CITY OF
HAYWARD
HEART OF THE BAY

Planning Commission

October 2, 2014

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CITY OF HAYWARD
777 B STREET, HAYWARD, CA 94541-5007
(510) 583-4205 / www.hayward-ca.gov
LIVE BROADCAST – LOCAL CABLE CHANNEL 15

REVISED AGENDA
HAYWARD PLANNING COMMISSION
THURSDAY, OCTOBER 02, 2014 , AT 7:00 PM
COUNCIL CHAMBERS

MEMBERS OF THE AUDIENCE WISHING TO ADDRESS THE PLANNING COMMISSION:
Obtain a speaker's identification card, fill in the requested information, and give the card to the Commission Secretary. The Secretary will give the card to the Commission Chair who will call on you when the item in which you are interested is being considered. When your name is called, walk to the rostrum, state your name and address for the record and proceed with your comments. The Chair may, at the beginning of the hearing, limit testimony to three (3) minutes per individual and five (5) minutes per an individual representing a group of citizens for organization. Speakers are expected to honor the allotted time.

ROLL CALL

SALUTE TO FLAG

PUBLIC COMMENT: (The PUBLIC COMMENTS section provides an opportunity to address the Planning Commission on items not listed on the agenda. The Commission welcomes your comments and requests that speakers present their remarks in a respectful manner, within established time limits and focus on issues which directly affect the City or are within the jurisdiction of the City. As the Commission is prohibited by State law from discussing items not listed on the agenda, your item will be taken under consideration and may be referred to staff for further action).

ACTION ITEMS: (The Commission will permit comment as each item is called for Public Hearing. Please submit a speaker card to the Secretary if you wish to speak on a public hearing item).

***PUBLIC HEARING*:** For agenda item No. 1, the decision of the Planning Commission is final unless appealed. The appeal period is 10 days from the date of the decision. If appealed, a public hearing will be scheduled before the City Council for final decision. For agenda item No. 2, the Planning Commission may make a recommendation to the City Council.

1. Request for Approval of Tentative Tract Map No. 8058, a Five-Lot Subdivision on an approximately 1.15-acre site located between Hayward Boulevard and Hillcrest Avenue, approximately 500 feet west of Tribune Avenue (Tentative Tract Map Application PL-2010-0379) – The Proposed Project is Categorically Exempt from Environmental Review in Accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15332, In-Fill Development. Ron Esau (Applicant & Owner)

   Agenda Report

Assistance will be provided to persons requiring accommodations for disabilities in compliance with the Americans with Disabilities Act of 1990. Persons needing accommodation should contact Sonja Dal Bianco 48 hours in advance of the meeting at (510) 583-4204, or by using the TDD line for those with speech and hearing disabilities at (510) 247-3340.

Attachment I - Findings for Approval
Attachment II - Conditions of Approval
Attachment III - Notice of Exemption
Attachment IV - Area and Zoning Map
Attachment V - Tentative Tract Map 8058

2. Request for adoption of a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program and approval of a Zone Change (Application No. PL-2014-0083) from Medium Density Residential to Planned Development and Vesting Tentative Tract Map 8172 (Application No. PL-2014-0084) associated with the subdivision and construction of 25 single-family detached homes, 10 attached homes and common areas on a 2.94-acre site bounded by Eden Avenue, Saklan Road and Montevina Way. Doug Rich of Valley Oak Partners (Applicant) Sandra Gudiel, Fernando Ramirez and Tatsumi Hirakawa (Owners)

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COMMISSION REPORTS:

3. Oral Report on Planning and Zoning Matters

4. Commissioners' Announcements, Referrals

APPROVAL OF MINUTES

5. **June 26, 2014**
July 24, 2014
September 18, 2014

ADJOURNMENT

PLEASE TAKE NOTICE that if you file a lawsuit challenging any final decision on any public hearing item listed in this agenda, the issues in the lawsuit may be limited to the issues which were raised at the City's public hearing or presented in writing to the City Clerk at or before the public hearing. **PLEASE TAKE FURTHER NOTICE** that the City Council has adopted Resolution No. 87-181 C.S., which imposes the 90 day deadline set forth in Code of Civil Procedure section 1094.6 for filing of any lawsuit challenging final action on an agenda item which is subject to Code of Civil Procedure section 1094.5.

NOTE: Materials related to an item on this agenda submitted to the Planning Commission after distribution of the agenda packet are available for public inspection in the Permit Center, first floor at the above address. Copies of staff reports for agenda items are available from the Commission Secretary and on the City's website the Friday before the meeting.

