When LOS under the No Project baseline condition is already below standard for peak hours and:
    - Traffic generated by the proposed Plan causes a change in volume-to-capacity (V/C) ratio of three (3) percent or more (the 3 percent level has been found to be the threshold for which a perceived change in congestion is observed, and is equivalent to about one-half of the change from one level of service to the next); or
    - The proposed Plan causes the average delay per vehicle at an intersection to exceed that of the No Project condition by 5 seconds or more.

California Department of Transportation (Caltrans) intersections

The study area intersections along East 14th Street are under the jurisdiction of Caltrans. The Guide for the Preparation of Traffic Impact Studies (2002) defines the following LOS standards for State-operated facilities, which include intersections on State Routes:

- Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D.

- If an existing State-operated facility is operating at less than LOS C, the existing LOS should be maintained. Caltrans staff has indicated that Caltrans considers any increase in traffic to a state-operated facility operating at an unacceptable level of service is considered a significant impact.

Pedestrian System Impact Criteria

A significant impact related to the pedestrian system would occur if the implementation of the proposed project causes:

- Disruption to existing pedestrian facilities, or interferes with planned pedestrian facilities;
- Inconsistencies with adopted pedestrian system plans, guidelines, policies, or standards;
- Vehicles to cross pedestrian facilities on a regular basis without adequate design and/or warning systems, causing safety hazards.

Bicycle System Impact Criteria

Bicycle impacts are considered significant if implementation of the project results in any of the following:

- Disrupts existing, or interferes with planned bicycle facilities;
- Creates inconsistencies with adopted pedestrian system plans, guidelines, policies, or standards;
- Increases potential for bicycle/vehicle conflicts.

Transit System Impact Criteria

Transit impacts are considered significant if implementation of the project results in the following:

- Disrupts existing, or interferes with planned transit services or facilities;
- Creates inconsistencies with adopted transit system plans, guidelines, policies, or standards;
- Creates demand for public transit services above that which is provided or planned.

Existing Conditions

Intersections

Intersection turning movement counts were collected on a typical weekday between 7:00-9:00 AM and 4:00-6:00 PM at all of the study area intersections. The traffic counts were conducted on May 24, 2011. A field visit was also conducted to observe intersection geometry, intersection control, pedestrian and bicycle accessibility, and queue lengths.

The following intersections were evaluated under existing conditions for the AM and PM peak hours:

1. East 14th Street (SR 185) and Ashland Avenue (signal)
2. East 14th Street (SR 185) and 164th Avenue /Kent Avenue (signal)
3. Kent Avenue and Elgin Street (all-way stop controlled)
4. East 14th Street (SR 185) and 167th Avenue/Elgin Street (signal)
5. Kent Avenue and Delano Street (two-way stop controlled)

Table 9 Existing Conditions - Intersection Levels of Service

Intersection	Traffic Control	Peak Hour	Average Delay[1]	LOS[2]	LOS Standard[3]
1. East 14th Street and Ashland Avenue	Signal	AM PM	23.4 14.2	C B	C/D
2. East 14th Street and 164th Avenue/Kent Avenue	Signal	AM PM	21.9 16.3	C B	C/D
3. Kent Avenue and Elgin Street	AWSC	AM PM	7.9 7.6	A A	D
4. East 14th Street and 167th Avenue/Elgin Street	Signal	AM PM	18.7 18.0	B B	D
5. Kent Avenue and Delano Street	TWSC	AM PM	13.1 10.8	B B	C/D

Notes:
1. Whole intersection weighted average total delay for signalized and all-way stop-controlled intersections (expressed in seconds per vehicle).
2. LOS calculations performed using the 2000 *Highway Capacity Manual*.
3. LOS standard for Caltrans and Alameda County.
4. Unacceptable operations are indicated in **bold** type.
5. AWSC – All-Way Stop controlled, TWSC – Two-Way Stop controlled

As Table 8 illustrates, all of the study area intersections currently operate at acceptable levels of service.

Roadway Segments

In addition to intersection analysis, the County requested that several roadway segments also be analyzed for potential impacts. Therefore, a peak hour roadway segment analysis was conducted on Ashland Avenue, Elgin Street, Kent Avenue, and Delano Street in the vicinity of the project site. The peak hour roadway volumes were derived from the peak hour intersection turning movement counts collected in May 2011.

All four roadway segments are two lane roads classified as collector streets by the County. Capacity of the roadways was estimated using the Florida Department of Transportation methodology for roadway segment analysis. This methodology is based on the 2000 Highway Capacity Manual, which is generally accepted as the standard practice for traffic engineering. The methodology uses peak hour traffic volumes to determine LOS for general planning applications. This methodology assesses the capacity of a roadway based on the number of lanes, number of signalized intersections per mile, presences of left and right turn lanes, and other factors.

Applying reductions to account for the roadways not being classified as state routes and not providing exclusive left turn and right turn lanes, the roadway capacity can be calculated for each service level. The volumes are the upper limit for that service level. Based on this methodology and the study roadway characteristics, the two-way, peak hour threshold for LOS B is 512 vehicles, LOS C is 825 vehicles, and LOS D is 880 vehicles. A roadway segment with more than 880 vehicles per hour would operate at LOS F.

Table 10 Existing Conditions - Roadway Segment Levels of Service

Roadway	Segment	AM Peak Two-Way Volume	AM LOS	PM Peak Two-Way Volume	PM LOS
Ashland Avenue	South of East 14th Street	620	C	480	B
Elgin Street	West of East 14th Street	224	B	275	B
Kent Avenue	South of East 14th Street	357	B	305	B
Delano Street	West of Kent Avenue	393	B	308	B

As Table 9 illustrates, all of the study area roadway segments currently operate at acceptable levels of service.

Transit Network

Two key transit agencies provide public transportation options in the vicinity of the study area – AC Transit operates fixed bus routes and the Bay Area Rapid Transit (BART) provides commuter heavy rail. The Amtrak Capital Corridor provides train service from San Jose to Sacramento and can be accessed at a Hayward station approximately two miles south of the proposed development.

Bus Service

Alameda County transit service is provided by AC Transit, which operates several bus routes that travel with the proposed study area.

Route 32 – This bus route runs along 164th Avenue and East 14th Street through the study area. It is a local community route connecting Hayward with the unincorporated communities of Castro Valley, Ashland, and Cherryland and provides access to the Bay Fair BART, Hayward BART, and Castro Valley BART stations. This two-way loop route operates on weekdays and weekends with 60 minute weekday headways per direction from 5 AM to 9 PM.

Route 75 – This bus route runs along Ashland Avenue and Elgin Street adjacent to the study area. It is a local community route connecting Foothill Square in Oakland with the Downtown San Leandro BART and Bay Fair BART stations and Ashland. This two-way loop route operates on weekdays only with 60 minute headways per direction from 5:30 AM to 8:30 PM.

Route 93 – This bus route runs along East 14th Street through the study area. It is a local community route connecting Hayward at the Hayward BART station with the unincorporated communities of Ashland, San Lorenzo, and Cherryland with the Bay Fair BART station. This two-way loop route operates on weekdays and weekends with 60 minute weekday headways per direction from 5 AM to 9 PM.

Route 99 – This bus route runs along East 14th Street through the study area. This multi-city route connects the Bay Fair BART, Hayward BART, South Hayward BART, Union City BART, and Fremont BART stations. The route operates on weekdays and weekends with 30 to 60 minute weekday headways from 5:30 AM to 12:30 AM.

Route 801 – This bus route operates as the night route for Route 99. The route operates on weekdays and weekends with 60 minute weekday headways from 12:30 AM to 5:30 AM.

There are currently several bus stop locations within one block of the proposed development. A bus stop for the westbound East 14th Street routes is located at the intersection of East 14th Street and Kent Avenue adjacent to the proposed development. A stop for the westbound East 14th Street routes is located at the intersection of East 14th Street and 163rd Avenue. A stop for the routes along Kent Avenue north of East 14th Street is located along Kent Avenue north of East 14th Street.

Rail Service

BART provides heavy rail rapid transit service throughout the counties of Contra Costa, Alameda, San Francisco, and San Mateo with stations in most major cities in these counties. Trains generally operate with 10 to 20 minute headways during weekdays and weekends. The Bay Fair BART station is located approximately three-quarters of a mile west of the proposed development south of Bayfair Center at Hesperian Boulevard and Thornally Drive. Approximately 4,900 people access BART on a typical weekday from this station. There are no existing at-grade railroad crossings within the study area as the BART tracks are elevated.

Paratransit

East Bay Paratransit is provided by both AC Transit and BART. The Americans with Disabilities ACT (ADA) requires that all bus and rail companies provide paratransit service to riders whose disabilities prevent them from using regular public transit. The two agencies work cooperatively together to provide ADA service for individuals who are eligible.

Bicycle Facilities

The Alameda County Bicycle Master Plan for Unincorporated Areas (March 2007) provides a discussion of bikeways throughout the County and illustrates the bicycle facilities network. As referenced in this plan, cities generally follow state definitions for bikeways, which identify three distinct types of bicycle facilities: bike paths, bike lanes and bike routes. These facilities are defined as follows:

- Class I Bikeway (Bike Path or Bike Trail): Provides completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with cross-flows by motorists minimized.
- Class II Bikeway (Bike Lane): Provides a restricted right-of-way designated for the exclusive use or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and cross-flows by pedestrians and motorists provided.

- Class III Bikeway (Bike Route): Provides a right-of-way designated by signs or permanent markings and shared with pedestrians or motorists.

Within the study area, 164th Avenue from East 14th Street to Liberty Street and 167th Avenue from East 14th Street to Liberty Street provide Class II bike lanes. The Alameda County Bicycle Master Plan for Unincorporated Areas (March 2007) includes the following proposed improvements to the bicycle network near the study area:

- Bike lanes along Ashland Avenue from East 14th Street to Lewelling Boulevard;
- Bike route along East 14th Street from San Leandro City Limit to south of I-238; and
- Bike route along Elgin Street from East 14th Street to Bay Fair BART Station.

Pedestrian Facilities

The Alameda County Pedestrian Master Plan for Unincorporated Areas (July 2006) provides a discussion of pedestrian facilities throughout the County. Sidewalks currently exist through much of the study area along the study area roadways typically located at the backside of the curb. There are also several street pedestrian crossings located within the study area.

Signalized Intersections with Pedestrian Crossings – These crossings have marked crosswalks and pedestrian activated signal control. Pedestrian signal heads are provided. Most signalized crossings provide crosswalks on all approaches of the intersection, but several locations do not provide pedestrian crosswalks for one or more approach. The following intersections within the study area provide key signalized pedestrian crossings:

- East 14th Street and 167th Avenue/Elgin Street
- East 14th Street and 165th Avenue
- East 14th Street and 164th Avenue/Kent Avenue – east side crossing only
- East 14th Street and 162nd Avenue – west side crossing only
- East 14th Street and Ashland Avenue – east side crossing only

Unsignalized Intersection with Marked School Crossings – These crossings are standard yellow transverse-style crosswalks indicating a school crossing. Several school crossings are provided within the study area:

- Ashland Avenue south of East 14th Street (mid-block crossing)
- Ashland Avenue and Bertero Avenue
- Ashland Avenue and Delano Street

Unsignalized Intersections with No Marked Crossings – These intersections are legal crossing points but have no marked or signed facilities. There are numerous crossings of this type in the study area.

Existing plus project conditions

The existing plus project scenario is an artificial scenario that identifies specific impacts of the proposed plan for comparative purposes. The peak hour traffic volumes for this scenario were developed by adding the net new trips generated by the proposed project to the existing traffic volumes. It will also evaluate potential ramifications to pedestrian, bicycle, and transit circulation. No roadway improvements have been incorporated in this scenario's analysis. Overall, traffic patterns are not anticipated to change significantly since the primary roadway network remains the same.

The Institute of Transportation Engineer's (ITE) Trip Generation, 8th Edition, was used to estimate daily and peak-hour trip generation that can be attributed to the development of the proposed project. The proposed development will generate 470 net new daily trips, 35 net new AM peak hour trips, and 42 net new PM peak hour trips.

Each study area intersection was analyzed using the proposed intersection geometry and traffic control. The new net trips were calculated and added to the existing traffic volumes to develop the existing plus project traffic volumes.

Table 11 Existing Plus Project Conditions - Intersection Levels of Service

Intersection	Traffic Control	Peak Hour	Existing Conditions		Existing Plus Project		LOS Standard[3]	Significant Impact
			Avg. Delay[1]	LOS[2]	Avg. Delay[1]	LOS[2]		
1. East 14th Street and Ashland Avenue	Signal	AM PM	23.4 14.2	C B	23.4 14.2	C B	C/D	No
2. East 14th Street and 164th Avenue/Kent Avenue	Signal	AM PM	21.9 16.3	C B	22.1 17.2	C B	C/D	No
3. Kent Avenue and Elgin Street	AWSC	AM PM	7.9 7.6	A A	7.9 7.6	A A	D	No
4. East 14th Street and 167th Avenue/Elgin Street	Signal	AM PM	18.7 18.0	B B	18.6 17.9	B B	D	No
5. Kent Avenue and Delano Street	TWSC	AM PM	13.1 10.8	B B	13.2 10.9	B B	C/D	No
6. Kent Avenue and Proposed Site Driveway	TWSC	AM PM			10.7 10.4	B B	D	No

Notes:
1. Whole intersection weighted average total delay for signalized and all-way stop-controlled intersections (expressed in seconds per vehicle).
2. LOS calculations performed using the 2000 *Highway Capacity Manual*.
3. LOS standard for Caltrans and Alameda County.
4. Unacceptable operations are indicated in **bold** type.
5. AWSC – All-Way Stop controlled, TWSC – Two-Way Stop controlled

As shown in Table 10, the average intersection delay times for the study area intersections would remain the same or increase with the addition of vehicle trips generated by the proposed development. However, all study intersections in the Existing plus Project scenario would continue to operate at acceptable levels of service. Therefore, mitigation is not required at the study area intersections.

Table 12 Existing Conditions - Roadway Segment Levels of Service

Roadway	Segment	AM Peak Two-Way Volume	AM LOS	PM Peak Two-Way Volume	PM LOS
Ashland Avenue	South of East 14th Street	620	C	480	B
Elgin Street	West of East 14th Street	224	B	275	B
Kent Avenue	South of East 14th Street	388	B	343	B
Delano Street	West of Kent Avenue	397	B	313	B

As shown in Table 11, the two-way peak hour traffic volumes for the study area roadway segments would remain the same or increase with the addition of vehicle trips generated by the proposed development. However, all study roadway segments in the Existing plus Project scenario would continue to operate at acceptable levels of service. Therefore, mitigation is not required at the study area roadway segments.

As noted previously, the project would be considered to have a significant impact if it conflicted with adopted policies, plans, or programs supporting alternative transportation (e.g., bicycle racks) or generate pedestrian and bicycle travel demand that would not be accommodated by current pedestrian facilities or bicycle development plans.

The proposed development will potentially generate pedestrian demand. Currently, sidewalks exist along the vast majority of roadways within the area, including East 14th Street and Kent Avenue. The development will also improve pedestrian access at the site by constructing eight-foot sidewalks along Kent Avenue and improving the sidewalk along East 14th Street to match those being constructed as part of the East 14th Street/Mission Boulevard Streetscape Project. This project is not anticipated to interfere with any of the existing or planned pedestrian facilities. Pedestrian access to the Youth Center is an easy walk of less than one block from the front entrance of the housing development.

There are several existing and planned bicycle facilities in the vicinity of the proposed development. The development will potentially generate bicycle demand. It is expected that the planned bicycle facilities will be able to accommodate the future bicycle demand generated by the proposed development. The project's traffic generation or site access would not create any changes to the existing or planned bicycle facilities. Therefore, the Project would not result in any adverse impacts to bicyclists. The proposed project would not interfere with existing or planned pedestrian or bicycle facilities. Thus, the project's impact on pedestrian and bicycle facilities is determined to be ***less than significant***.

It is expected that the proposed development may generate transit ridership. There are currently bus routes along East 14th Street that travel by the proposed development. Bus stops are currently located at the intersections of East 14th Street and Kent Avenue and East 14th Street and 163rd Avenue, all within walking distance of the proposed development. The Bay Fair BART station is also less than one mile to the west of the site, providing an additional transit option for future residents. BART is planning to expand its rail system south to Milpitas, San Jose, and Santa Clara, providing another transit option to and from the South Bay. The proposed development would not interfere with existing or planned transit service or transit stops, and dispersion of the project-generated riders to the various existing bus routes and train service is expected to result in a minimal effect on transit capacity. Thus, the project's impact on transit facilities is determined to be ***less than significant***.

Cumulative (Year 2035) Plus Project Conditions Impact Analysis

The average intersection delay times for the study area intersections would remain the same or increase with the addition of vehicle trips generated by the proposed development. However, all study intersections in the Cumulative

plus Project scenario would continue to operate at acceptable levels of service. Therefore, mitigation is not required at the study area intersections. It is recommended that the northwest corner radii at the intersection of East 14th Street and Kent Avenue be modified to accommodate the eastbound right turn movement due to the closure of the unsignalized Kent Avenue access. The intersection should be redesigned to accommodate a WB-40 design vehicle.

The two-way peak hour traffic volumes for the study area roadway segments would remain the same or increase with the addition of vehicle trips generated by the proposed development. However, all study roadway segments in the Existing plus Project scenario would continue to operate at acceptable levels of service. Therefore, mitigation is not required at the study area roadway segments.

Implementation of the project under Cumulative plus Project conditions would generate pedestrian and bicycle trips, which would use the existing and planned circulation network in the project area. (***Less than significant***)

Implementation of the project under Cumulative plus Project conditions would generate transit trips, which would use the existing and planned transit network in the project area. (***Less than significant***)

Source documentation: (49)

c) Air Traffic Patterns

There would be ***no impact*** to air traffic patterns as a result of the proposed project. Source documentation: (40) (41)

d) Traffic Hazards

It is recommended that the northwest corner radii at the intersection of East 14th Street and Kent Avenue be modified to accommodate the eastbound right turn movement due to the closure of the unsignalized Kent Avenue access. The intersection should be redesigned to accommodate a WB-40 design vehicle. Project impacts are ***less than significant.*** Source documentation: (49)

e) Emergency Access

Adequate emergency access is provided to the proposed project as demonstrated in the figure that follows. Project impacts are ***less than significant***. Source documentation: (8)

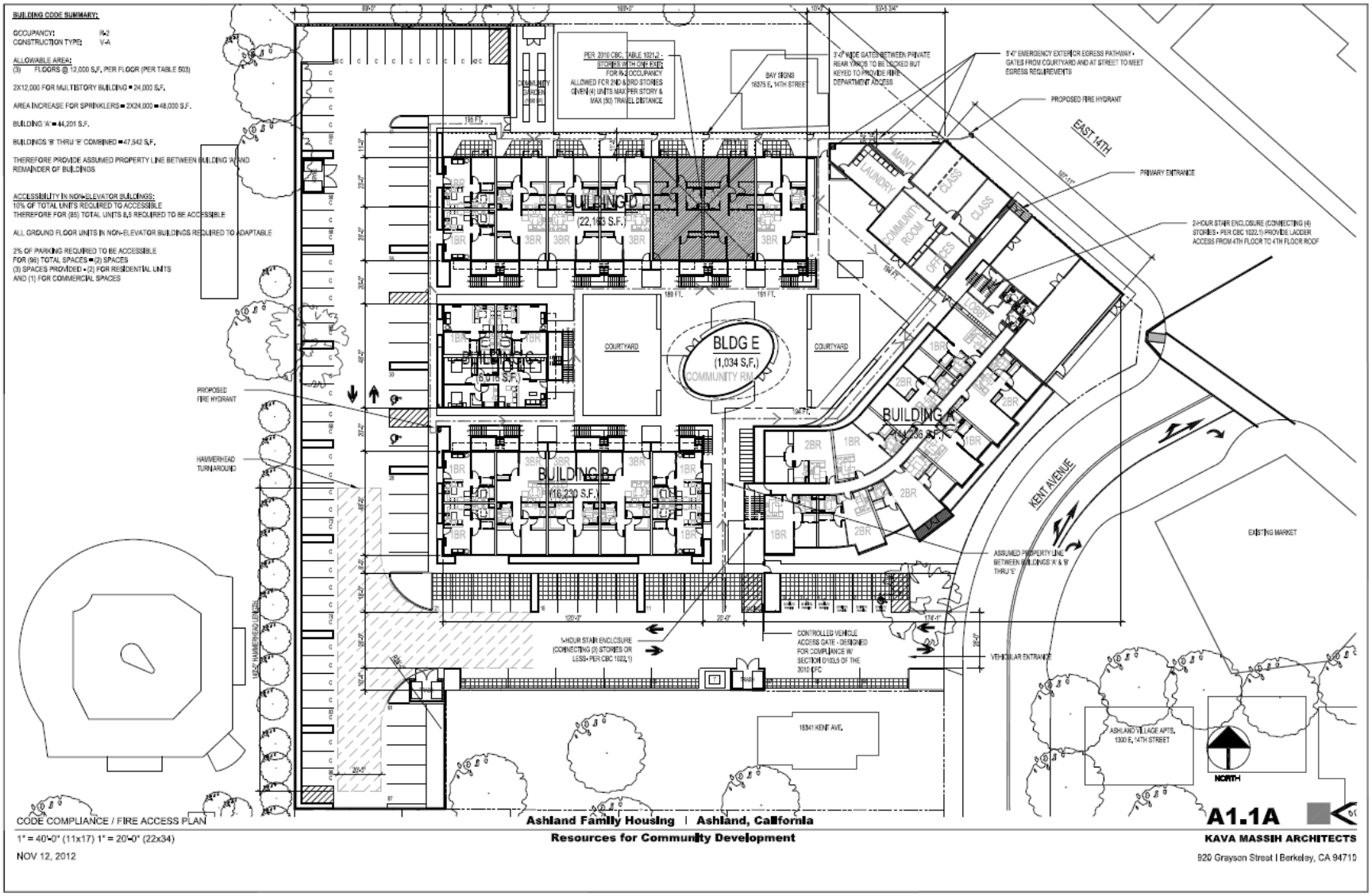


Figure 7 Fire Access Plan

XVII. *UTILITIES AND SERVICE SYSTEMS* Would the project:	***Potentially Significant Impact***	***Less than significant with Mitigation***	***Less than significant***	***No Impact***
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			x	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			x	
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			x	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			x	
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			x	
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			x	
g) Comply with federal, state, and local statutes and regulations related to solid waste?				x

a), b) and e) Waste Water

The Oro Loma Sanitary District provides sewer services to the project area. The District collects sewage for more than 46,000 households and 1,100 businesses. There are approximately 280 miles of sewer lines located in the District and maintained by it. The District has 14 lift stations, which help sewage flow through the lines to the treatment plant.

The District's treatment plant is jointly owned by the Oro Loma Sanitary District (75%) and the Castro Valley Sanitary District (25%), has a permitted capacity of 20 million gallons per day, and it treats an average dry weather flow of 10.95 million gallons per day. The District treats the wastewater to a secondary level through physical, biological, and chemical processes. The treated water, called effluent, is safely disposed of through a collectively-owned discharge pipe into the deep waters of the San Francisco Bay. The tidal action of the bay dilutes the water and takes it into the Pacific Ocean. The plant recovers approximately 11 dry tons of biosolids per day. The biosolids are safely processed for beneficial use.

It is anticipated that the proposed project would represent only a small increase in the population of the Ashland area, so wastewater flows would also increase by a very small amount, and existing facilities are sufficient to convey and treat this increase. Project impacts are ***less than significant.*** Source documentation: (26) (59)

d) Water Supply

The East Bay Municipal Utility District (EBMUD) supplies water to approximately 1.3 million people in Alameda and Contra Costa Counties. Most of EBMUD's water comes from the 577-square-mile Mokelumne River watershed. Water is collected at the Pardee Reservoir in Amador County and distributed to the nearby Camanche Reservoir, and the Mokelumne Aqueducts, which carry water to the East Bay. EBMUD maintains reservoirs within its East Bay service area that include the Briones, Chabot, Lafayette, San Pablo, and Upper San Leandro reservoirs. EBMUD has rights to divert approximately 325 million gallons of water per day from the Mokelumne River.

According to the EBMUD's Urban Water Management Plan 2000, customer demand was approximately 230 million gallons of water per day in 2000. EBMUD forecasts that customers within the supply area would demand about 277 million gallons per day by 2020. With implementation of conservation techniques and use of recycled water, water demand could be reduced to 229 mgd. However, if the District experiences a series of dry years, there would be a shortage of as much as 154 mgd.

EBMUD has undertaken several efforts to boost its dry-year water supply, including:

- obtaining a license for Mokelumne entitlements that maximizes benefits to District customers,
- Diversifying water supply through regional partnerships and completing the Water Supply Management Program (WSMP) 2040 to prioritize conjunctive use, desalination, and other water supply opportunities and cost-effectively improve reliability.
- Constructing the Freeport Regional Water Project to take water from the Sacramento River during dry years.
- Maintaining updated plans which document supply and demand conditions,
- Analyzing future needs, anticipate obstacles, and prescribing strategies and actions for meeting future requirements consistent with District policy.
- Integrating the District's water supply and infrastructure planning efforts into the Statewide Bay Delta Vision process.

EBMUD currently provides water service to the project site. Total project demand would be a maximum 30,240 gallons of water per day (using EBMUD's estimated daily demand of 70 gallons per person per day and a maximum of 432 tenants). The project represents a net increase over what has been provided to the existing mobile home park and single family residences. According to EBMUD, it has an "obligation to serve" all customers within their jurisdiction as long as the water use is not considered to be wasteful.

The project's impact on the supply of water would be ***less than significant***. Source documentation: (43) (44)

f) and g) Solid Waste

Solid waste collection and disposal services for the proposed project would be provided by the Oro Loma Sanitary District. The Oro Loma Sanitary District was formed in 1911. The District's enabling legislation is the Sanitary Act of 1923 of the State Health & Safety Code, which empowers the District to provide sewer, solid waste, and recycling services as a special district of local government.

The District encompasses 13 square miles, serving the communities of San Lorenzo, Ashland, Cherryland, Fairview, portions of Castro Valley, and the Cities of Hayward and San Leandro. The District oversees scheduled garbage collection services provided by Waste Management of Alameda County (WMAC) a private collection company, for more than 46,000 residential and commercial customers.

The District provides residential recycling and green waste programs for the entire District, which includes the unincorporated areas of Alameda County and 40% of the City of San Leandro. These programs are intended to reduce solid waste in accordance with the California Integrated Waste Management Act of 1989 and Alameda County Measure D. The project would have ***no impact*** in this regard.

The site is already served with solid waste disposal service; therefore the project only represents and incremental net increase over what is already provided. The creation of residences on the project site, any associated jobs created and any minor increases in business activity in the surrounding commercial area would generate a small increase in demand for solid waste collection services. However, this small increase in demand would not exceed the capacity of or reduce the capability of services in the Ashland area and would not require the construction of additional solid waste management facilities. Project impacts are ***less than significant***. Source documentation: (26) (59)

c) Storm Water

A complete discussion of the effects of stormwater runoff can be found under section *IX. Hydrology and Water Quality.*

XVIII. ***MANDATORY FINDINGS OF SIGNIFICANCE***	***Potentially Significant Impact***	***Less than significant with Mitigation***	***Less than significant***	***No Impact***
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
b) Does the project have impacts that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		X		
c) Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?		X		

a) Quality of the Environment

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. Source documentation: (27) (28) (42)

There are no known historic or known cultural resources in the project area that could be adversely affected by the project. Source documentation: (11) (12) (31) (33) (34)

The project will have an impact on the quality of the environment that is ***less than significant with mitigation.***

b) Cumulative Impacts

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

Issue areas that typically have the potential to result in cumulative impacts include Air Quality, Biological Resources, Land Use, Population (and corresponding impacts to Housing, Public Services, and Utilities and Services), and Transportation and Traffic. 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 Conditions of Approval.

- 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, for the reasons discussed above, there are no significant cumulative impacts as a result of this project. Source documentation: (2) (49) (23) (3)

c) Adverse Effects on Human Beings

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.*** Source documentation: (26)

Chapter 5 – Preparer & References

Report Preparer:

Vern Miller, Principal
Cinnamon Crake, Associate
AEM Consulting LLC
310 Pacific Heights Drive
Santa Rosa, CA 95403
Phone: (707) 523-3710
FAX: (707) 523-1033
Email: aem@aemconsulting.net

Source Documentation:

1. **County of Alameda.** *Eden Area General Plan.* August 2006.

2. **Alameda County Planning Department.** *Ashland and Cherryland Business Districts Specific Plan.* Adopted by the Alameda County Board of Supervisors June 1, 1995.

3. **Kava Massih Architects.** *Architectural Drawings & Plans, Ashland Family Housing, San Leandro, CA.* Berkeley, CA : s.n., November 12, 2012.

4. **Orduna, Rodrigo.** *E-mail to Vern Miller regarding trees.* [E-mail] November 8, 2012, 4:23 PM.

5. **Alameda County Parks, Recreation, and Historical Commission.** *Alameda County Landmarks & Contributing Buildings Identified in 2005-2008 Comprehensive Survey.* Available online at: http://www.acgov.org/cda/planning/landuseprojects/documents/phrcList.pdf.

6. **AEM Consulting LLC.** *Historic & Cultural Resources Evaluation, Historic Resources Evaluation for Section 106 Review, Ashland Family Apartments.* May 24, 2011.

7. **Alameda County.** *Historic Preservation Ordinance*.

8. **Siegel & Strain Architects.** *Preliminary Cultural Resources Survey, Ashland & Cherryland Districts, San Lorenzo, Alameda County, California.* April 30, 1998.

9. **Alameda County.** *Alameda County Landmarks & Contributing Buildings Identified in 2005-2008 Comprehensive Survey.*

10. *Park, Recreation and Historical Commission Meeting.* **Robinson-Pinon, Angela.** Hayward : City of Hayward, December 6, 2012.

11. **Google.** *Earth.* [Computer Application] s.l. : Google, 2012.

12. **United States Department of Agriculture.** *Soil Survey of Alameda County.* s.l. : Soil Conservation Service, May 1991.

13. **Bay Area Air Quality Management District.** *CEQA GUIDELINES - Risk and Hazard Screening Analysis Process - Assessing Toxic Air Contaminants.* San Francisco, CA : s.n., 2010. Guidelines. The referenced screening tools provide estimates for PM2.5 concentrations, cancer risk, chronic hazard risk, and acute hazard risk..

14. **RGA Environmental Inc.** *Environmental Site Assessment Report, Ashland Housing Project.* Emeryville, CA : s.n., May 13, 2011. RGA Project Number: RCD27554.

15. **RGA Environmnental, Inc.** *Limited Asbestos and Lead Survey Report, Ashland Housing Project.* Emeryville, CA : s.n., May 4, 2011. RGA Project No. RCD27554.

16. **Blackie, Belinda P.** *Phase I Environmental Site Assessment, Joe Parcel, San Lorenzo, California.* San Jose, CA : s.n., May 8, 2012.

17. **Bay Area Air Quality Management District.** *REGULATION 11 - HAZARDOUS POLLUTANTS.* San Francisco, California : BAAQMD, October 7, 1998. Rule 2 - Asbestos Demolition, Renovation and Manufacturing.

18. **Miller, Vern.** *Air Quality Assessment, Ashland Family Apartments/Mixed Use, Ashland, California.* Santa Rosa, CA : AEM Consulting LLC, October 10, 2012.

19. **United States Fish & Wildlife Service.** National Wetlands Inventory. [Online] [Cited: September 20, 2012.] http://www.fws.gov/nwi.

20. **Federal Emergency Management Agency (FEMA).** *Flood Insurance Rate Map (FIRM).* Alameda County, California : s.n., Effective Date August 3, 2009. FIRM Map Panel Number # 06001C0278 G.

21. **WRA Environmental Consultants, Inc.** *Letter to Alicia F. Klein, RCD in RE: Ashland Family Housing, 16309-16331 Kent Avenue, San Lorenzo, California - Biological Reconnaissance.* San Rafael, CA : s.n., November 7, 2012.

22. **State of California.** *California Coastal Commission.* [Online] [Cited: May 3, 2011.] http://www.coastal.ca.gov/.

23. **Miller, Vern, Principal.** *Site Visits and Personal Knowledge.* s.l. : AEM Consulting, September 20, 2012. Report Preparer/Site Visits.

24. **California Department of Fish and Game.** Endangered Species List for Hayward Quad. *CNDDB Quick Viewer.* [Online] [Cited: September 21, 2012.] http://imaps.dfg.ca.gov/viewers/cnddb_quickviewer/app.asp.

25. **U.S. Fish & Wildlife Services.** *Federal Endangered and Threatened Species that Occur in or may be Affected by Projects in the Hayward (447A) U.S.G.S. 7 1/2 minute Quad.* Sacramento, CA : s.n., Database last updated: September 18, 2011; Report Date: September 21, 2012.

26. **Tom Origer & Associates, Inc.** *A Cultural Resources Survey for theAshland Family Housing Project, San Lorenzo, Alameda County, California.* Rohnert Park, CA : s.n., May 19, 2011.

27. **Strother, Eric.** *Letter to Mr. Vern Miller, AEM Consulting.* Rohnert Park, CA : Tom Origer & Associates, Inc., June 30, 2011.

28. **Carey & Co.** *Intensive Survey of Fifty Properties in Unincorporated Alameda County.* March 2008. DPR Form 523.

29. **Pilas-Treadway, D.** *Record Search for Native American Sacred Lands.* Sacramento, CA : Native American Heritage Commission, May 5, 2011.

30. **Jensen-Van Lienden Associates, Inc.** *Geotechnical Engineering Study, 16309 Kent Avenue, San Lorenzo, California.* Berkeley, CA : s.n., May 18, 2011. Job No. X129AA.

31. **Bay Area Air Quality Management District.** *Adopted Air Quality CEQA Thresholds of Significance.* San Francisco : s.n., June 2, 2010.

32. **Vern Miller.** *CalEE MoD Dataset: Combined Operational and Construction related Annual and Greenhouse Gas Emissions.* Santa Rosa, CA : AEM Consulting, October 2012.

33. **Alameda County ALUC.** *Draft Oakland International Airport Airport Land Use Compatibility Plan.* Sacramento, CA : ESA Associates, September 2010. ESA Airports / 202229.

34. **Federal Aviation Administration.** Airport Noise and Land Use Information, including Noise Exposure Maps (NEMs). *Noise Exposure Map for Oakland International Airport.* [Online] September 14, 2010. [Cited: March 7, 2011.] http://www.faa.gov/airports/environmental/airport_noise/noise_exposure_maps/.

35. Hayward Air Terminal, Hayward, CA USA (KHWD/HWD). *rsvpAIR, The Air Charter Directory.* [Online] [Cited: May 5, 2011.] http://www.rsvpair.com/findAirport/icao/KHWD.html.

36. Hayward Air Terminal -- Air Traffic Map. [Online] [Cited: May 5, 2011.] http://haywardairportnoise.org/hat-map1.html.

37. **Alameda County Community Development Agency.** *Resolution Adopting a Mitigated Negative Declaration and Approval of a Master Plan for the Ashland Youth Center Project.* May 19, 2009.

38. **East Bay Municipal Utility District.** *Urban Water Management Plan.* s.l. : Water Resources Planning Division, 2005.

39. **East Bay Municipal Utility District (EBMUD).** *Strategic Plan.* July 2008.

40. **United States Environmental Protection Agency.** Sole Source Aquifers. *Source Water Protection.* [Online] [Cited: February 1, 2011.] http://www.epa.gov/region9/water/groundwater/ssa.html.

41. **Alameda County Public Works Agency Clean Water Division.** *Stormwater Quality Control Requirements, Alameda County Unincorporated Areas.* September 2005.

42. **Alameda County Public Works Agency.** *Stormwater Quality Control Requirements.* September 2005.

43. **County of Alameda.** *Eden Area General Plan.* August 2006. Pages 3-22 through 3-26.

44. **Alameda County Community Development Agency.** *Alameda County General Plan Housing Element.* Adopted: March 30, 2010; Amended: April 12, 2011.

45. **FOCUS.** Plans - East 14th Street and International Boulevard. *FOCUS, a development and conservation strategy for the San Francisco Bay Area.* [Online] [Cited: November 13, 2012.] http://www.bayareavision.org/corridors/e14int/e14int-plans.htm.

46. **Alameda County.** *East 14th Street/Mission Boulevard Master Plan.* 1999.

47. **California Department of Transportation.** *East 14th Street Master Plan.*

48. —. *East 14th Street/Mission Blvd Streetscape Project.*

49. **Kimley-Horn and Associates, Inc.** *Ashland Family Housing, Final Traffic Impact Analysis.* June 2011.

50. **Charles M. Salter Associates, Inc.** *Letter to Alicia Klein, Resources for Community Development in RE: Ashland Family Housing - Ashland, CA, Environmental Noise Study.* San Francisco, CA : s.n., October 16, 2012. CSA Project: 12-0473.

51. **Kava Massih Architects.** *Architectural Drawings & Plans, Ashland Family Housing, San Leandro, CA.* Berkeley, CA : s.n., September 5, 2012.

52. **Title 42--The Public Health And Welfare.** Chapter 61 -- Uniform Relocation Assistance and Real Property Acquisition Policies for Federal and Federally Assisted Programs.

53. Alameda County Fire Department. *Alameda County's Official Website.* [Online] [Cited: May 5, 2011.] http://www.acgov.org/fire/.

54. Alameda County Sheriff's Office. [Online] [Cited: May 5, 2011.] http://www.alamedacountysheriff.org/.

55. *San Lorenzo Unified School District.* [Online] [Cited: May 4, 2011.] http://www.slzusd.org/.

56. Don Edwards S.F. Bay National Wildlife Refuge. *U.S. Fish and Wildlife Service.* [Online] [Cited: May 5, 2011.] http://www.fws.gov/desfbay/.

57. Lake Chabot Regional Park. *East Bay Regional Park District.* [Online] [Cited: May 5, 2011.] http://www.ebparks.org/parks/lake_chabot.

58. Recreation Services and Programs. *East Bay Regional Park District.* [Online] [Cited: May 5, 2011.] http://www.ebparks.org/activities/recreation.

59. *Oro Loma Sanitary District.* [Online] [Cited: May 4, 2011.] http://www.oroloma.org/.

ATTACHMENT B

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.

---

[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.

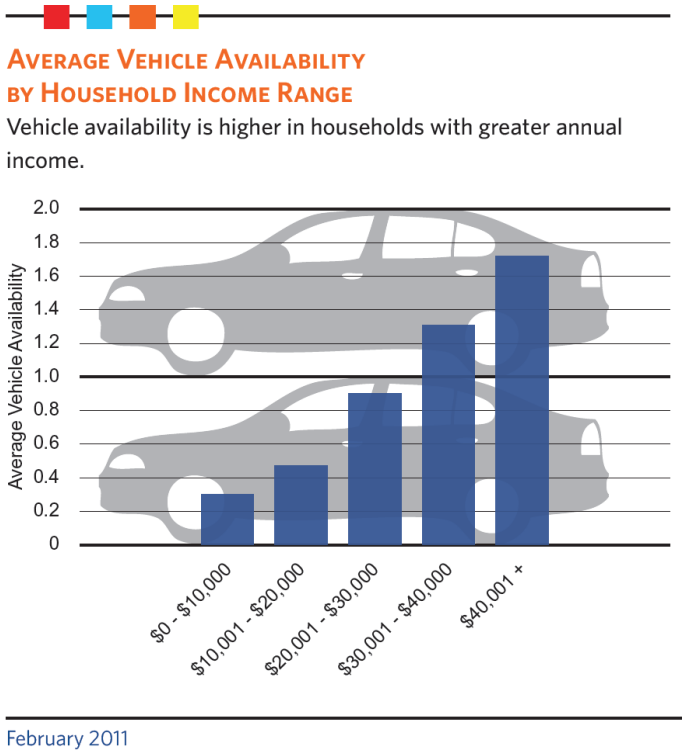
AC Transit has four bus lines that serve this project everyday, three with frequent routes during the day, and one that runs all night. There are also 3 bus stops for each line within a quarter mile of the site, giving residents multiple opportunities to board a bus. There is a total of 435 bus boarding 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.



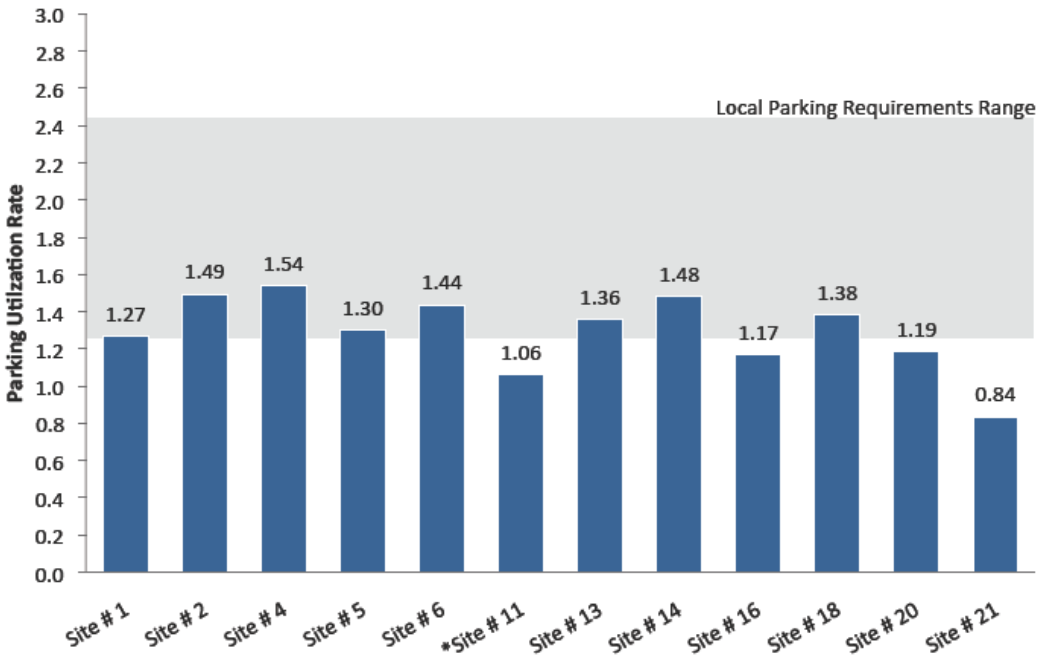
Looking at data from a graph of vehicle availability in the San Diego Affordable Housing and Parking Study (2011), we can see how dramatically vehicle availability decreases with income reduction. This study included 34 sites with field observations at 21 sites.