CITY OF
HAYWARD
HEART OF THE BAY

DATE: October 2, 2014

TO: Planning Commission

FROM: John Nguyen, Development Review Engineer

SUBJECT: Request for Approval of Tentative Tract Map No. 8058, a Five-Lot Subdivision on an approximately 1.15- acre site located between Hayward Boulevard and Hillcrest Avenue, approximately 500 feet west of Tribune Avenue (Tentative Tract Map Application PL-2010-0379) – The Proposed Project is Categorically Exempt from Environmental Review in Accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15332, In-Fill Development. Ron Esau (Applicant & Owner)

RECOMMENDATION

That the Planning Commission finds that the project is categorically exempt from the California Environmental Quality Act (CEQA), and approves the Tentative Tract Map 8058, a five-lot subdivision to accommodate five detached single-family homes that are to be built in the near future, subject to the attached Findings (Attachment I) and Conditions of Approval (Attachment II).

SUMMARY AND BACKGROUND

This proposal is supported by staff because the proposed five-lot subdivision is consistent with the General Plan and Zoning designation for this site of Single Family Residential with Special Lot Standards combining District RSB6 (Minimum lot size of 6000 square feet). The applicant requests to have a subdivision processed for approval at this time. The applicant is required to submit a Site Plan Review (SPR) application for the entire project site or an individual SPR per lot for approval prior to the submittal of a building permit application.

The project site is located within an existing single-family residential neighborhood that includes a mix of one-and two-story single-family residential homes, new and old dwelling units, and large and small lots. No one architectural style is dominant in this neighborhood.

DISCUSSION AND STAFF ANALYSIS

All five lots are proposed to be at least 9,950 square feet or larger in size, which exceeds the Single Family Residential/B6 zoning standards that require new lots to be at least 6,000 square feet in size.

Project Description - The project site is located within an existing single-family residential neighborhood that includes a mix of one-and two-story single-family residential homes, new and old dwelling units, and large and small lots. No one architectural style is dominant in this neighborhood. The project proponent proposes to subdivide the existing 1.15-acre vacant property into five parcels for future detached single family homes. The project site is bounded by Hillcrest Avenue and Hayward Boulevard, approximately 500 feet west of Tribune Avenue. Two homes will have direct access to Hillcrest Avenue and the other three homes will have access to an existing common private drive constructed with Tract 7402 for the adjacent development that connects Tribune Avenue and Hayward Boulevard.

The applicant is required to submit a Site Plan Review (SPR) application for development of homes on the entire project site or an individual SPR for each home for approval prior to the submittal of a building permit application.

Community Facilities District- As a standard condition of approval and related to adopted City Council policy, the City requires developers to pay the cost of providing public safety services to the proposed project through the formation of, or annexation to, a Community Facilities District (CFD), should the project generate the need for additional public safety services. This will require the project developer to post an initial deposit of $20,000 with the City prior to or concurrently with the submittal of the final subdivision map and improvement plans, to offset the City's cost of analyzing the project's need for additional public safety services. If the analysis determines that the project creates a need for additional public safety services warranting the formation of, or annexation to, a Community Facilities District, the project developer is required to pay all costs of formation of, or annexation to, the district, which costs may be paid from the developer's deposit to the extent that funds remain after payment of the City's costs of analysis as described above.

Inclusionary Housing Ordinance- The City's Interim Relief Inclusionary Housing Ordinance applies to projects of 20 or more "for sale" dwelling units. Since the project is below that threshold, compliance with the ordinance is not required.

Parkland Dedication- The City, in conjunction with the Hayward Area Recreation and Park District (HARD), requires the applicant pay in-lieu fees for future park facilities or amenities within this part of the City. The current fee for single-family detached homes is $11,953 per dwelling unit. The development shall be subject to the in-lieu park fee in effect at the time a building permit is issued for each home.

Tentative Tract Map 8058 - A tentative tract map is being processed with this request to create individual parcels of land for each residential unit. If the tentative map is approved, a final map will be processed and recorded, allowing each lot to be sold separately. The developer will have

three years to submit the required Final Map and improvement plans with supporting documents to the City for review and approval prior to recording the final map.