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	

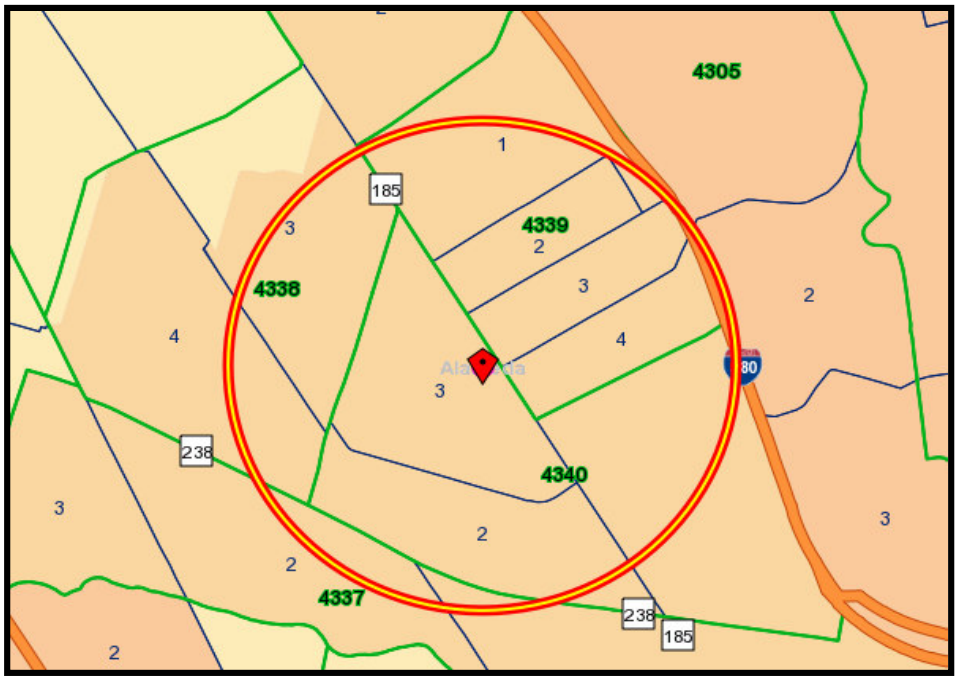
Operational Data	Community	Notes/Source
Mix of Uses		
Number of housing units within 1/2 mile radius Note: This includes the number of units in the development	3,950	Census 2010
Employment within 1/2 mile radius	3,958	Census 2010
Local Serving Retail		
Presence of local serving retail - local serving 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



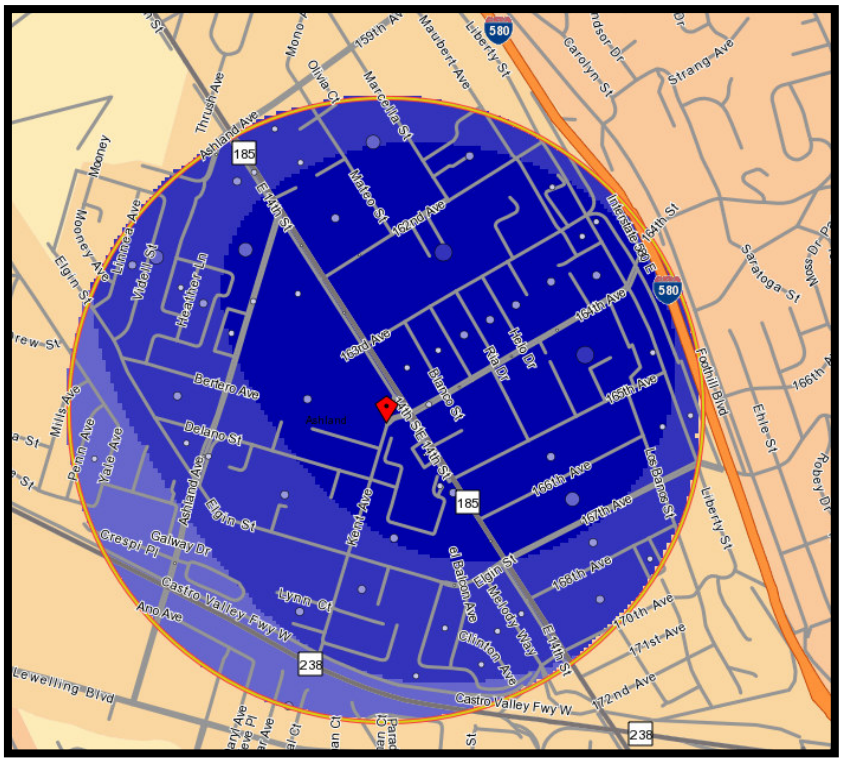
Home Area Profile Report for Employment

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

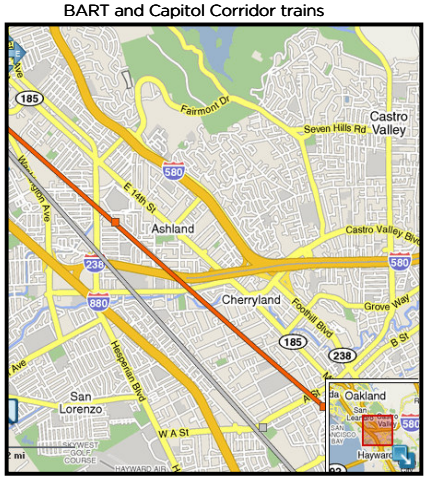
Bus transit within 0.25 mile



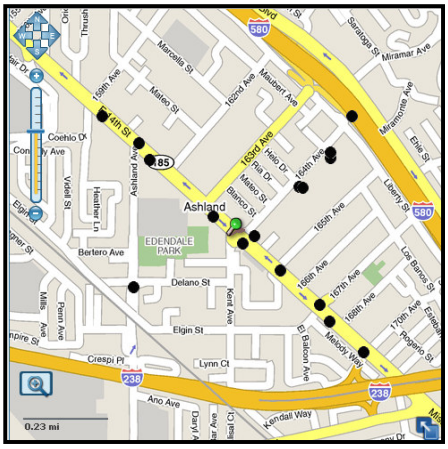
AC Transit routes that serve Ashland Family Housing



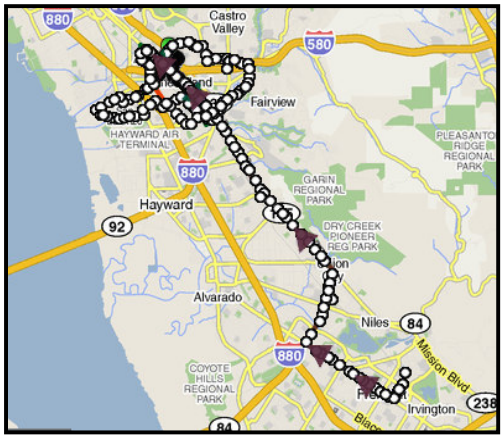
BART and Capitol Corridor trains



Bus transit within 0.5 mile

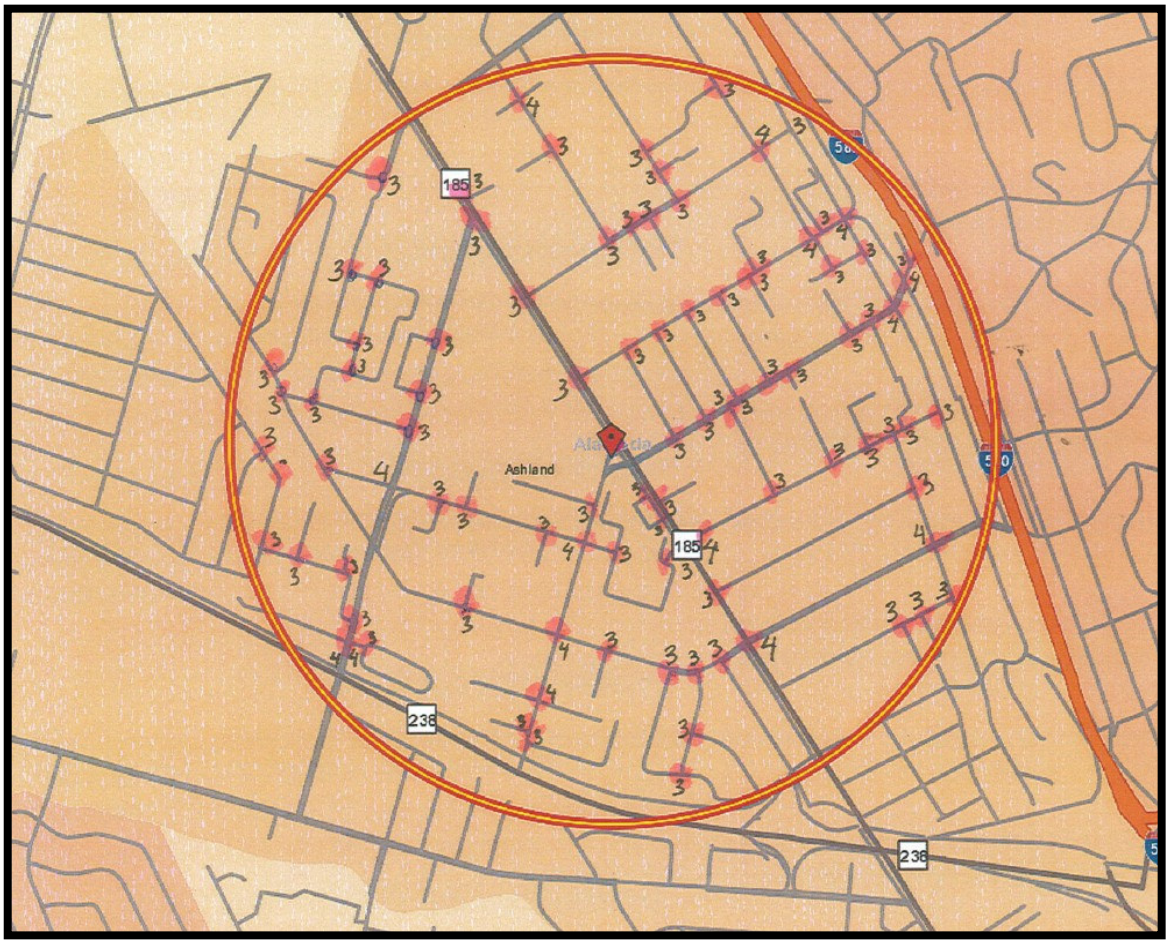


AC Transit routes' full extent of service



GIS Valence TOTAL

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



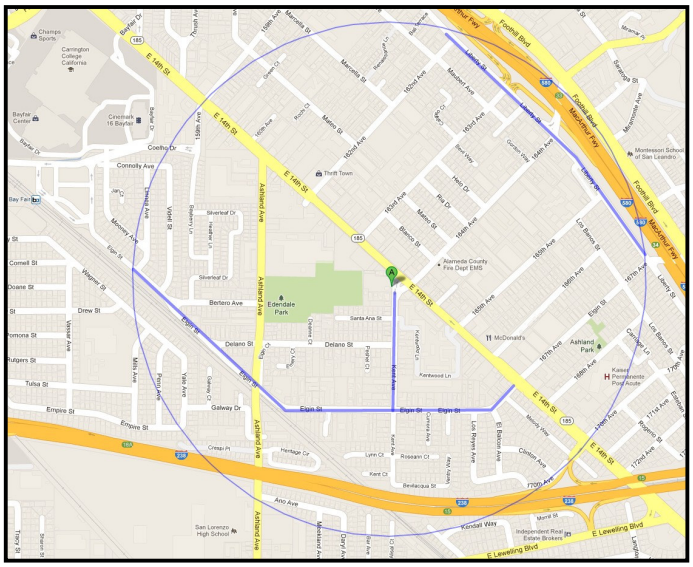
Bike Lanes

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%**

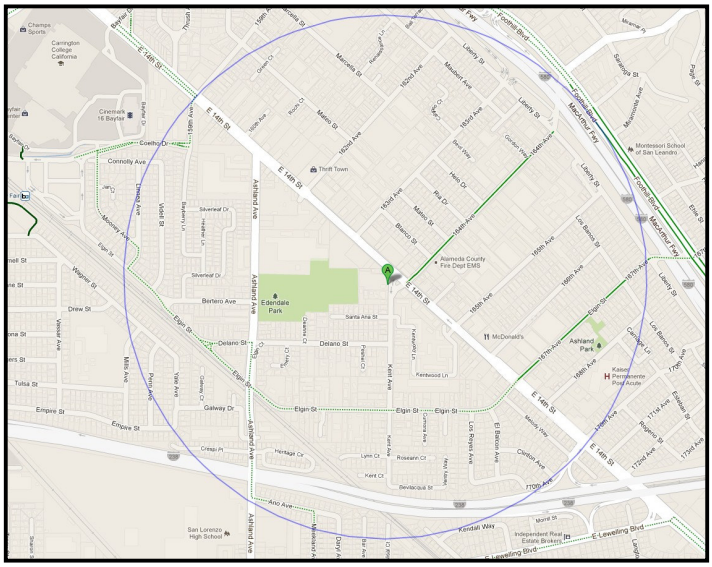
source: Google Maps

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

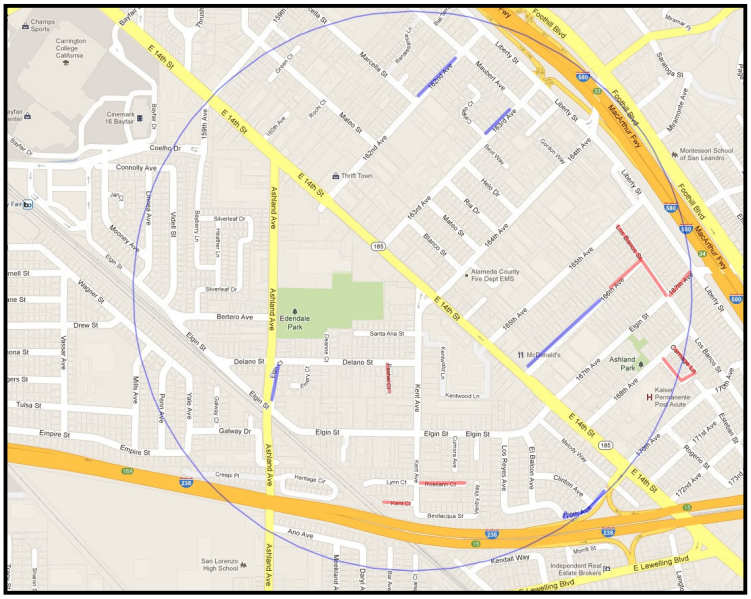
Suitable Parallel routes to arterials



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

© 2001-2012 AC Transit All Rights Reserved. Terms and conditions.

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

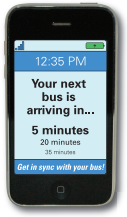
Planning Your AC Transit Trip

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:

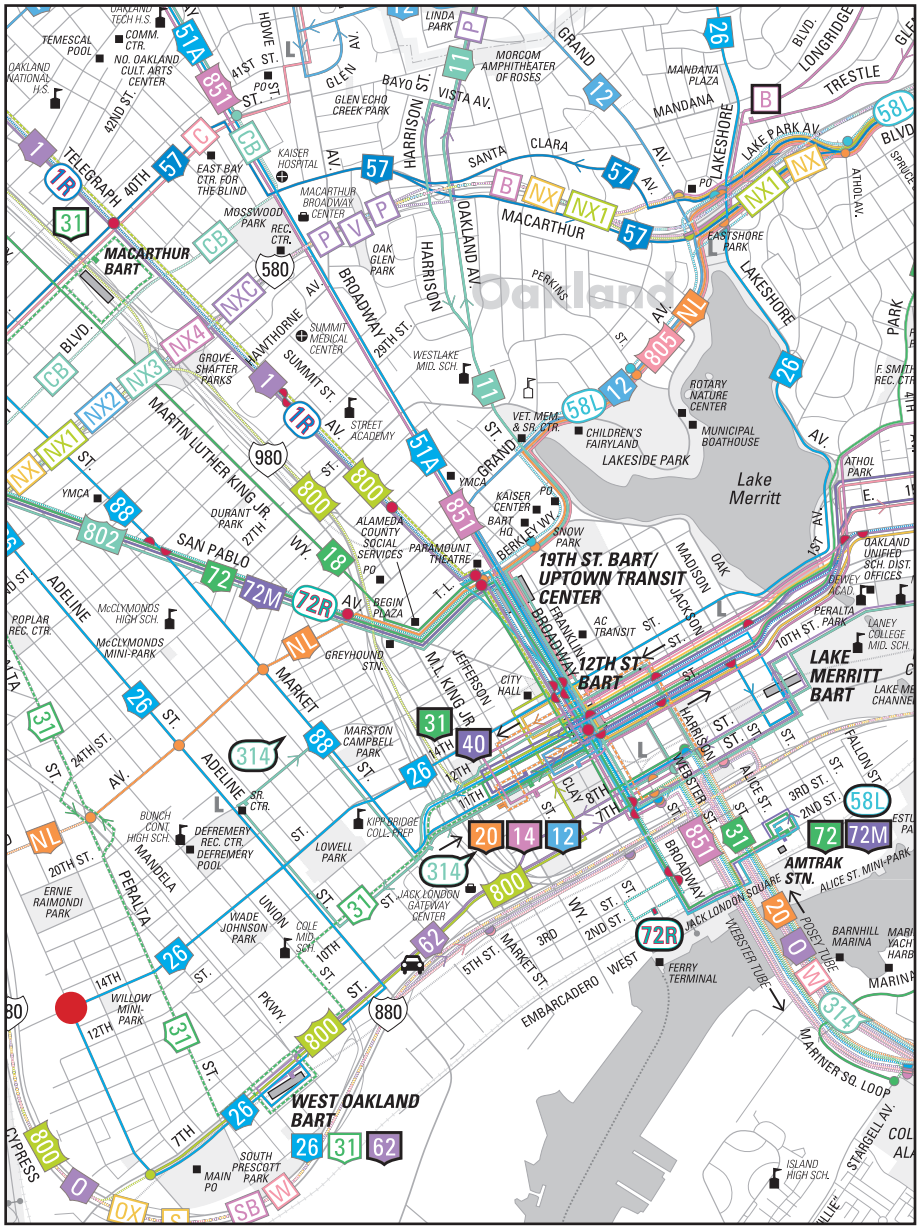
www.actransit.org

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

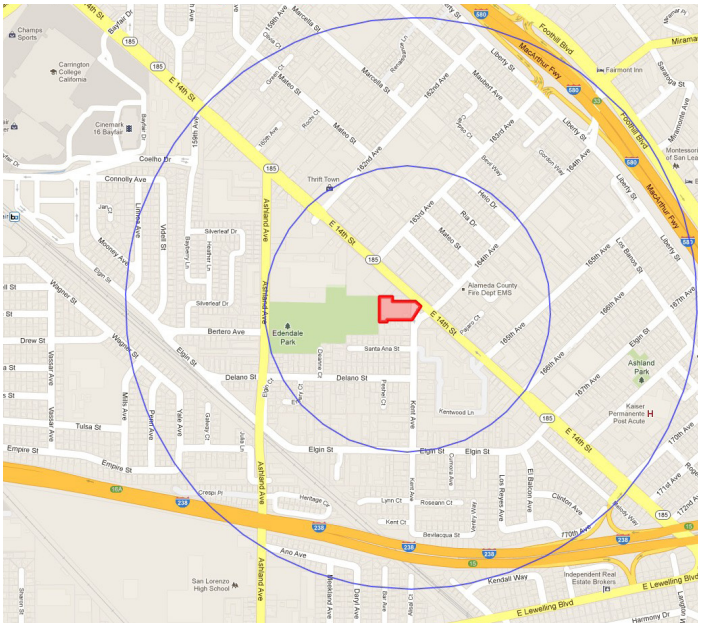
Affordable Housing

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

GreenTRIP
ADVISORY
COMMITTEE

Evelyn Stivers
Non-Profit Housing Association of Northern California

Professor Elizabeth Deakin
University of California Berkeley

Curt Johansen
Terre Verde Ventures Advisory

Valerie Knepper
Metropolitan Transportation Commission

Richard Lee
Fehr & Peers

Todd Litman
Victoria Transport Policy Institute

Kathleen Livermore
City of San Leandro (Retired)

Adam Millard-Ball
University of California Santa Cruz

Jeff Ordway
BART

Marisa Raya
Association of Bay Area Governments

Jeffrey Tumlin
Nelson\Nygaard

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
(510) 891-4709, ph; (510) 891-4818, fax
cgoodwin@actransit.org; EasyPassInfo@actransit.org
www.actransit.org/easypass

Attachment: EasyPass for Residential Communities Program Information

ATTACHMENT C

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

Orduna, Rodrigo, CDA

From: Nancy Kawabata [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.

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

ATTACHMENT D

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
C-5	R.O.W. VACATION

LANDSCAPE

L1.00	LANDSCAPE PLAN
L2.00	ENLARGED LANDSCAPE PLAN
L3.00	PLANT & PAVING MATERIALS
L4.00	SITE FURNISHING MATERIALS

TRAFFIC

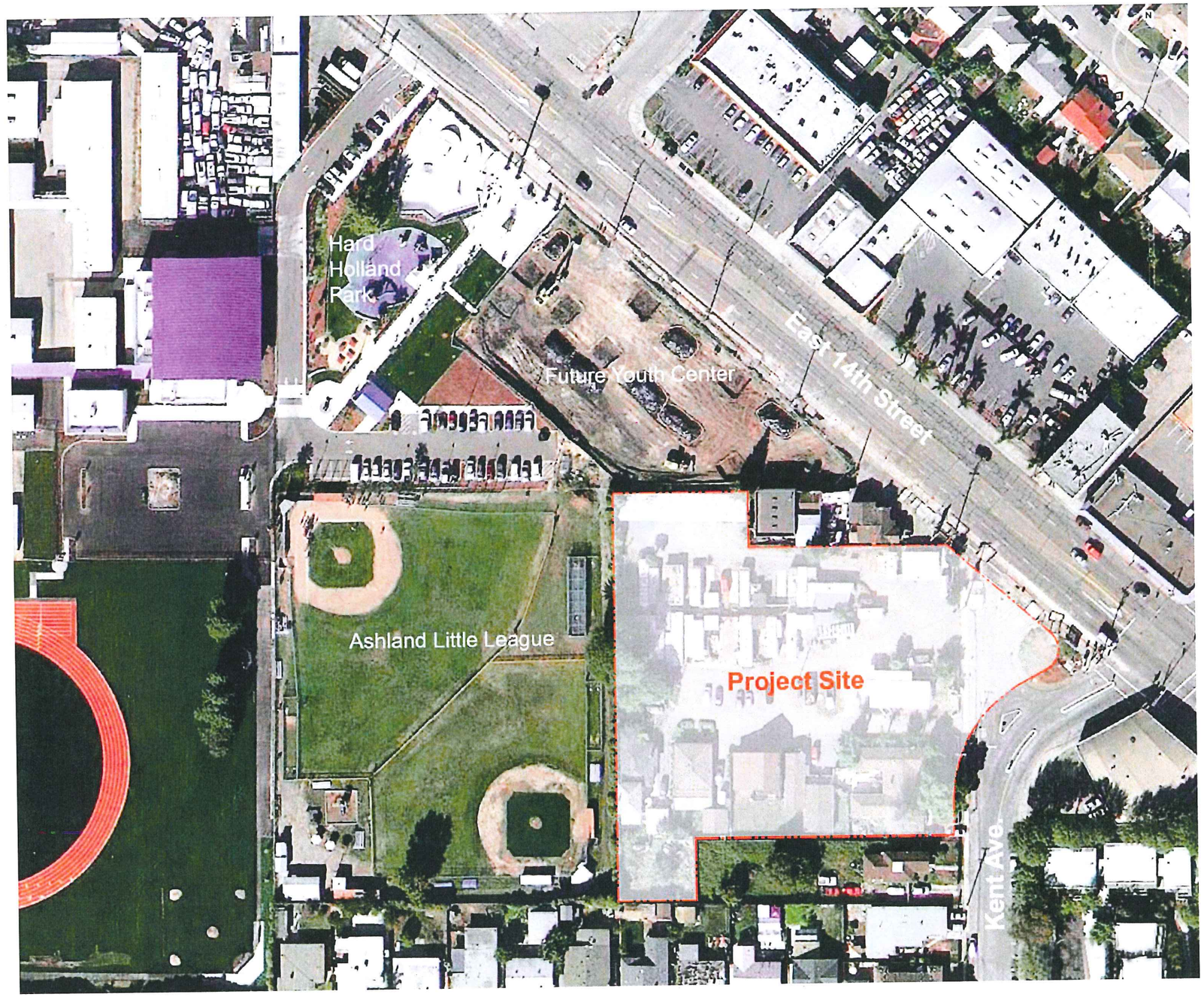
TR-1	KENT AVE. REALIGNMENT - GEOMETRY
TR-2	KENT AVE. REALIGNMENT - SIGHTLINE DIAGRAM
TR-3	KENT AVE. REALIGNMENT - TURN RADIUS

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 'D' ELEVATIONS
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
A5.1	SITE PERSPECTIVES
A5.2	SITE PERSPECTIVES
A5.3	SITE PERSPECTIVES
A5.4	SITE PERSPECTIVES
A5.5	SITE PERSPECTIVES
A5.6	SITE PERSPECTIVES
A10.1	MATERIAL AND COLOR PALETTE
A10.2	MATERIAL AND COLOR PALETTE

RECEIVED
11/13/12
PLN2012-00169

KAVA MASSIH ARCHITECTS
920 Grayson Street | Berkeley, CA 94710



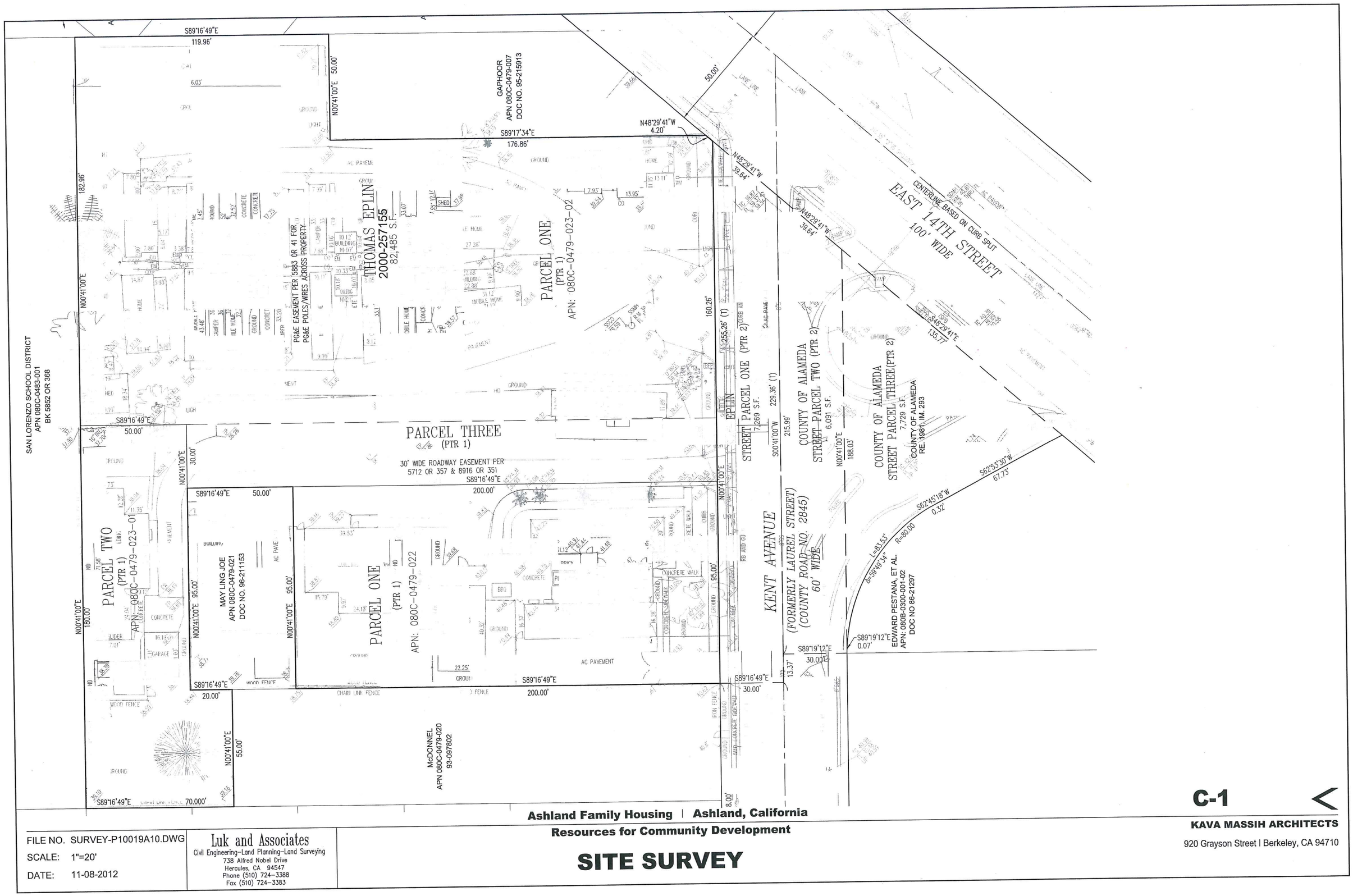
NORTH

AERIAL SITE PHOTO
NOT TO SCALE
NOV 12, 2012

Ashland Family Housing | Ashland, California
Resources for Community Development

A0.4

KAVA MASSIH ARCHITECTS
920 Grayson Street | Berkeley, CA 94710



Ashland Family Housing | Ashland, California

Resources for Community Development

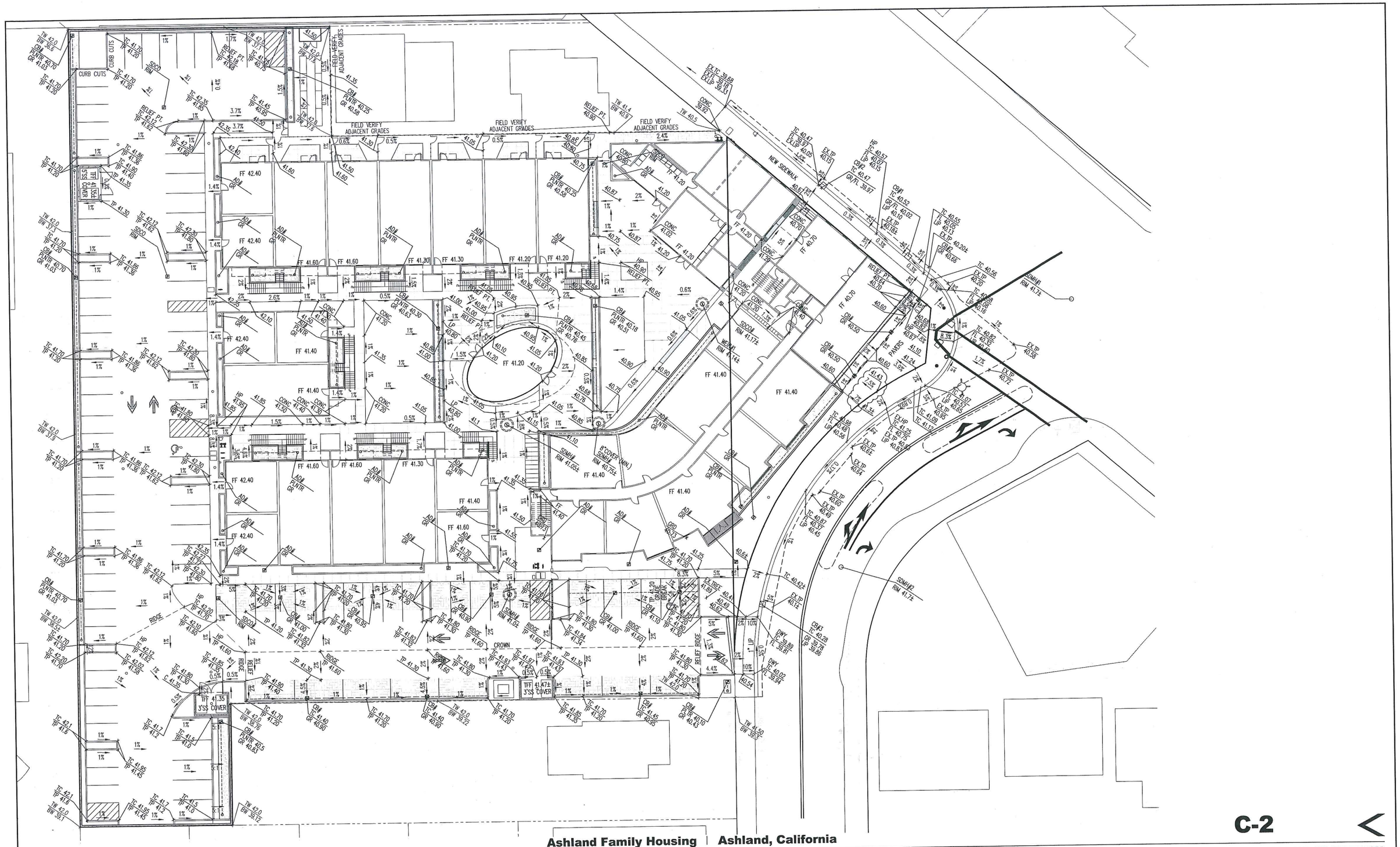
SITE SURVEY

FILE NO. SURVEY-P10019A10.DWG
SCALE: 1"=20'
DATE: 11-08-2012

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

C-1

KAVA MASSIH ARCHITECTS
920 Grayson Street | Berkeley, CA 94710



Ashland Family Housing | **Ashland, California**

Resources for Community Development

PRELIMINARY GRADING PLAN

C-2

KAVA MASSIH ARCHITECTS

920 Grayson Street | Berkeley, CA 94710

FILE NO. MASTER-P10019A10

SCALE: 1"=20'

DATE: 11-08-2012

Luk and Associates

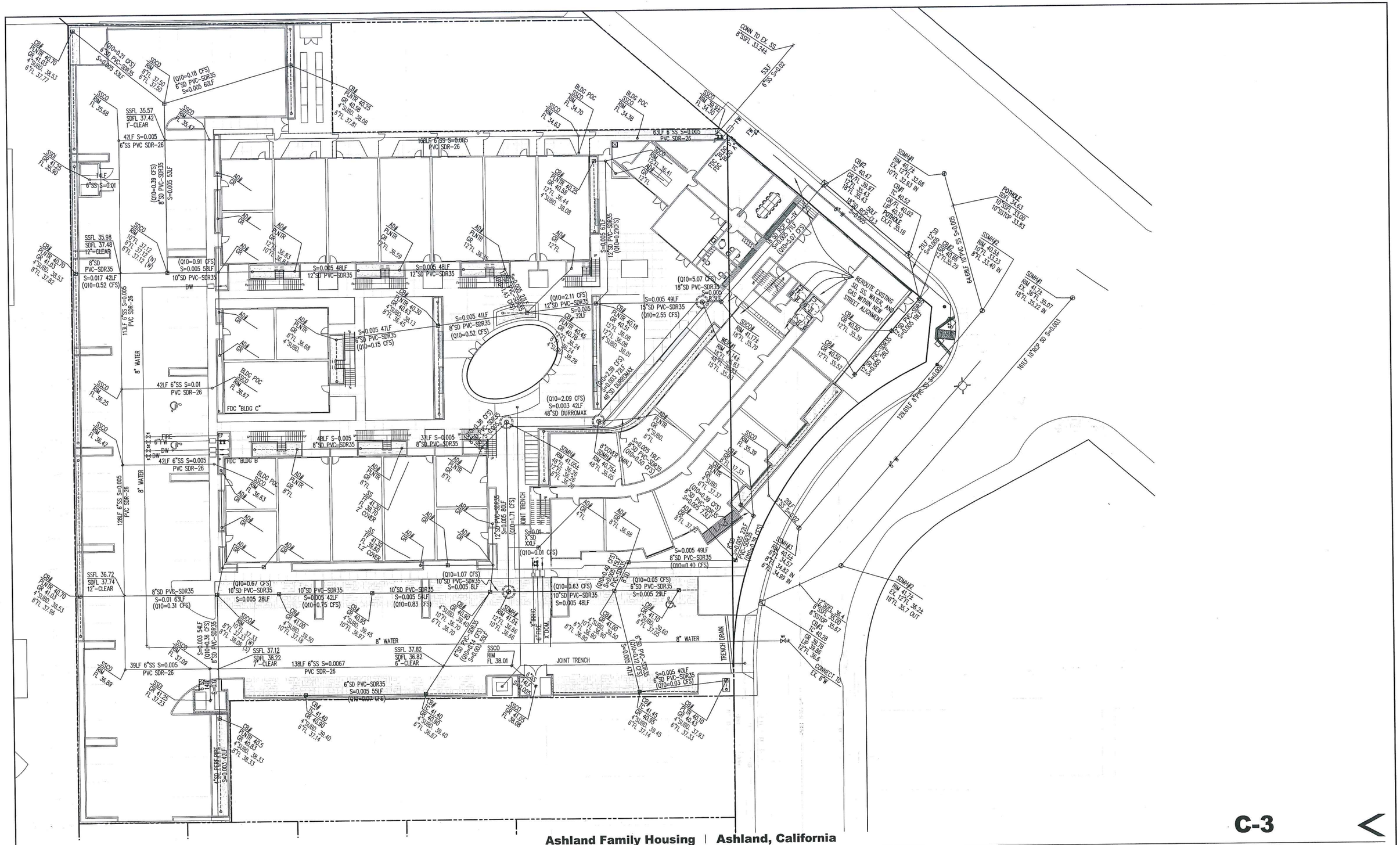
Civil Engineering–Land Planning–Land Surveying

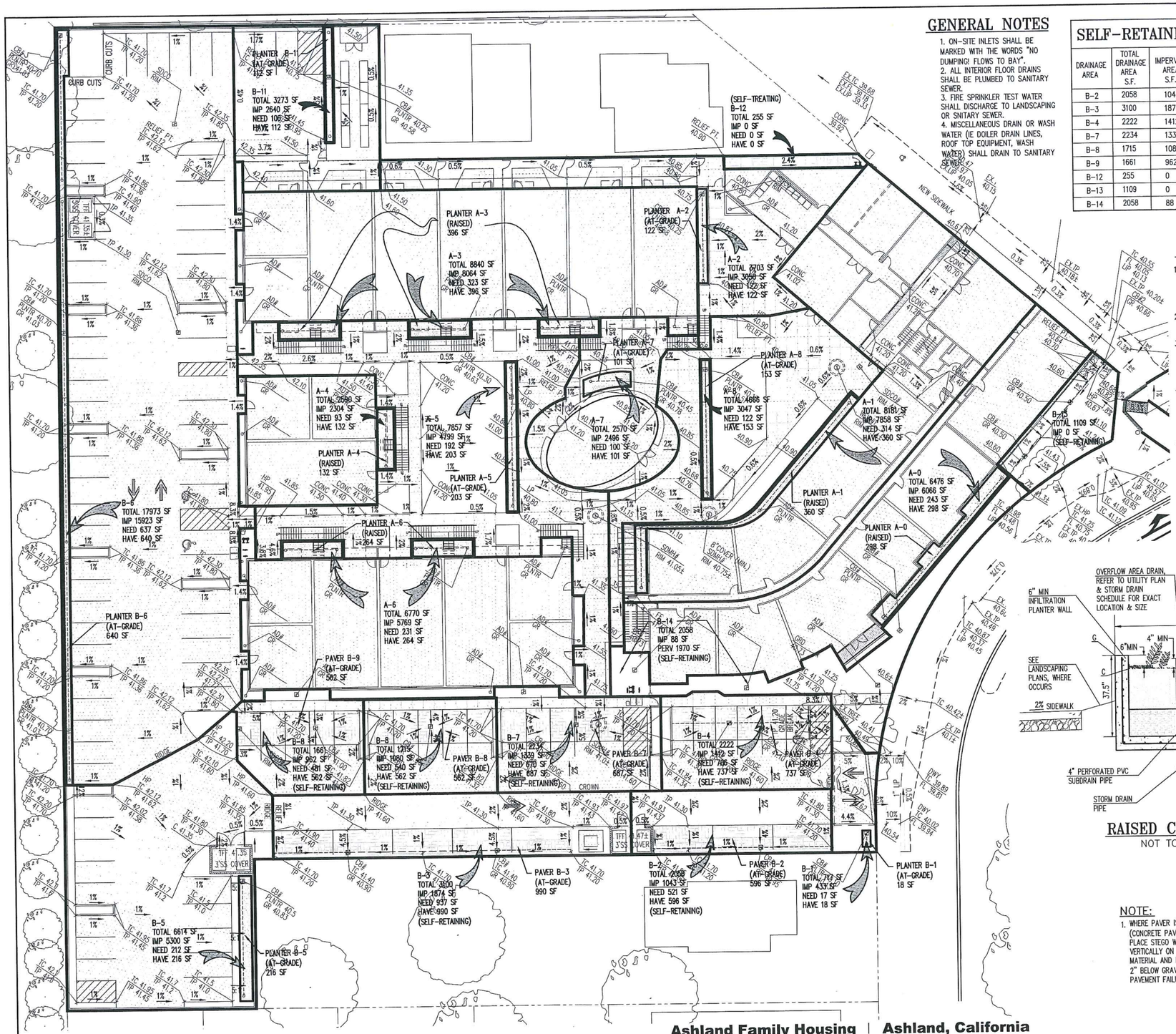
738 Alfred Nobel Drive

Hercules, CA 94547

Phone (510) 724–3388

Fax (510) 724–3383


CONN TO EX SS
8"SSFL 33.24±
51LF
8"SS S=0.02
SSMH#1
RIM 40.74±
EXT 12"FL 32.68
10"FL 32.93 IN
SSMH#2
RIM 40.55±
12"FL 33.23
8"FL 33.40 IN
SSMH#1
RIM 41.74±
EXT 36"FL 35.07
18"FL 35.22 IN
POTHOLE
SDFL 34.63
10"SSFL 33.00
10"SSTOP 33.83
POTHOLE
EXT FL 35.18
POTHOLE
SDFL 34.63
10"SSFL 33.00
10"SSTOP 33.83
161LF 18"RCP SD S=0.003
128.61LF 8"PVC-SS S=0.005
REROUTE EXISTING SD, SS, WATER, AND GAS WITHIN NEW ALIGNMENT
168LF 6"SS S=0.005 PVC SDR-26
63LF 6"SS S=0.005 PVC SDR-26
FDC "BLDG A"
FDC "BLDG C"
FDC "BLDG B"
BLDG POC
BLDG POC
BLDG POC
42LF 6"SS S=0.005 PVC SDR-26
42LF 6"SS S=0.01 PVC SDR-26
14LF 6"SS S=0.01
113LF 6"SS S=0.005 PVC SDR-26
128LF 6"SS S=0.005 PVC SDR-26
39LF 6"SS S=0.005 PVC SDR-26
138LF 6"SS S=0.0067 PVC SDR-26
8" WATER
8" WATER
8" WATER
8" WATER
FIRE
DW
DW
DW
6"FW
6"FW
2-2½"x4"
2-2½"x4"
SSFL 35.57
SDFL 37.42
1'-CLEAR
SSFL 35.98
SDFL 37.48
12"-CLEAR
SSFL 36.72
SDFL 37.74
12"-CLEAR
SSFL 37.12
SDFL 38.22
7'-CLEAR
SSFL 37.82
SDFL 38.82
6'-CLEAR
(Q10=0.21 CFS)
6"SD PVC-SDR35
S=0.005 53LF
(Q10=0.18 CFS)
6"SD PVC-SDR35
S=0.005 80LF
(Q10=0.39 CFS)
8"SD PVC-SDR35
S=0.005 53LF
(Q10=0.91 CFS)
S=0.005 58LF
10"SD PVC-SDR35
(Q10=0.52 CFS)
8"SD PVC-SDR35
S=0.017 42LF
(Q10=0.67 CFS)
10"SD PVC-SDR35
S=0.005 28LF
8"SD PVC-SDR35
S=0.01 63LF
(Q10=0.31 CFS)
10"SD PVC-SDR35
S=0.005 42LF
(Q10=0.75 CFS)
10"SD PVC-SDR35
S=0.005 54LF
(Q10=0.83 CFS)
10"SD PVC-SDR35
S=0.005 8LF
(Q10=1.07 CFS)
12"SD PVC-SDR35
S=0.005 61LF
(Q10=0.21CFS)
S=0.005 48LF
12"SD PVC-SDR35
S=0.005 48LF
12"SD PVC-SDR35
S=0.005 47LF
8"SD PVC-SDR35
(Q10=0.15 CFS)
S=0.005 41LF
8"SD PVC-SDR35
(Q10=0.52 CFS)
(Q10=2.11 CFS)
12"SD PVC-SDR35
S=0.005 32LF
(Q10=2.59 CFS)
S=0.003 74LF
48"SD DURROMAX
(Q10=2.09 CFS)
S=0.003 42LF
48"SD DURROMAX
(Q10=5.07 CFS)
18"SD PVC-SDR35
S=0.005 49LF
15"SD PVC-SDR35
(Q10=2.55 CFS)
S=0.005 19LF
8"SD PVC-SDR35
(Q10=0.50 CFS)
(Q10=0.38 CFS)
8"SD PVC-SDR35
S=0.005 15LF
(Q10=0.01 CFS)
S=0.01
2"SD
XXLF
(Q10=0.01 CFS)
S=0.005 49LF
8"SD PVC-SDR35
(Q10=0.40 CFS)
(Q10=0.40 CFS)
8"SD PVC-SDR35
S=0.005 22LF
(Q10=0.38 CFS)
8"SD PVC-SDR35
S=0.005 15LF
(Q10=0.63 CFS)
10"SD PVC-SDR35
S=0.005 48LF
(Q10=0.05 CFS)
6"SD PVC-SDR35
S=0.005 29LF
(Q10=0.12 CFS)
6"SD PVC-SDR35
S=0.005 41LF
(Q10=0.03 CFS)
6"SD PVC-SDR35
S=0.005 40LF
(Q10=0.38 CFS)
8"SD PVC-SDR35
S=0.005 80LF
(Q10=1.71 CFS)
12"SD PVC-SDR35
S=0.005 59LF
(Q10=0.00? CFS)
6"SD PVC-SDR35
S=0.005 55LF
(Q10=0.03 CFS)
S=0.003 54LF
(Q10=0.38 CFS)
8"SD PVC-SDR35
S=0.003 59LF
(Q10=0.14 CFS)
8"SD PVC-SDR35
S=0.003 47LF
(Q10=0.12 CFS)
8"SD PVC-SDR35
S=0.003 26LF
12"SD PVC-SDR35
S=0.005 19LF
18"SD PVC-SDR35
S=0.005 26LF
20LF 12"SD S=0.005
20LF 8"SD S=0.005
JOINT TRENCH
JOINT TRENCH
TRENCH DRAIN
6"THRC
6"THRC
6"DRAIN
6"DRAIN
CONNECT TO EX 8"W
1"SS PERF PIPE S=0.003 47LF
SSCO RIM FL 36.25
SSCO RIM FL 35.68
SSCO RIM FL 41.75 FL 36.90
SSCO RIM FL 36.42
SSCO RIM FL 36.89
SSCO RIM FL 37.09
SSCO RIM FL 41.75 FL 37.23
SSCO RIM FL 36.87
SSCO RIM FL 36.63
SSCO RIM FL 35.42
SSCO RIM FL 35.30
SSCO RIM FL 34.70
SSCO RIM FL 34.63
SSCO RIM FL 34.38
SSCO RIM FL 36.41 12"FL
SSCO RIM FL 37.12 8"FL 37.12 (N) 8"FL 37.12 (W)
SSCO RIM FL 37.33 8"FL 36.06 (S)
SSCO RIM FL 38.01
SSCO RIM FL 41.17± 18"FL 35.79
SSCO RIM FL 35.39
SSCO RIM FL 35.39
SSCO RIM FL 41.05 FL 36.08
SSMH# RIM 41.05± 18"FL 36.26 18"FL 36.26
SSMH# RIM 40.74± 18"FL 36.05
SSMH# RIM 41.14± 18"FL 35.83 15"FL 35.63
SSMH#3 RIM 40.53± 12"FL 34.57 34.82 IN 34.69 IN
SSMH#2 RIM 41.74± 12"FL 36.24 18"FL 35.7 OUT
CB# GR 40.70 4"SUBD. 38.53 6"FL 37.77
CB# PLNTR 40.25 GR 40.58 4"SUBD. 38.08 6"FL 37.81
CB# PLNTR 40.25 GR 40.38 12"FL 36.44 4"SUBD. 38.08
CB# GR 40.70 4"SUBD. 38.53 6"FL 37.82
CB# PLNTR 40.30 GR 40.67 6"FL 36.45 4"SUBD. 38.13
CB# PLNTR 40.45 GR 40.78 6"FL 36.24 4"SUBD. 38.28
CB# PLNTR 40.18 GR 40.58 12"FL 36.08 4"SUBD. 38.01
CB# PLNTR 40.70 GR 41.03 4"SUBD. 38.53 6"FL 37.96
CB# PLNTR 40.70 GR 41.03 4"SUBD. 38.53 6"FL 37.95
CB# PLNTR 40.5 GR 40.83 4"SUBD. 39.33 6"FL 39.33
CB# GR 41.40 4"SUBD. 40.90 6"FL 37.14
CB# GR 41.40 4"SUBD. 40.90 6"FL 36.87
CB# GR 41.45 4"SUBD. 40.95 6"FL 37.14
CB# PLNTR 40.70 GR 40.93 4"SUBD. 37.93 6"FL 37.33
CB# GR 41.10 4"SUBD. 40.60 6"FL 37.05
CB# GR 41.00 4"SUBD. 39.50 10"FL 37.18
CB# GR 40.95 4"SUBD. 39.45 10"FL 36.97
CB# GR 40.90 4"SUBD. 39.40 10"FL 36.70
CB# GR 41.01 4"SUBD. 39.51 10"FL 36.66
CB# GR 41.00 4"SUBD. 39.50 6"FL 36.90
CB# GR 40.95 4"SUBD. 39.45 6"FL 36.90
CB# GR 40.90 4"SUBD. 39.40 6"FL 36.50
CB# GR 41.10 4"SUBD. 39.60 6"FL 37.05
CB# GR 40.30 12"FL 35.39
CB# GR 40.50 12"FL 35.52
CB# GR 40.52 LWR 40.18 POTHOLE EXT FL 35.18
CB# GR 40.02 12"FL 35.29
CB# 12"FL 37.53
CB# PLNTR 40.25 GR 40.58 4"SUBD. 38.08 6"FL 37.81
CB# PLNTR 40.25 GR 40.38 12"FL 36.44 4"SUBD. 38.08
CB# 12"FL 36.98
CB# PLNTR 40.10 GR 40.43 4"SUBD. 37.93 6"FL 37.33
CB# 10"FL 39.47 GR 40.47 18"FL 35.43 18"SD IN/OUT S=0.005
CB# 12"FL 39.78 GR 39.98 12"FL 36.6
CB# 12"FL 39.78 GR 39.98 12"FL 36.6
CB# 12"FL 40.28 TC 40.28
CB# 12"FL 36.4 8"SSFL 35.00 8"SSTOP 35.67
CB# 12"FL 36.4 8"SSFL 35.00 8"SSTOP 35.67
AD# GR 6"FL
AD# PLNTR 6"FL 4"SUBD.
AD# PLNTR 12"FL 10"FL 36.83 10"FL 36.83
AD# PLNTR 12"FL 36.59
AD# PLNTR 12"FL 36.38
AD# PLNTR 6"FL 4"SUBD. 36.68
AD# PLNTR 6"FL 4"SUBD.
AD# PLNTR 6"FL 4"SUBD. 37.37
AD# PLNTR 6"FL 4"SUBD. 37.37
AD# GR 6"FL 36.98
AD# GR 4"FL
AD# GR 6"FL
AD# GR 6"FL
AD# GR 6