Frontage improvements such as Portland Cement Concrete curb, gutter and sidewalk will be installed along Hillcrest Avenue and Hayward Boulevard. The existing utilities in the project vicinity, including sanitary sewer, water and storm drain systems, have sufficient capacity to adequately serve the proposed development. On-site sewer and water utilities will be installed within the public utility easement and connected to existing utilities in Hayward Boulevard. As mentioned in the *Project Description* section, the project proponent is required to submit a Site Plan Review (SPR) application for development of homes on the entire project site or an individual SPR for each home for approval prior to the submittal of a building permit application. The design of these homes shall comply with the City's Hillside Design Guidelines and Urban Wildland Interface Guidelines.

The project will be annexed into the existing Homeowners' Association (HOA) formed for the adjacent Tract 7402. The Conditions, Covenants, and Restrictions (CC&R's) and by-laws will be amended to accommodate this development. Article 14 of the CC&R's for Tract 7402 allows for annexation of subsequent development phases. The HOA will be responsible for maintaining all common private streets, private street lights, private utilities, and other privately owned common areas and facilities on the site, including, but not limited to, cleanwater treatment facilities, landscaping, preservation and replacement of trees, as well as decorative paving. For any necessary repairs performed by the City in locations under the on-site decorative paved areas, the replacement cost shall be borne by the HOA. The common area landscaping includes all areas except the private yards. The CC&R's will also contain a standard condition that if the HOA fails to maintain the common areas, private streets, lights and utilities, the City of Hayward will have the right to enter the subdivision and perform the necessary work to maintain these areas and lien the properties for their proportionate share of the costs.

Findings for the Tentative Tract Map - In order for a Tentative Tract Map to be approved, the Planning Commission must make the following findings. Staff's responses to the findings are below

1. The approval of Tentative Map Tract 8058, as conditioned, will have no significant impact on the environment, cumulative or otherwise, and the project reflects the City's independent judgment and is categorically exempt from CEQA review pursuant to Section 15332 In-Fill Development, Class 32.
2. The tentative tract map substantially conforms to the State Subdivision Map Act, the City's Subdivision Regulations, the General Plan, and the City of Hayward Zoning Ordinance.
3. The site is physically suitable for the type of development upon the completion of recommendations by the project Geotechnical Engineer. Geotechnical Engineering, Inc. recommends that houses and retaining walls are to be designed and constructed on drilled concrete piers and grade beam foundations extending into underlying competent rock strata that is approximately eight feet beneath the ground surface.
4. Upon completion of the proposed improvements, the streets and utilities would be adequate to serve the project.

5. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.
6. The design of the subdivision and the proposed improvements are not likely to cause serious public health problems.
7. None of the findings set forth in the Subdivision Map Act Section 66474 for denial of a tentative map have been made.

ENVIRONMENTAL REVIEW

It has been determined that the project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA). Pursuant to the CEQA Guidelines Section 15332 – In-Fill Development Project (Class 32), which has been determined by the California Secretary for Resources to **not** have significant environmental effects. The following criteria must be met in order to apply this CEQA exemption:

1. The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
2. The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
3. The project site has no value, as habitat for endangered, rare or threatened species.
4. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
5. The site can be adequately served by all required utilities and public services.

PUBLIC CONTACT

When the application was first received, notice was sent to all property owners within a 300-foot radius of the project site indicating the City had received an application for development on this site and informing of a preliminary meeting that would be held to provide the public an opportunity to review and comment on the project. The first meeting was held on November 18, 2010. Several neighborhood residents attended this meeting with one resident expressing concerns related to maintaining privacy associated with a new two-story home adjacent to his property. The applicant indicated that this situation will be addressed in the SPR application. Two neighbors expressed concerns about the potential traffic issues that may result due to additional homes, stating that the existing traffic conditions along Hayward Boulevard were already hazardous due to excessive speed. In order to address vehicular ingress/egress into the site, the existing median on Hayward Boulevard was modified to prevent left-turn movements across the downhill lane onto the site from Hayward Boulevard. The main points of access to the site are from Tribune Avenue and Hayward Boulevard in the westbound direction.

Due to a notification error, a second preliminary meeting was held on Thursday, December 9, 2010; no neighborhood residents attended this meeting. However, staff received an e-mail from a resident objecting to the project based upon privacy and traffic concerns. The former Transportation Manager had reviewed and concluded that any traffic impact associated with this development will not create a significant impact to the surrounding neighborhood.