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 OR SNITARY SEWER.
4. MISCELLANEOUS DRAIN OR WASH WATER (IE DOILER 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?
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	1109	0	1109	0:1	YES
B-14	2058	88	1970	0.05:1	YES

HYDRO-MOD NOTES:

1. MEAN ANNUAL PRECIPATION = 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 (Sf) [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	3058	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

Ashland Family Housing | Ashland, California

Resources for Community Development

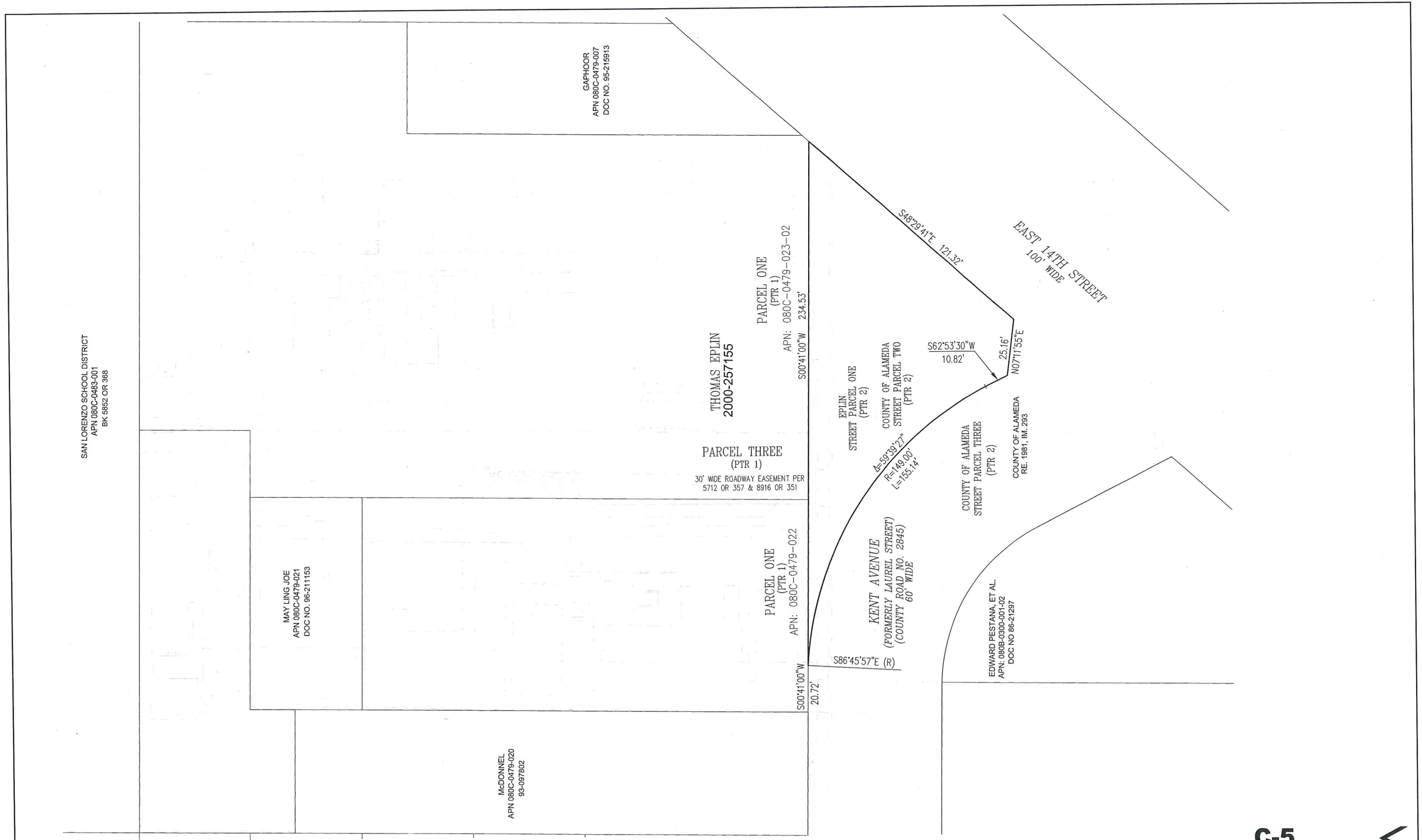
PRELIMINARY STORMWATER TREATMENT PLAN

C-4

FILE NO. C3-P-10019A10.DWG
SCALE: 1"=20'
DATE: 11-08-2012

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

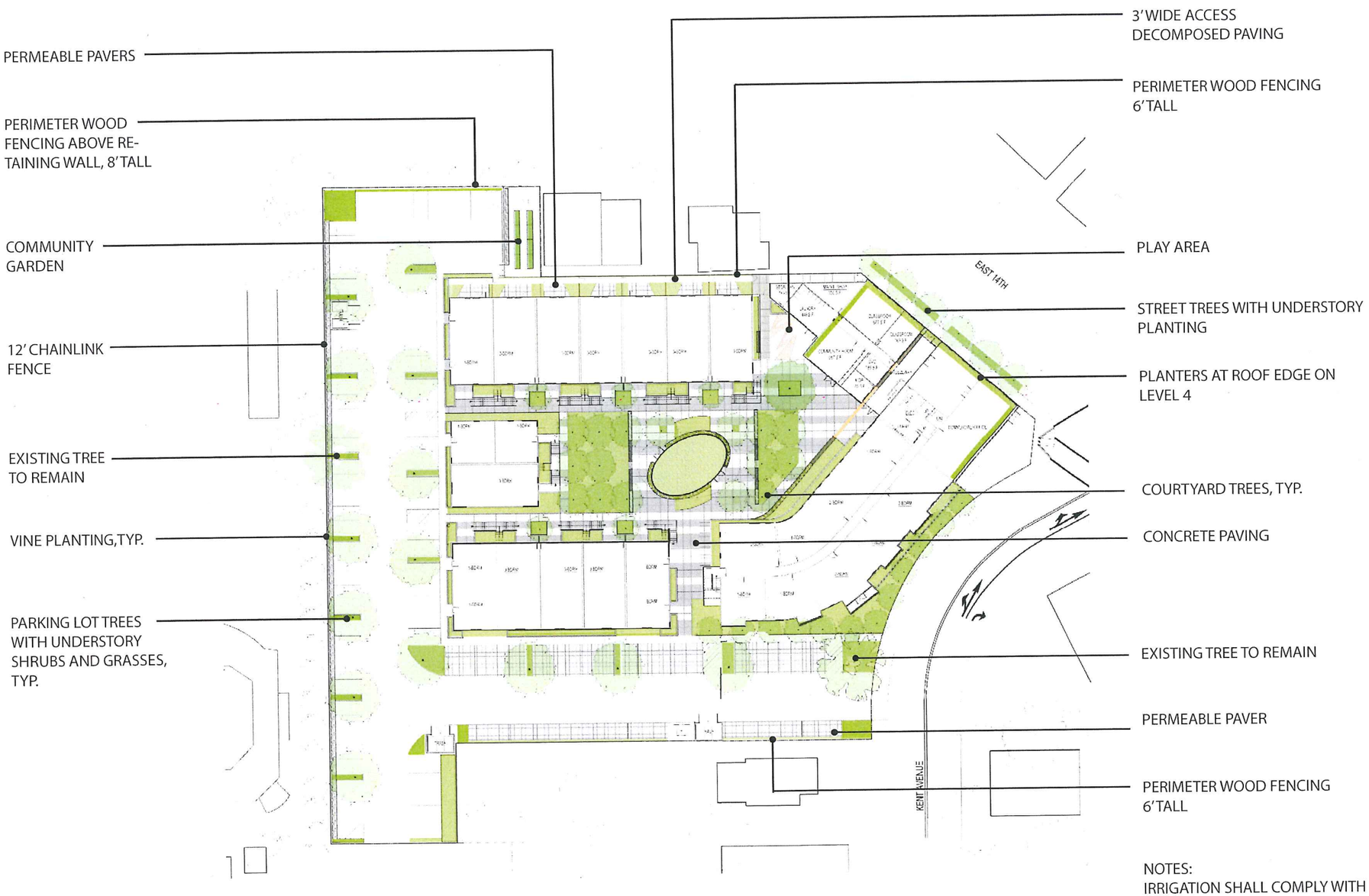
RIGHT-OF-WAY VACATION

C-5

FILE NO. ROW-VACATION
SCALE: 1"=20'
DATE: 11-12-2012

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



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"

NOVEMBER 12, 2012

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 1.00

KAVA MASSIH ARCHITECTS
920 Grayson Street | Berkeley, CA 94710



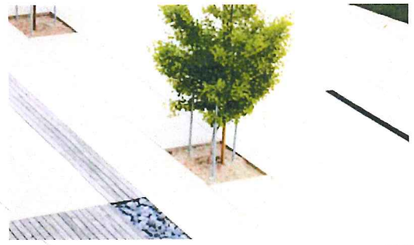
COMMUNITY GARDEN



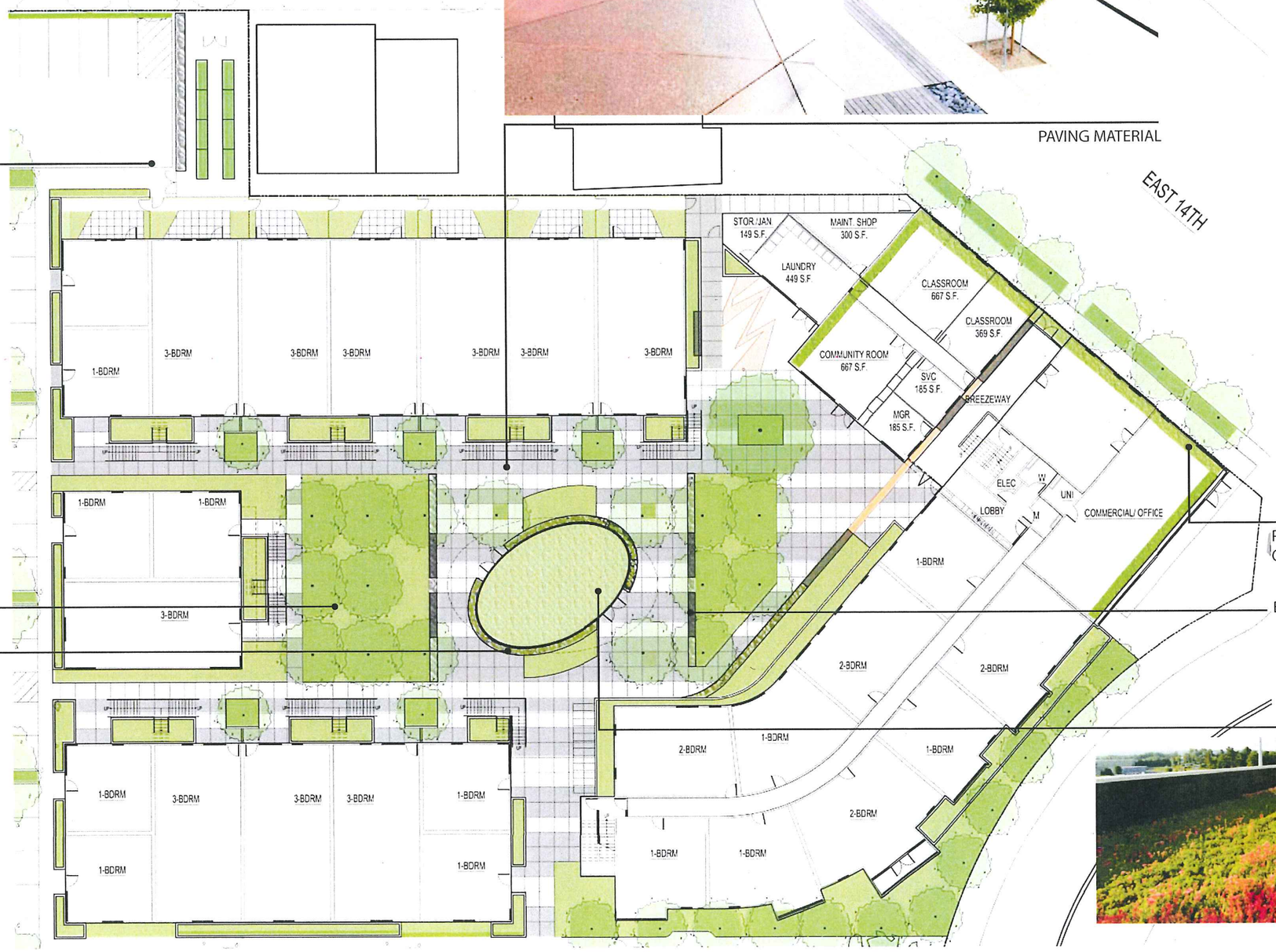
BOSQUE OF TREES

GRAVEL WITH GRASSES





PAVING MATERIAL







PLANTER WITH GRASSES ON LEVEL 4

BENCH, TYP.

GREENROOF



ENLARGED LANDSCAPE PLAN - LEVEL 1

1/32" = 1'- 0"

NOVEMBER 12, 2012

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



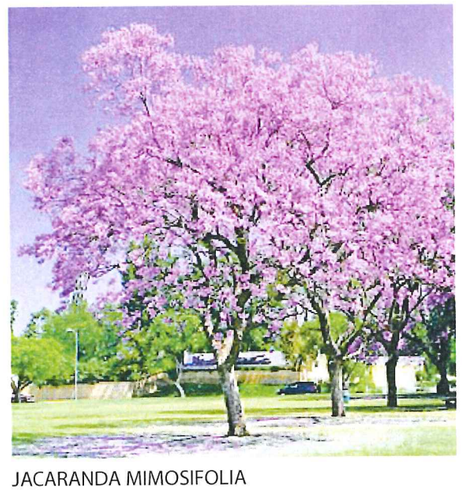
FRAXINUS LATIFOLIA
LARGE SPECIMEN TREE IN COURTYARD



PLATANUS ACERFOLIA
STREET TREE ON EAST 14TH STREET



GLEDITSIA TRIACANTHOS 'STREET KEEPER'
COURTYARD TREE



JACARANDA MIMOSIFOLIA
PARKING LOT TREE

PLANT MATERIALS

NOVEMBER 12, 2012

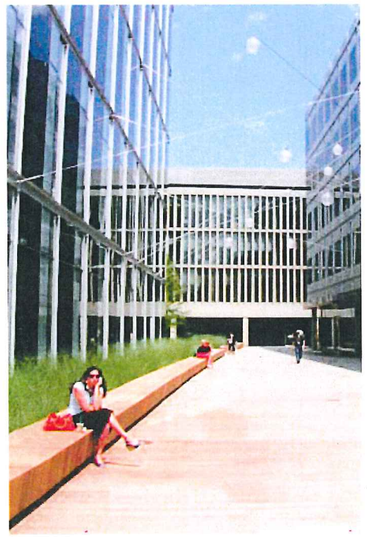
Ashland Family Housing | Ashland, California

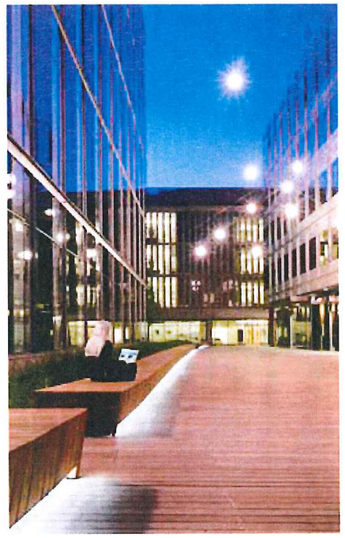
Resources for Community Development

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

L 3.00

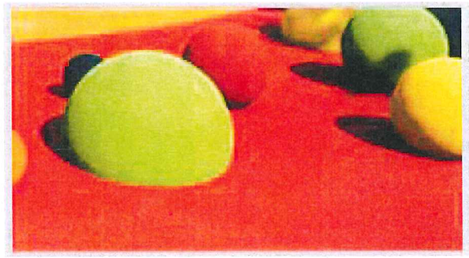
KAVA MASSIH ARCHITECTS
920 Grayson Street | Berkeley, CA 94710