The Notice of this Public Hearing was published in *The Daily Review* on September 20, 2014, and individual Notice was mailed to property owners and occupants within 300 feet of the subject site on September 19, 2014. On September 23, 2014, two property owners came to the Permit Center in City Hall to review the proposed tentative tract map and inquired about how Hillcrest Avenue and Hayward Boulevard will be improved. Staff indicated that Portland Cement Concrete curb, gutter and sidewalk will be installed along Hillcrest Avenue and Hayward Boulevard. Existing overhead wires will be place underground and gas line will be extended in Hillcrest Avenue.

NEXT STEPS

The Planning Commission's decision begins a 10-day appeal period. If there is no appeal filed or call-up by Council member within this time period, and assuming the Commission approves the project, the applicant will work toward complying with the conditions of approval to allow approval of a site plan review application, approval of improvement plans and final map and ultimately allow for issuance of building permits and construction of the project.

Prepared by: John P. Nguyen, P.E., Development Review Engineer

Reviewed by:

_____

Sara Buizer, AICP
Planning Manager

Approved by:

_____

David Rizk, AICP
Development Services Director

Attachments:

Attachment I	Recommended Findings for Approval
Attachment II	Recommended Conditions of Approval
Attachment III	Notice of Exemption – Form D
Attachment IV	Area and Zoning Map

Attachment V Tentative Tract Map 8058

ATTACHMENT I

FINDINGS FOR APPROVAL

October 2, 2014

Tentative Tract Map 8058 - PL-2010-0379

Request to create a Five-Lot subdivision for five detached single family dwellings – Property is approximately 1.15 acre in site located between Hayward Boulevard and Hillcrest Avenue, adjacent to Tract 7402, in a Single Family Residential B6 (RSB6) District - APN 81D-1655-008-02. Ron Esau (Applicant/Owner) -

Findings for Approval – California Environmental Quality Act:

This project in accordance with the California Environmental Quality Act (CEQA) falls within one of many classes of projects which have been determined by the Secretary for Resources to **not** have significant environmental effects (CEQA Guidelines, Section 15354), and is categorically exempt pursuant to CEQA Guidelines Section 15332 – In-Fill Development Projects (Class 32).

1. The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
2. The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
3. The project site has no value, as habitat for endangered, rare or threatened species.
4. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
5. The site can be adequately served by all required utilities and public services.

Findings for Approval - Vesting Tentative Tract Map:

1. The approval of Tentative Map Tract 8058, as conditioned, will have no significant impact on the environment, cumulative or otherwise, and is categorically exempt from CEQA review pursuant to Section 15332 In-Fill Development, Class 32.
2. The tentative tract map substantially conforms to the State Subdivision Map Act, the City's Subdivision Regulations, the General Plan, and the City of Hayward Zoning Ordinance.
3. That the site is physically suitable for the type of development upon the completion of recommendations by the project Geotechnical Engineer.
4. Upon completion of the proposed improvements, the streets and utilities would be adequate to serve the project.
5. That the design of the subdivision and the proposed improvements are **not** likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.
6. That the design of the subdivision and the proposed improvements are **not** likely to cause serious public health problems.
7. That none of the findings set forth in the Subdivision Map Act Section 66474 for denial of a tentative map have been made.

CONDITIONS OF APPROVAL

October 2, 2014

TENTATIVE TRACT MAP 8058 [PL-2010-0379]
To subdivide an approximately 1.15 acre site into five parcels
For future construct of five detached single-family residential homes
Ron Esau – Applicant and Developer/Subdivider

The developer/subdivider shall assume the defense of and shall pay on behalf of and hold harmless the City, its officers, employees, volunteers and agents from and against any or all loss, liability, expense, claim costs, suits and damages of every kind, nature and description directly or indirectly arising from the performance and action of this permit.

Upon approval, the applicant shall submit Mylars of Tentative Tract Map 8058, including these conditions of approval, on a full-size sheet for recordation and distribution.

SITE PLAN REVIEW SUMITTAL

1. Site Plan Review Application shall be submitted to the City for review and approval prior to the submittal of a building permit application.