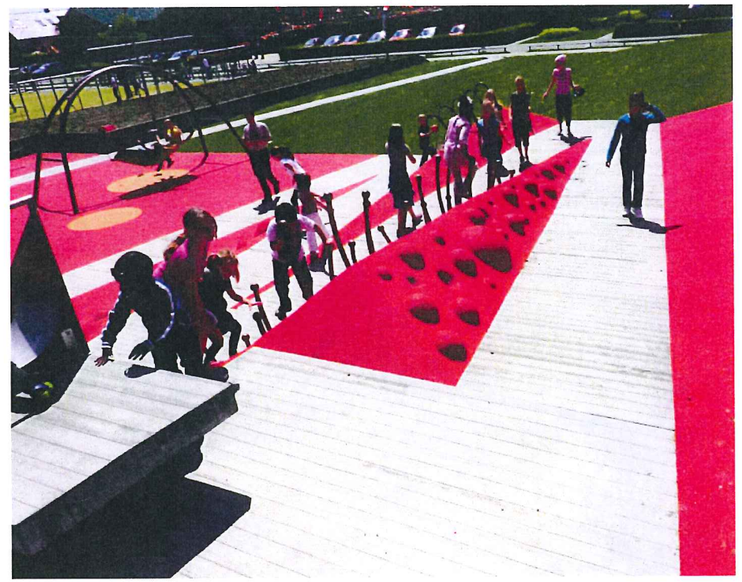


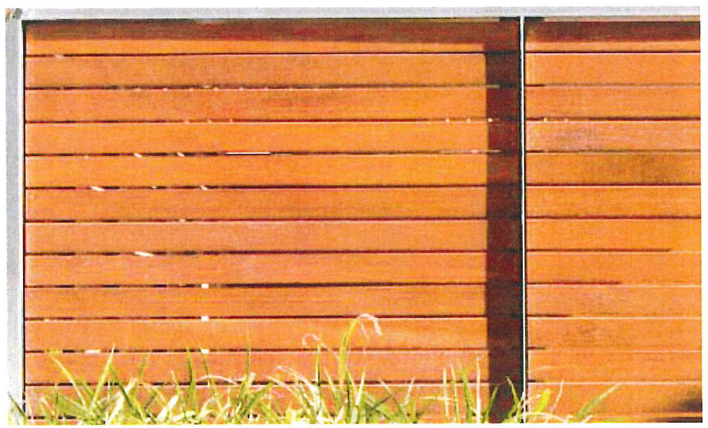
SEATING AREA WITH LIGHTING



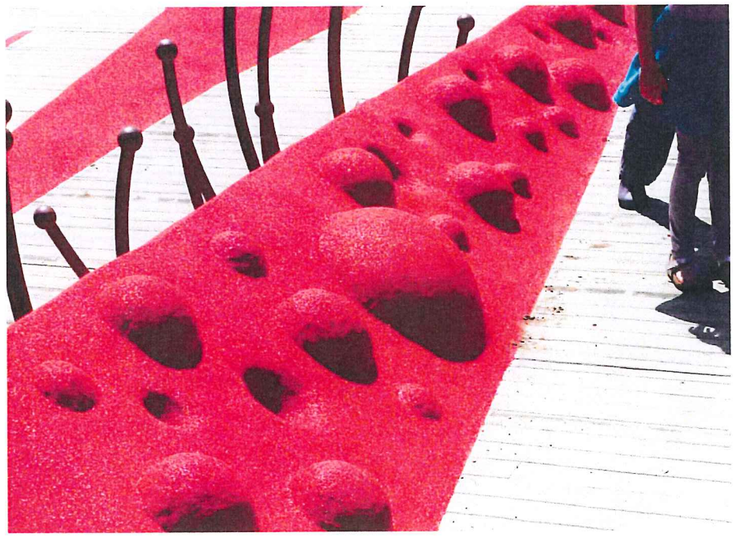


CHILDREN'S PLAY AREA
AGES 2-5



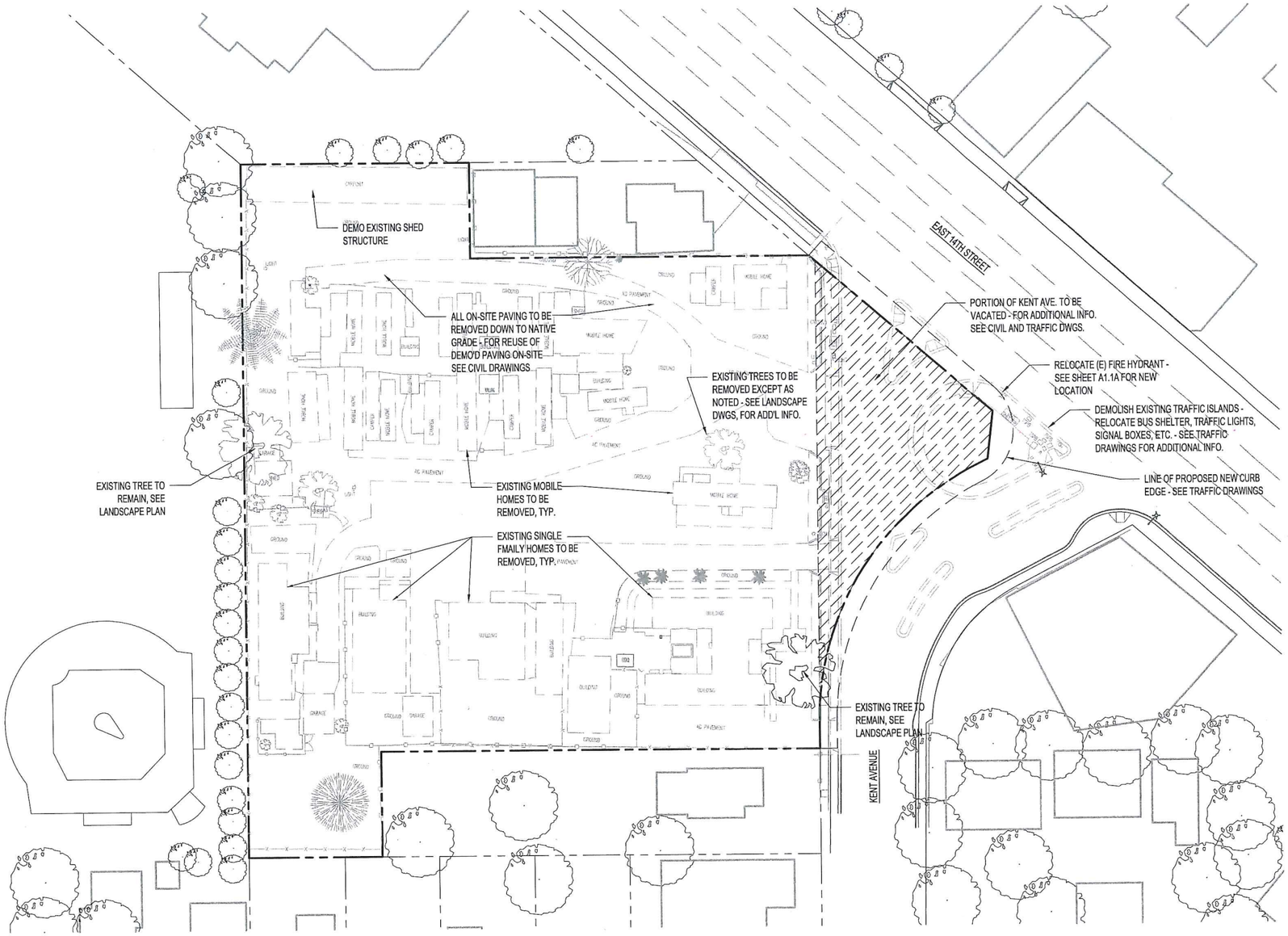


WOOD FENCE



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



NORTH

SITE DEMOLITION PLAN

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

NOV. 12, 2012

Ashland Family Housing | Ashland, California

Resources for Community Development

A1.0

KAVA MASSIH ARCHITECTS

920 Grayson Street | Berkeley, CA 94710

SITE INFORMATION:

Site Area =	96,371 S.F. (2.21 acres)
Site Building Coverage =	31,293 s.f. (32%)
Landscape Coverage =	18,984 s.f. (19.7%)
Parking Coverage =	30,812 s.f. (32%)
Walks / Hardscape =	14,765 s.f. (15%)

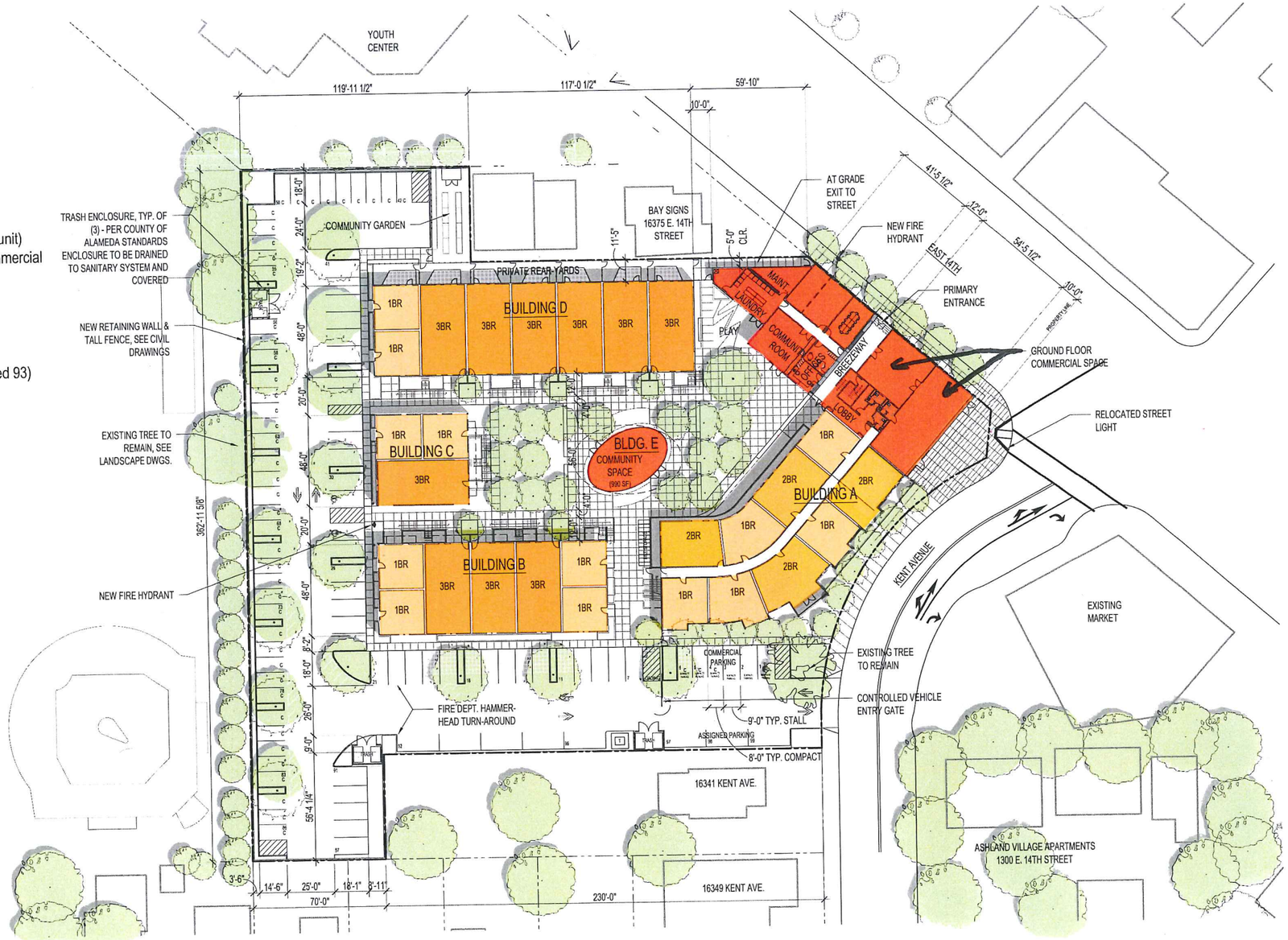
Per County Design Guidelines for ACBD-TA zone:
Required Parking:
(1) parking space per unit required (not to exceed 1.1 per unit)
No on-site visitor parking required - visitors can utilize commercial parking after-hours
(3.5) spaces per 1,000 s.f. of Commercial Space

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

Required Commercial Parking:
1,431 s.f. area = (5) spaces required

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

NORTH

ARCHITECTURAL SITE PLAN
1/64" = 1'-0" (11x17) 1/32" = 1'-0" (22x34)
NOV. 12, 2012

Ashland Family Housing | Ashland, California
Resources for Community Development

A1.1

KAVA MASSIH ARCHITECTS
920 Grayson Street | Berkeley, CA 94710

BUILDING CODE SUMMARY:

OCCUPANCY: R-2
CONSTRUCTION TYPE: V-A

ALLOWABLE AREA:
(3) FLOORS @ 12,000 S.F. PER FLOOR (PER TABLE 503)

2X12,000 FOR MULTISTORY BUILDING = 24,000 S.F.

AREA INCREASE FOR SPRINKLERS = 2X24,000 = 48,000 S.F.

BUILDING 'A' = 44,201 S.F.

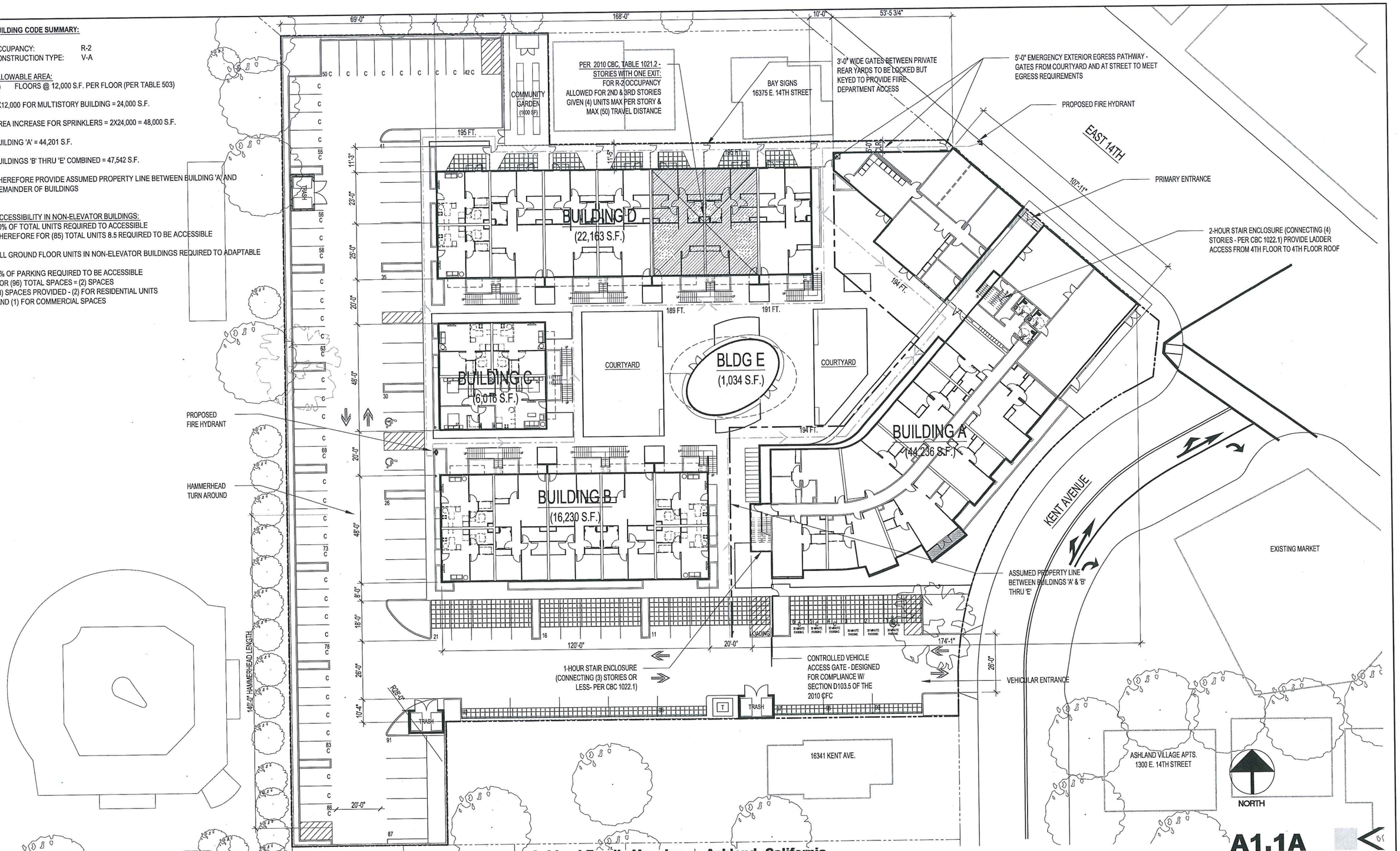
BUILDINGS 'B' THRU 'E' COMBINED = 47,542 S.F.

THEREFORE PROVIDE ASSUMED PROPERTY LINE BETWEEN BUILDING 'A' AND REMAINDER OF BUILDINGS

ACCESSIBILITY IN NON-ELEVATOR BUILDINGS:
10% OF TOTAL UNITS REQUIRED TO ACCESSIBLE
THEREFORE FOR (85) TOTAL UNITS 8.5 REQUIRED TO BE ACCESSIBLE

ALL GROUND FLOOR UNITS IN NON-ELEVATOR BUILDINGS REQUIRED TO ADAPTABLE

2% OF PARKING REQUIRED TO BE ACCESSIBLE
FOR (96) TOTAL SPACES = (2) SPACES
(3) SPACES PROVIDED - (2) FOR RESIDENTIAL UNITS
AND (1) FOR COMMERCIAL SPACES

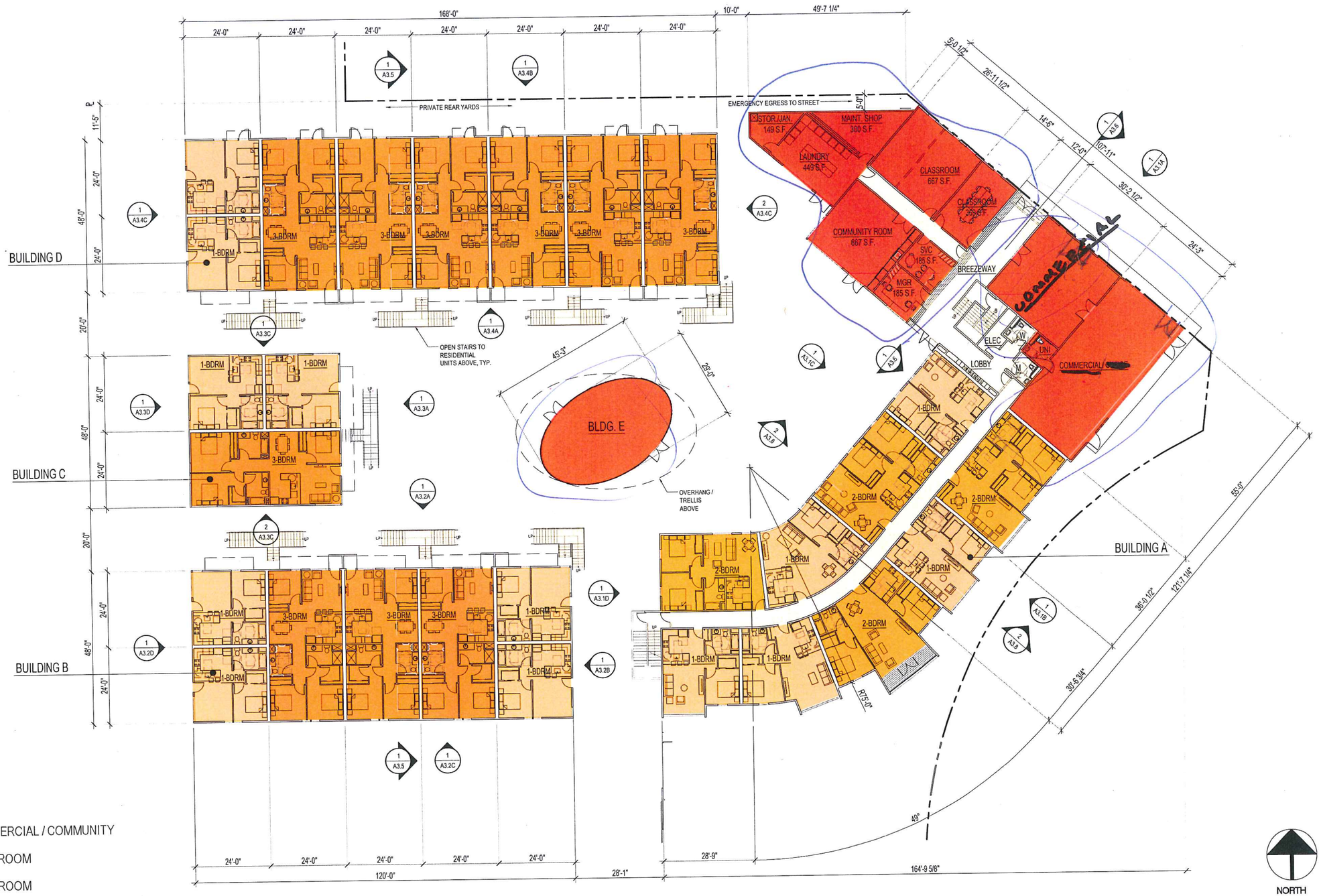


CODE COMPLIANCE / FIRE ACCESS PLAN
1" = 40'-0" (11x17) 1" = 20'-0" (22x34)
NOV 12, 2012

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

NORTH

LEVEL 1 PLAN

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

NOV 12, 2012

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

NORTH

LEVEL 2 PLAN

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

NOV 12, 2012

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

NORTH

LEVEL 3 PLAN

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

NOV 12, 2012

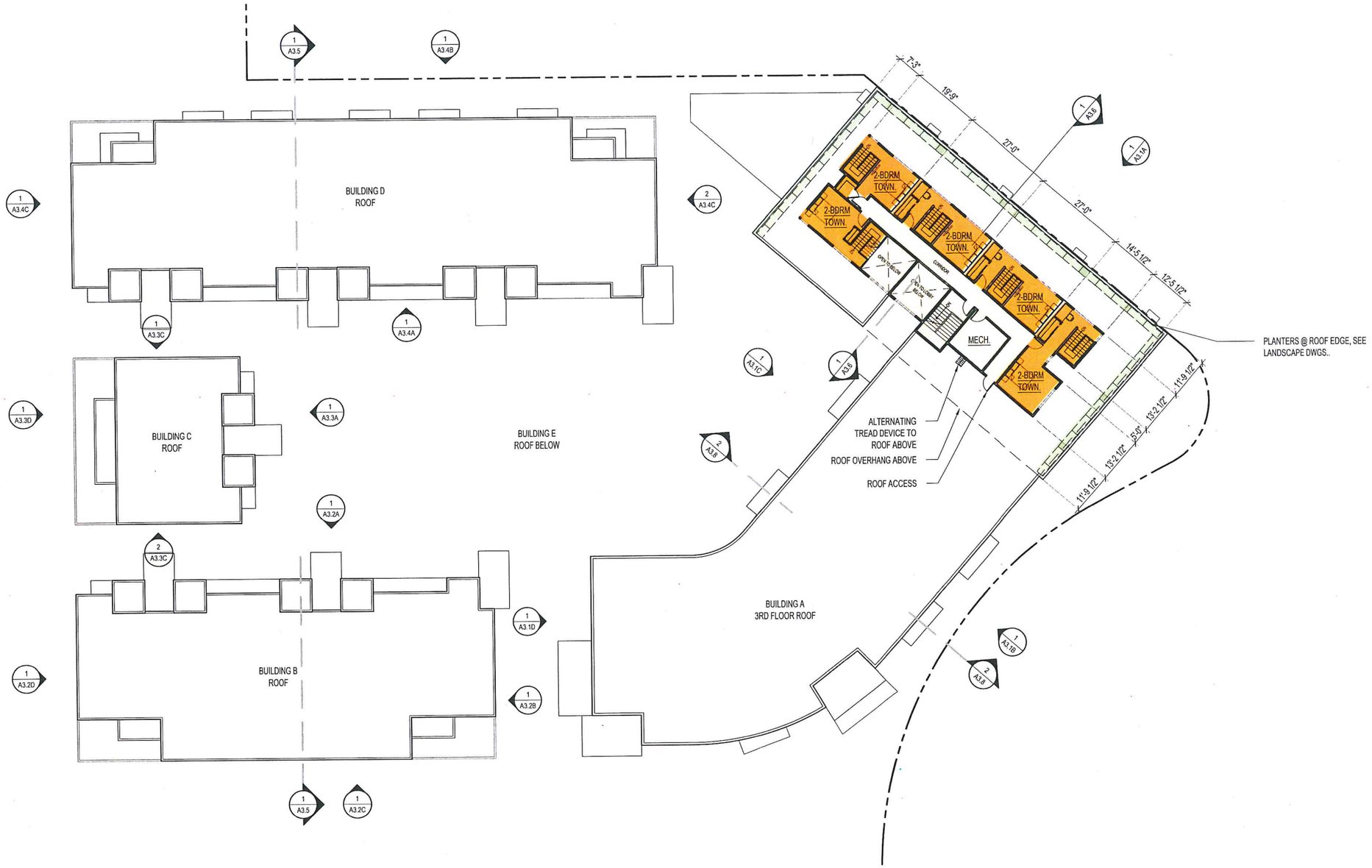
Ashland Family Housing | Ashland, California

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

LEVEL 4 PLAN

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

NOV 12, 2012

Ashland Family Housing | Ashland, California

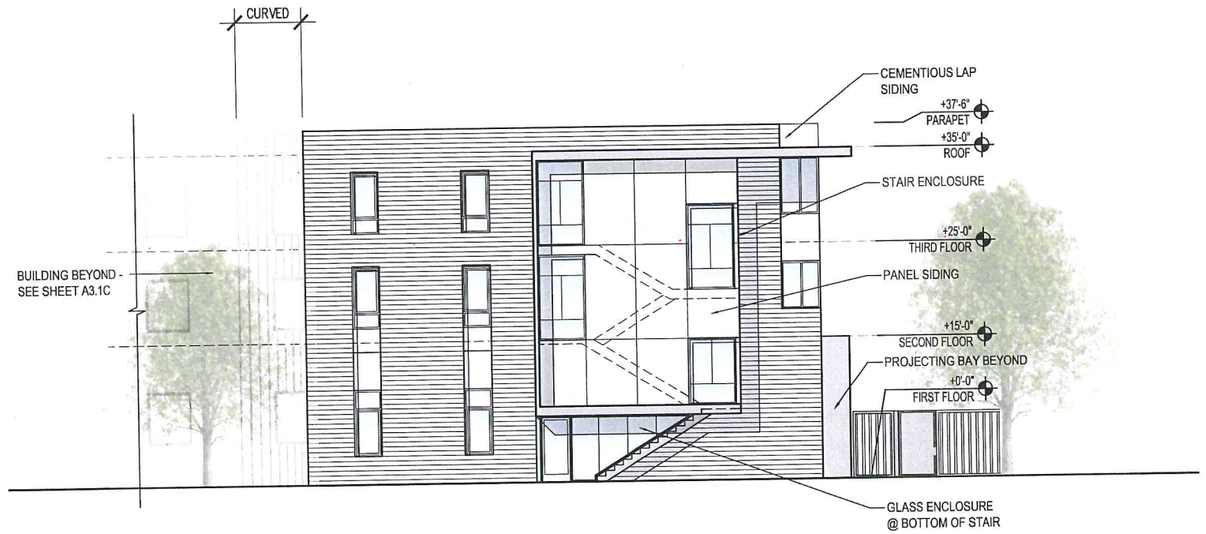
Resources for Community Development

A2.4

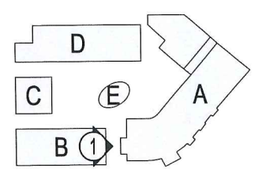
KAVA MASSIH ARCHITECTS

920 Grayson Street | Berkeley, CA 94710





WEST ELEVATION 1



BUILDING 'A' ELEVATIONS

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

NOV 12, 2012

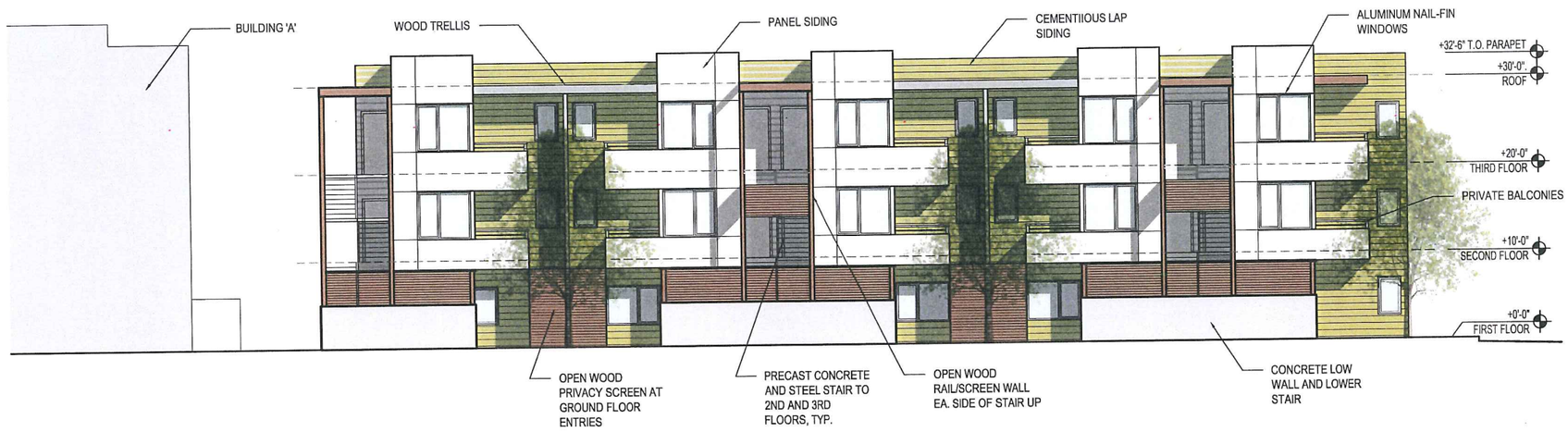
Ashland Family Housing | Ashland, California

Resources for Community Development

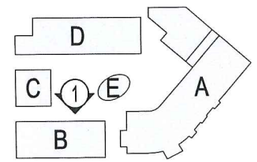
A3.1D

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)

NOV 12, 2012

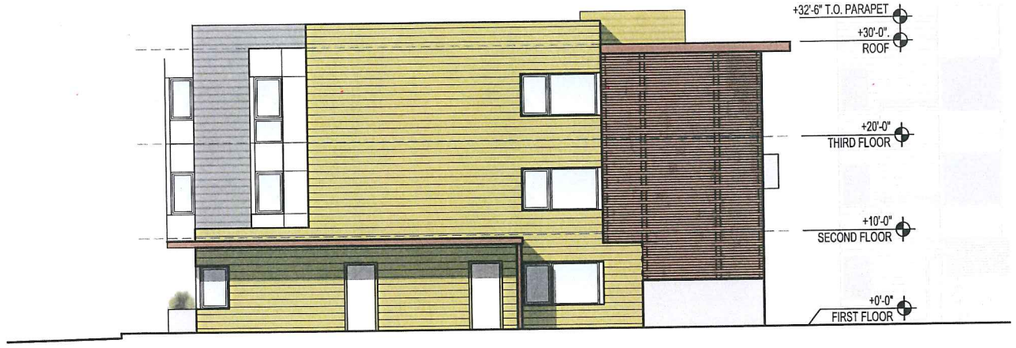
Ashland Family Housing | Ashland, California

Resources for Community Development

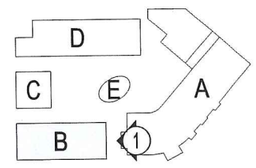
A3.2A

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)

NOV 12, 2012

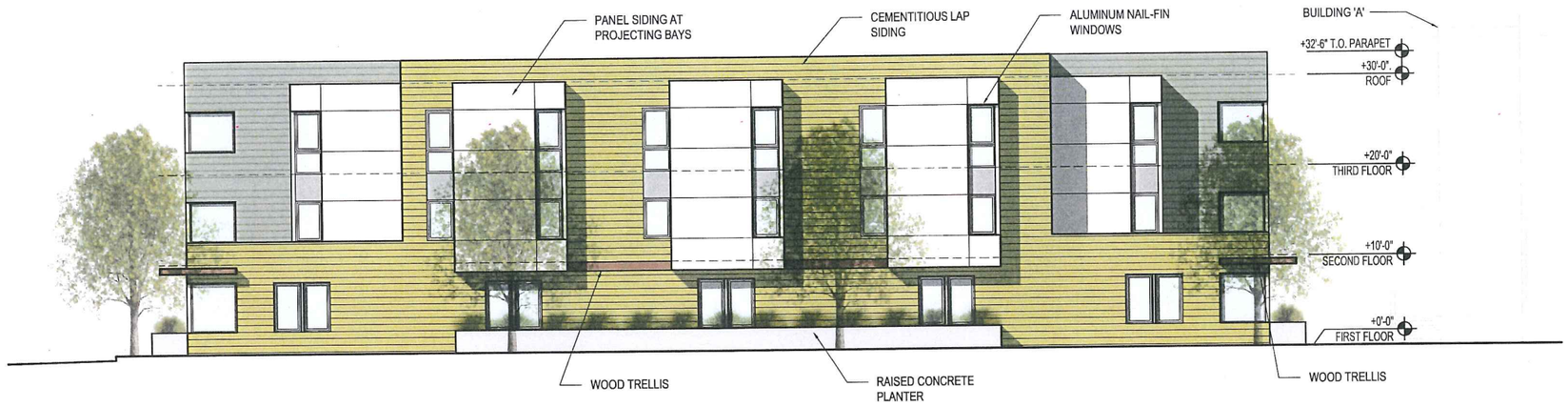
Ashland Family Housing | Ashland, California

Resources for Community Development

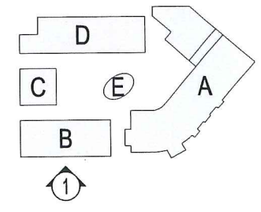
A3.2B

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)

NOV 12, 2012

Ashland Family Housing | Ashland, California

Resources for Community Development

A3.2C

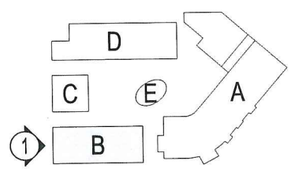
KAVA MASSIH ARCHITECTS

920 Grayson Street | Berkeley, CA 94710

BLDG 'C'



WEST ELEVATION 1



BUILDING 'B' ELEVATIONS

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

NOV 12, 2012

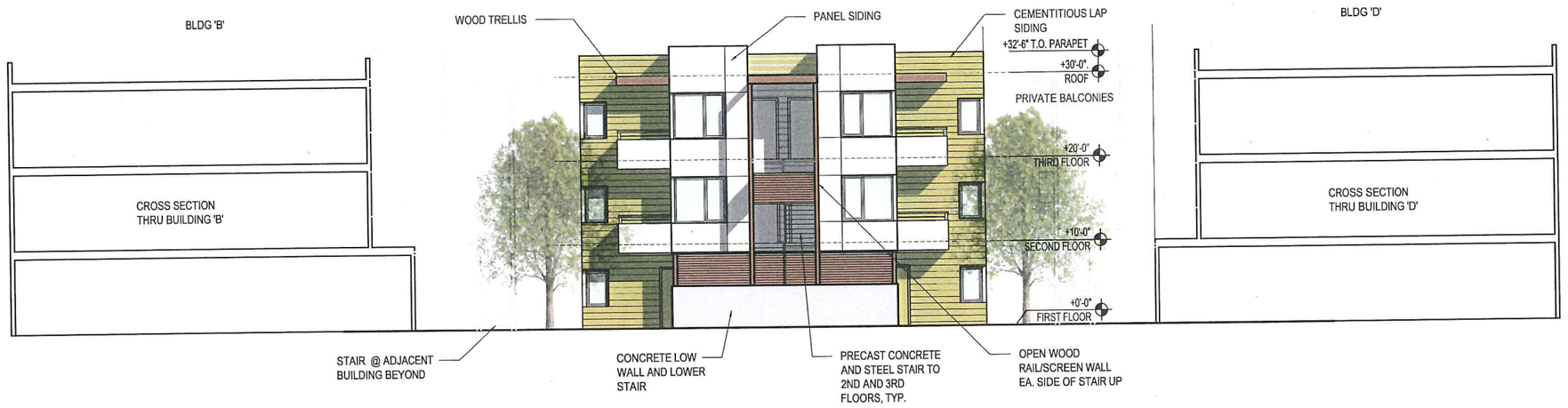
Ashland Family Housing | Ashland, California

Resources for Community Development

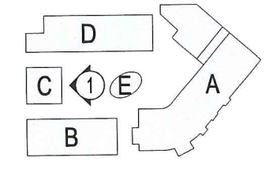
A3.2D

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)

NOV 12, 2012

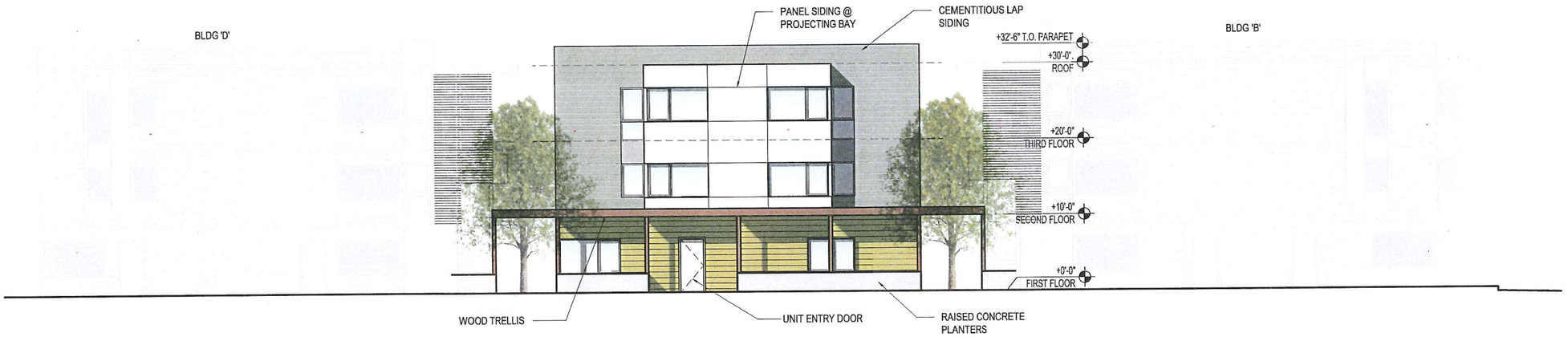
Ashland Family Housing | Ashland, California

Resources for Community Development

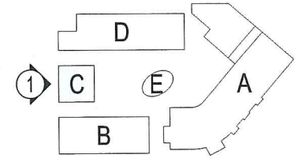
A3.3A

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)

NOV 12, 2012

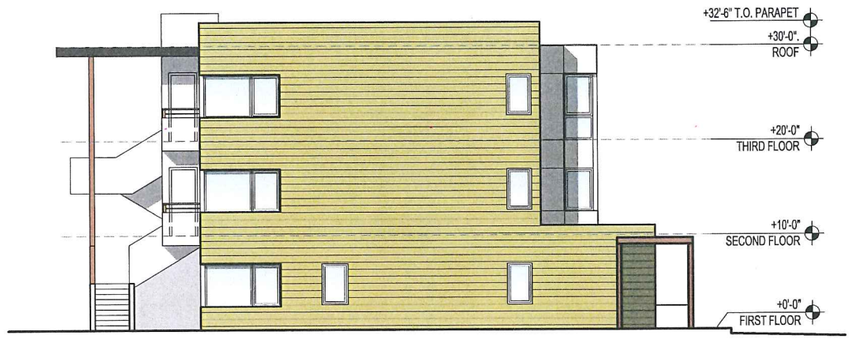
Ashland Family Housing | Ashland, California

Resources for Community Development

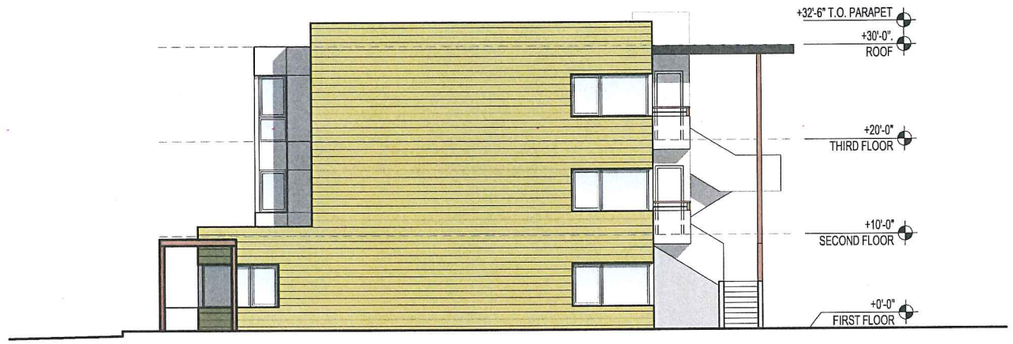
A3.3B

KAVA MASSIH ARCHITECTS

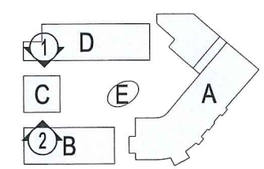
920 Grayson Street | Berkeley, CA 94710



NORTH ELEVATION 1



SOUTH ELEVATION 2



BUILDING 'C' ELEVATIONS

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

NOV 12, 2012

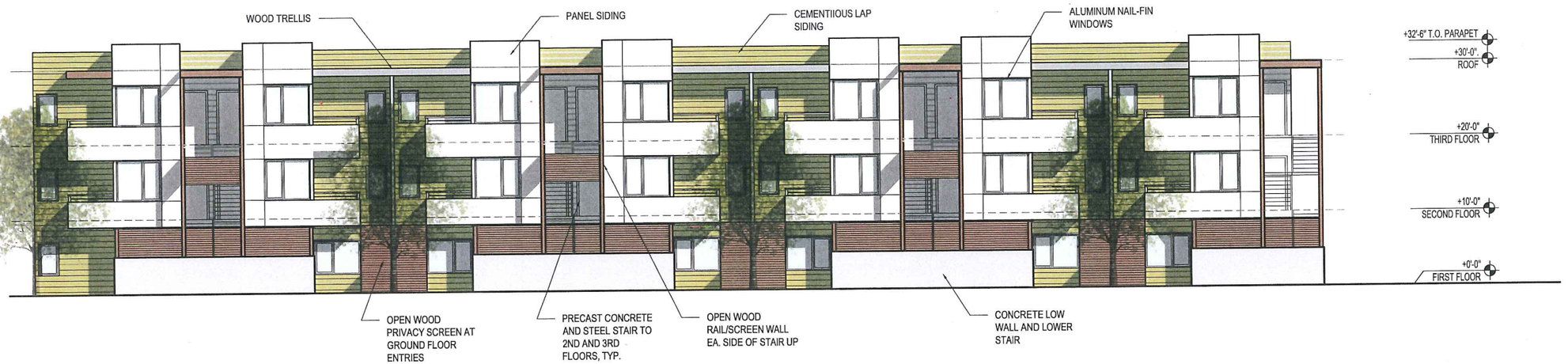
Ashland Family Housing | Ashland, California

Resources for Community Development

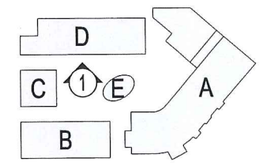
A3.3C

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)

NOV 12, 2012

Ashland Family Housing | Ashland, California

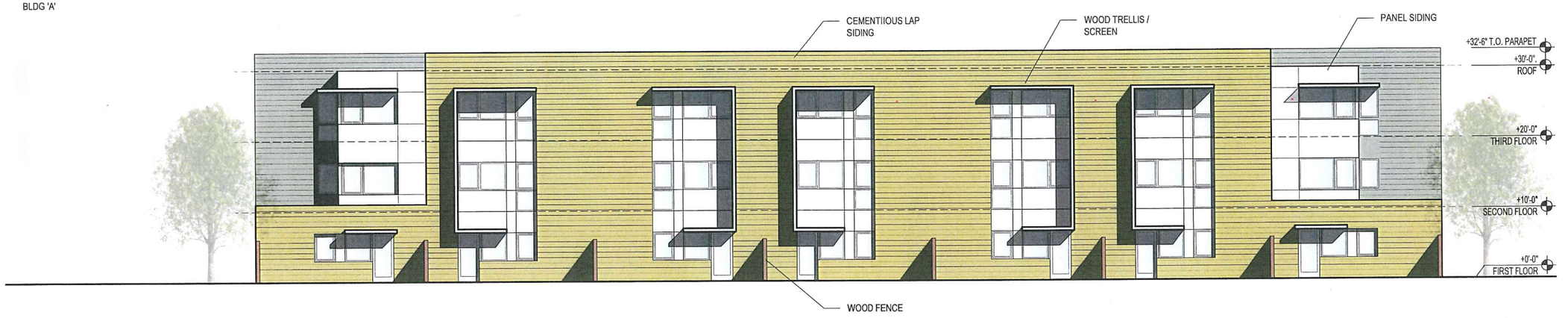
Resources for Community Development

A3.4A

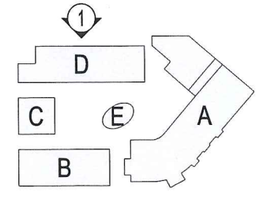
KAVA MASSIH ARCHITECTS

920 Grayson Street | Berkeley, CA 94710

BLDG 'A'



NORTH ELEVATION 1



BUILDING 'D' ELEVATIONS

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

NOV 12, 2012

Ashland Family Housing | Ashland, California

Resources for Community Development

A3.4B

KAVA MASSIH ARCHITECTS

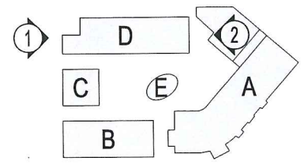
920 Grayson Street | Berkeley, CA 94710



WEST ELEVATION 1



EAST ELEVATION 2



BUILDING 'D' ELEVATIONS

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

NOV 12, 2012

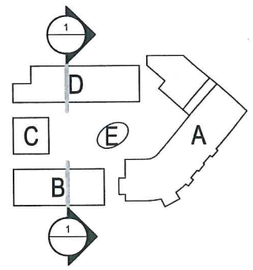
Ashland Family Housing | Ashland, California

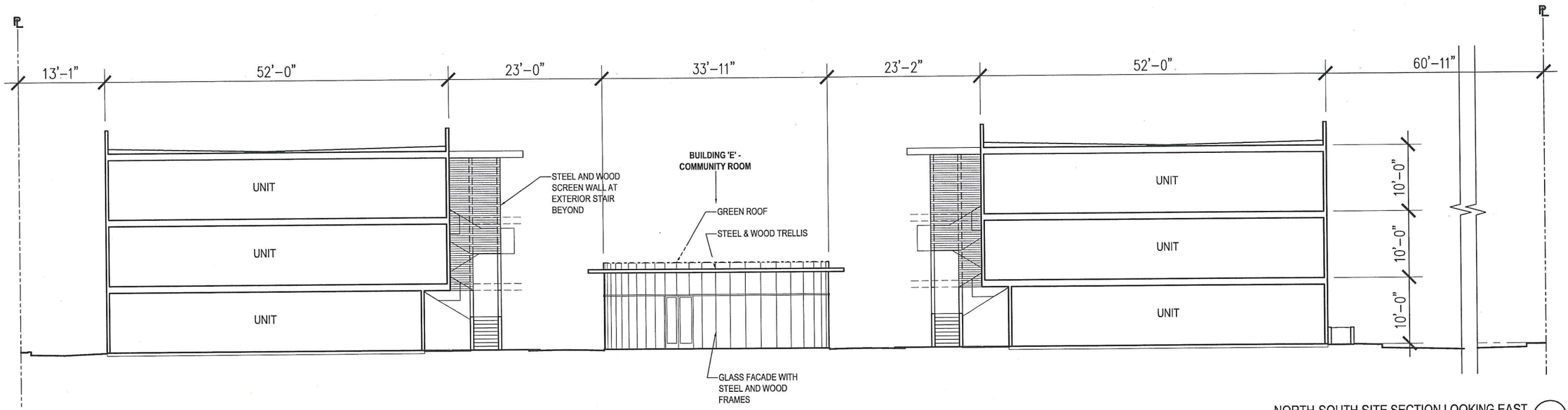
Resources for Community Development

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)