2. The Site Plan Review shall include, but not be limited to, the following:

   a) The design of these homes shall comply with the City's Hillside Design Guidelines and Urban Wildland Interface Guildlines.

   b) The design of these homes shall incorporate Green Building Components of the latest State Green Building and Energy Codes.

   c) A copy of these conditions of approval shall be included on a full-sized sheet(s) in the plan set.

   d) Details of address numbers shall be provided. Address number shall be decorative. Building addresses shall be minimum 4-inch self-illuminated or 6-inch on contrasting background. Address numbers shall be installed so as to be visible from the street.

   e) Details of fencing and fencing locations. The pavement for the proposed common private drive for Lots 3, 4 and 5 shall be enhanced by the use of decorative pavement materials such as colored, stamped concrete (bomanite or equal), brick, concrete interlocking pavers or other approved materials.

   f) A final lighting plan prepared by a qualified illumination engineer shall be included to show exterior lighting design. Exterior lighting shall be erected and maintained so that adequate lighting is provided along the private street. The Planning Director shall approve the design and location of lighting fixtures, which shall reflect the architectural style of the building(s). Exterior lighting shall be shielded and deflected away from neighboring properties and from windows of houses within the project.

g) All retaining walls shall be constructed with decorative reinforced concrete. The exposed face of any retaining wall shall not exceed 6 feet from ground to top of wall.

h) All air conditioners and utility connections for air conditioners shall be located such that all external equipment is located behind solid board fences or walls not to exceed the height of the air conditioner unless otherwise approved by the Planning Director. Infrastructure for air conditioning systems is required to be installed as a standard feature.

i) An area within each garage for individual garbage and recycling receptacles shall be provided and shall be clear of the required area for two cars.

j) A final color and materials board shall be submitted to the Planning Director for review and approval. No changes to colors shall be made after construction unless approved by the Planning Director.

k) All above-ground utility meters, mechanical equipment and water meters shall be enclosed within the buildings or shall be screened with shrubs and/or an architectural screen, to be approved by the Planning Director.

l) No mechanical equipment, other than solar panels, shall be placed on the roof unless it is completely screened from view by the proposed roof structure. All roof vents shall be shown on roof plans and elevations. Vent piping shall not extend higher than required by Building Code. Roof apparatus, such as vents, shall be painted to match the roof color.

m) All decorative window treatments shall be extended to all elevations.

n) All rear and side entries shall be protected by roofs with rooflines to match the pitch of roof.

3. Any proposal for alterations to the proposed site plan and/or design which does not require a variance to any zoning ordinance standard must be approved by the Development Services Director or his/her designee, prior to implementation.

4. All final exterior building finishes, paint colors and other architectural details shall be reviewed and approved by the Planning Division, to be in accordance with the City of Hayward's Design Guidelines, prior to issuance of a building permit for the project.

PRIOR TO SUBMITTAL OF SUBDIVISION IMPROVEMENT PLANS AND FINAL MAP

5. In conjunction with the Site Plan Review, Developer/Subdivider shall submit subdivision improvement plans and final map application for the entire project. Said improvement plans and final map shall meet all City standards and submittal requirements. The following information shall be submitted with or in conjunction with improvement plans and final map. The City reserves the right to include more detailed conditions of approval regarding required infrastructure based on these more detailed plans.

6. Unless otherwise stated, all necessary easements shall be dedicated, and all improvements shall be designed and installed at no cost to the City of Hayward.

7. Unless indicated otherwise, the design for development shall comply with the following:

a. All improvements shall be designed and constructed in accordance with the City of Hayward Municipal Code – Chapter 10, Articles 1 and 3, and Standard Specifications and Details.

b. All construction shall meet the California Building Codes (CBC) and all applicable City of Hayward Building Codes and amendments.

c. Design and construction of all pertinent life safety and fire protection systems shall meet the California Fire Code and all applicable City of Hayward Fire Codes and amendments.

8. A Registered Civil Engineer shall prepare all Civil Engineering improvement plans; a Licensed Architect shall prepare all architectural plans; and a Licensed Landscape Architect shall prepare all landscape unless otherwise indicated herein.

SUBDIVISION IMPROVEMENT PLANS

9. Improvement plans shall be submitted to the City Engineer for review and approval. Subject plans shall, in addition to the standard improvements, incorporate the following special design requirements:

Hillcrest Avenue

10. Hillcrest Avenue shall be designed and reconstructed with 24' curb to curb width and 4' PCC sidewalk on the project side.

11. Street alignment shall conform to the precise plan line, City File H-551. Dedicate the necessary street right-of-way along Hillcrest Avenue to accommodate the street alignment per the precise plan line, City File H-551.

12. Curb, gutter and conform paving shall be constructed across the entire project frontage. Trees along the street frontage shall be protected in place and shall remain unless removal is authorized by the City Landscape Architect.

13. New Standard L.E.D. street lights shall be installed along the street frontage. The design and location shall be approved by the City Engineer.