NOV 12, 2012

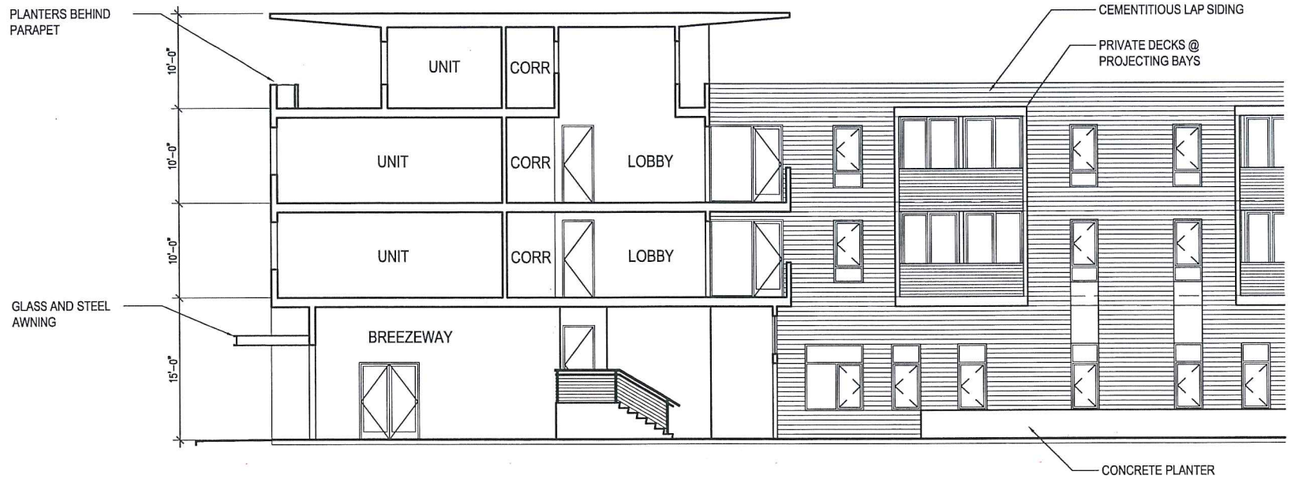
Ashland Family Housing | Ashland, California

Resources for Community Development

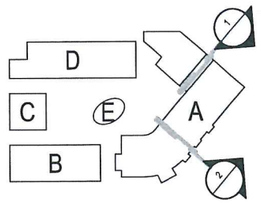
A3.5

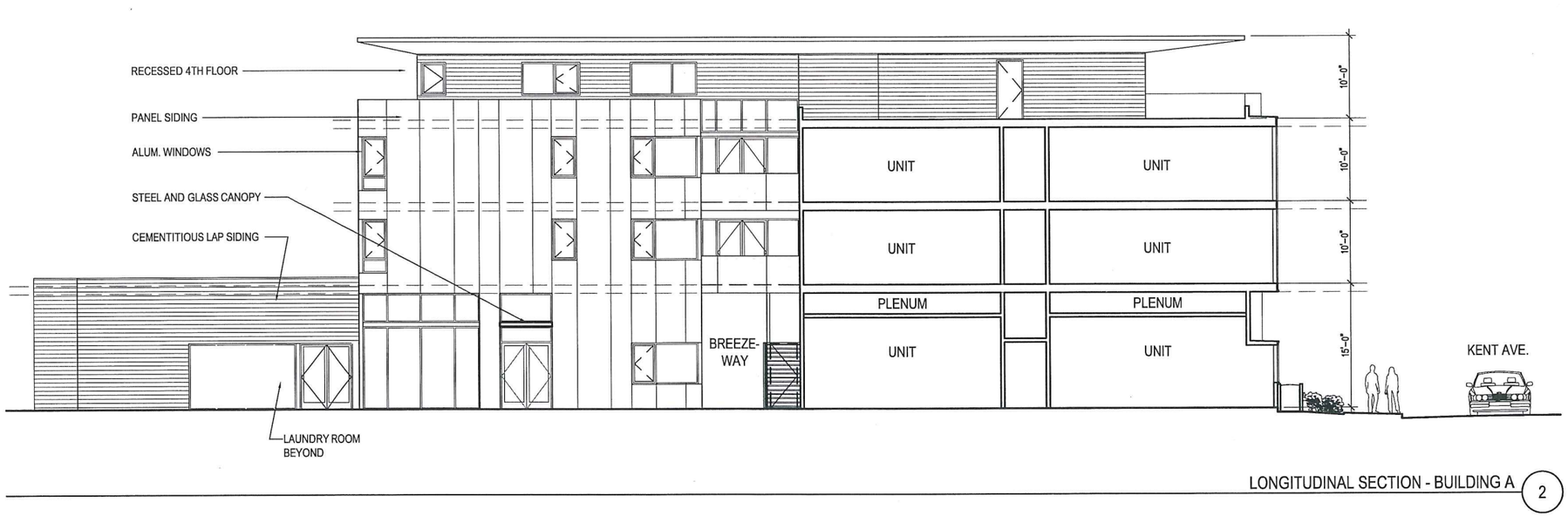
KAVA MASSIH ARCHITECTS

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)

NOV. 12, 2012

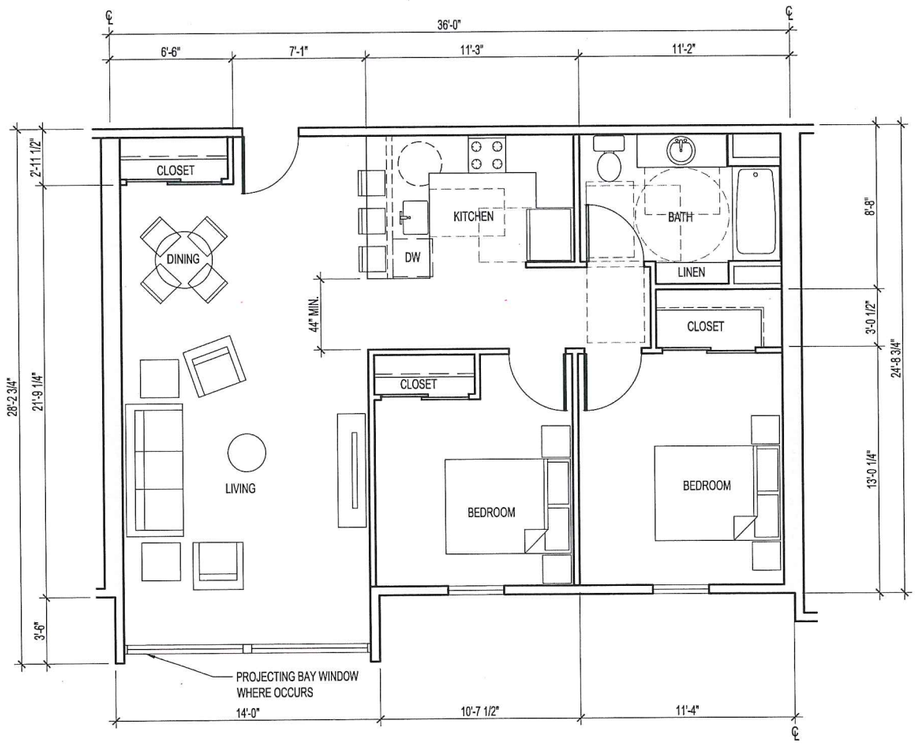
Ashland Family Housing | Ashland, California

Resources for Community Development

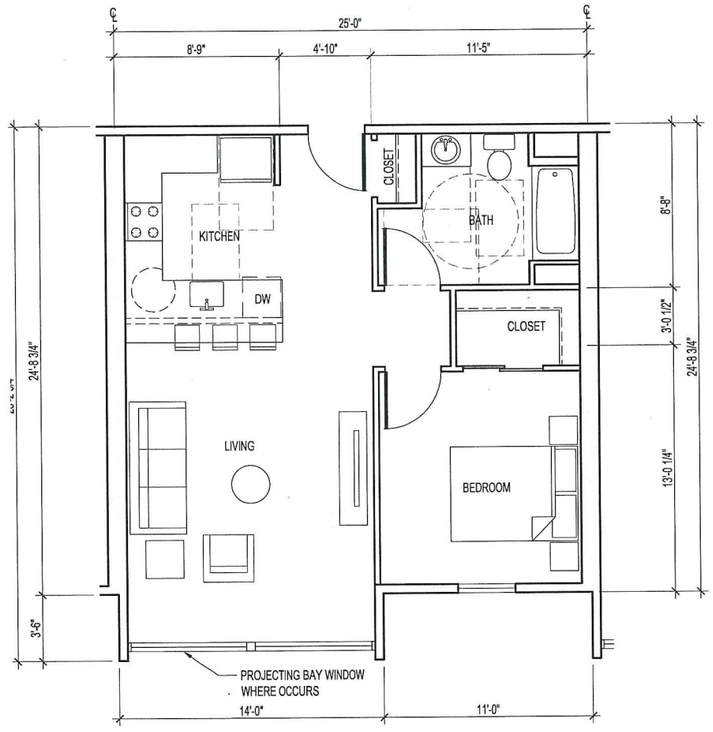
A3.6

KAVA MASSIH ARCHITECTS

920 Grayson Street | Berkeley, CA 94710



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



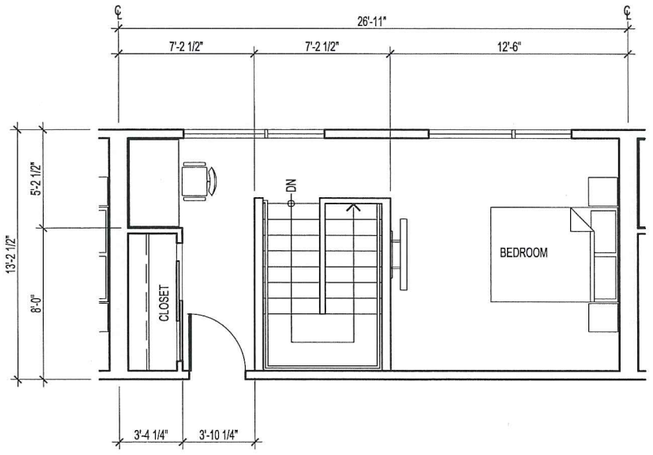
TYP. 1 BEDROOM FLOOR PLAN (645 SQ.FT.)
(ADAPTABLE @ 1ST FLOOR)
AS NOTED
1

BUILDING A TYPICAL UNIT PLANS
1/8" = 1'-0" (11x17) 1/4" = 1'-0" (22x34)
NOV 12, 2012

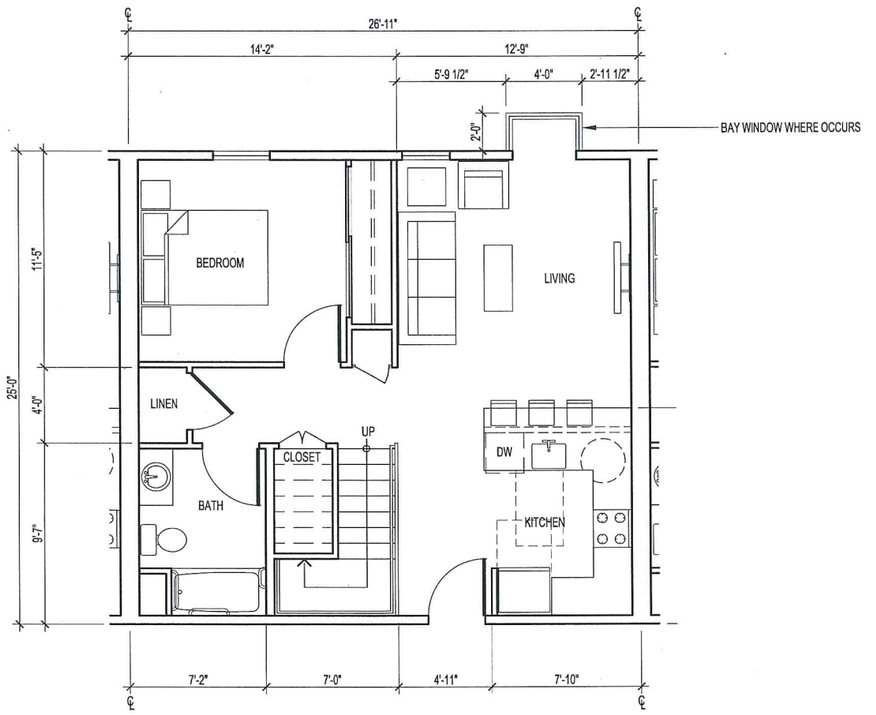
Ashland Family Housing | Ashland, California
Resources for Community Development

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.) 1
AS NOTED

BUILDING A TYPICAL 2 BEDROOM TOWNHOUSE PLANS

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

NOV 12, 2012

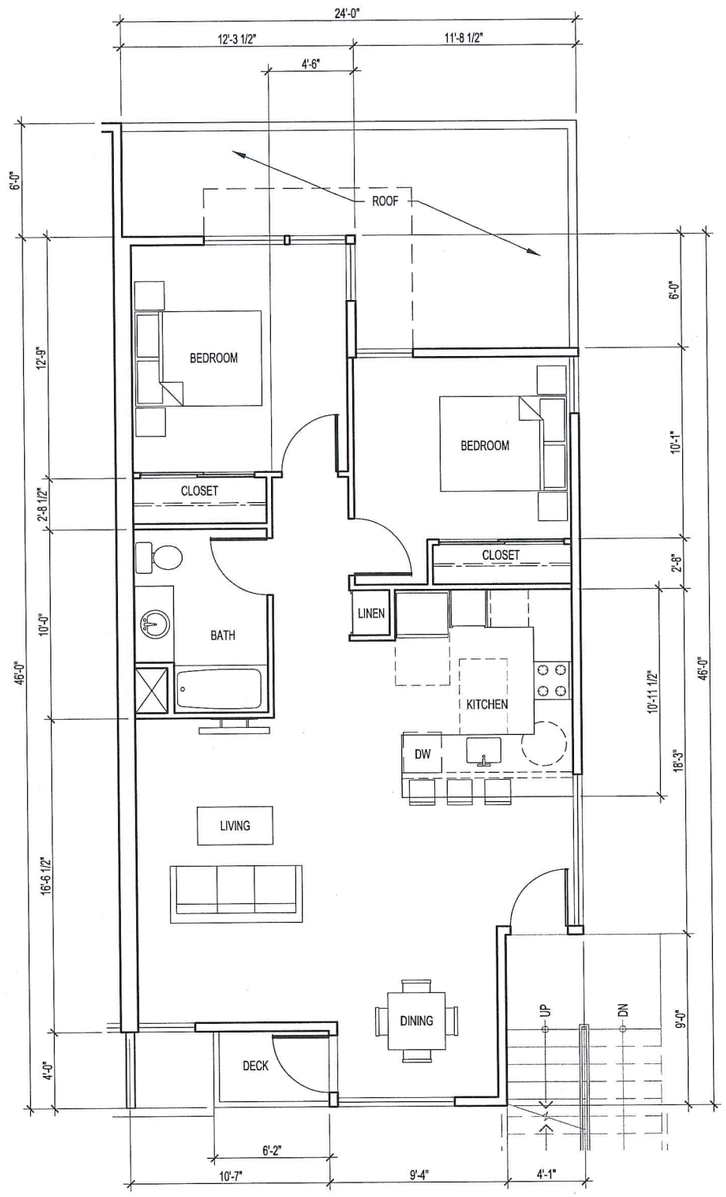
Ashland Family Housing | **Ashland, California**

Resources for Community Development

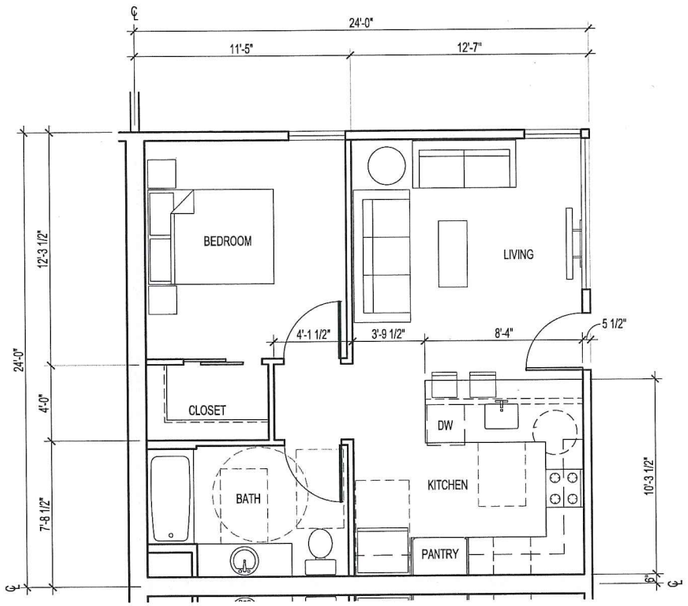
A4.2

KAVA MASSIH ARCHITECTS

920 Grayson Street | Berkeley, CA 94710



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



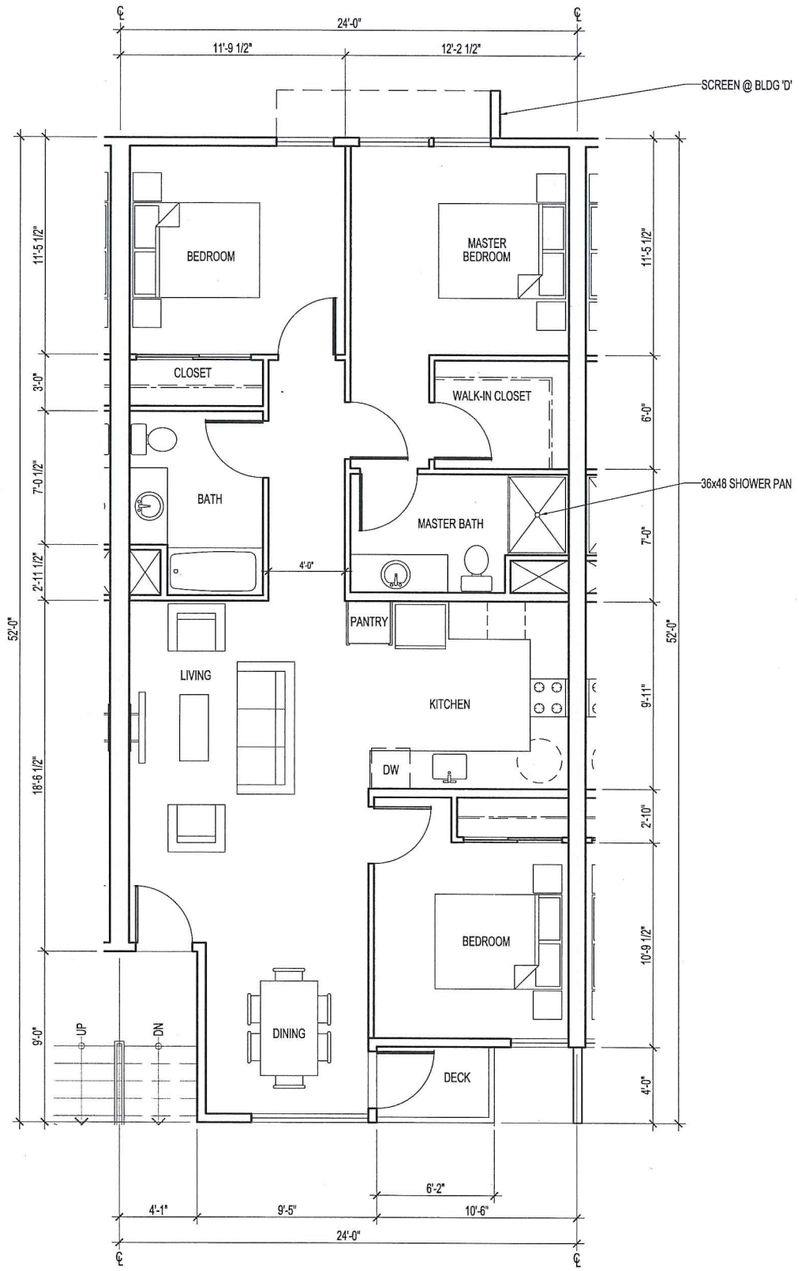
TYP. 1 BEDROOM FLOOR PLAN (576 SQ.FT.) 1
(ADAPTABLE @ 1ST FLOOR)
AS NOTED

BUILDING B, C, D TYPICAL FLOOR PLANS
1/8" = 1'-0" (11x17) 1/4" = 1'-0" (22x34)
NOV 12, 2012

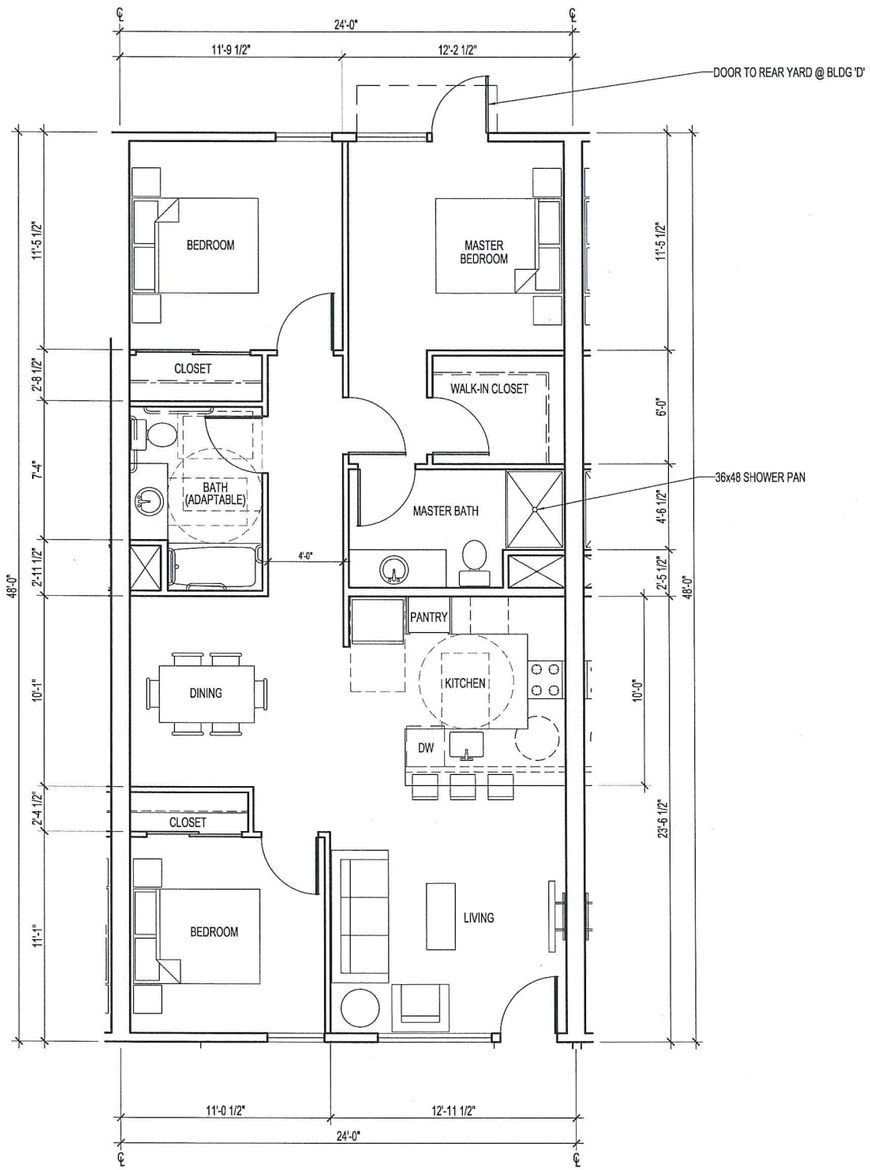
Ashland Family Housing | Ashland, California
Resources for Community Development

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)

NOV 12, 2012

Ashland Family Housing | Ashland, California

Resources for Community Development

A4.4

KAVA MASSIH ARCHITECTS

920 Grayson Street | Berkeley, CA 94710