14. Existing overhead utilities along the projects side of Hillcrest Avenue shall be undergrounded.

Hayward Boulevard

15. Curb, gutter, sidewalk and conform paving shall be constructed across the entire project frontage. Trees along the street frontage shall be protected in place and shall remain unless removal is authorized by the City Landscape Architect. The existing joint trench in Hayward Boulevard shall be extended along the project frontage.

16. New Standard L.E.D. street lights shall be installed on Hayward Boulevard. The design and location shall be approved by the City Engineer.

Private Driveway

17. The private drive shall be a minimum of 20-foot curb to curb width to allow for two travel lanes, and designed with standard PCC curb and gutter.

18. The private driveway shall be designated as a fire lane and no parking will be allowed. Curbs shall be painted red and fire lane signage installed every 100 linear feet. Installation of red-curbing and signs shall meet Fire Department and City Engineer standards.

19. Lighting shall be installed along the entire length of the private drive. Poles and fixtures will be owned and maintained by the HOA and shall have a decorative design approved by the Planning Director.

20. Two driveways on Hillcrest Avenue shall be designed using City Standard SD-109. Driveways shall be a minimum of 20 feet deep measuring from the property line.

21. Address monument sign shall be installed at the intersection of Tribune Avenue and common private drive constructed under Tract 7402 to facility emergency access when needed.

Storm Drain System and Cleanwater Treatment Facilities

22. The following items shall be completed and submitted with the improvement and/or grading plans:

    a) Hydromodification Management Worksheet
    b) Infiltration/Rainwater Harvesting and Use Feasibility Screening Worksheet
    c) Development and Building Application Information Impervious Surface Form
    d) Project Applicant Checklist of Stormwater Requirements for Development Projects
    e) C.3 and C.6 Data Collection Form
    f) Numeric Sizing Criteria used for stormwater treatment (Calculations).

23. The design of a bioretention treatment area shall use a Bioretention Soil Mix (BSM) per attachment L of the C.3 Technical Guidance dated May 14, 2013, with a minimum infiltration rate of 5 inches per hour. Submit concurrently with Improvement Plans treatment plan and calculations to show that all disturbed areas are treated.

24. All storm drain inlets must be labeled “No Dumping – Drains to Bay” using City approved methods

25. Storm Water Pollution Prevention Plan (SWPPP) shall be submitted to the City for review and approval by the City Engineer. All reports such as Soil Report, SWPPP, and SWMP are to be submitted in bound form. The Soil Report and SWMP shall be wet-stamped and signed by the engineer. The certification page of the SWPPP shall be signed by a Qualified SWPPP Developer (QSD) person who prepared the report. Documents that are clipped or stapled shall not be accepted.

26. A copy of the Notice of Intent (NOI) from the State Water Resources Control Board shall be provided to the City prior to the start of grading.

27. The developer is responsible for ensuring that all contractors are aware of all storm water quality measures and implement such measures. Failure to comply with the approved construction BMPs will result in the issuance of correction notices, citations or a project stop work order.

28. The developer shall enter into the City's standard "Stormwater Treatment Measures Maintenance Agreement" (as prepared by the City of Hayward and is available in the Public Works - Engineering and Transportation Department); the Maintenance Agreement shall be recorded with the Alameda County Recorder's Office to ensure that the maintenance is bound to the property in perpetuity.

29. All on-site storm drains shall be a private system owned and maintained by the HOA.

30. The Hydrology and Hydraulics Criteria Summary, Alameda County Flood Control and Water Conservation District, latest edition shall be used to determine storm drainage runoff. A detailed grading and drainage plan with supporting calculations and a completed Drainage Review Checklist shall be approved by the Alameda County Flood Control and the City Engineer. The hydrology study shall substantiate that there will be no net increase in the quantity of runoff from the site versus the flow rate derived from the original design of downstream facilities. If there is augmented runoff, off-site and/or on-site mitigation measures will be necessary.

31. The project shall not block runoff from, or augment runoff to, adjacent properties. The drainage area map developed for the hydrology design shall clearly indicate the entire areas tributary to the project area. The developer is required to mitigate augmented runoffs with off-site and/or on-site improvements.

32. The project plan measures shall also include erosion control measures to prevent soil, dirt, debris and contaminated materials from entering the storm drain system, in accordance with the regulations outlined in the *ABAG Erosion and Sediment Control Handbook*.

<u>Sanitary Sewer System</u>

33. Sanitary sewer service is available from the City, subject to standard conditions and fees in effect at the time of application.

34. Each dwelling unit shall have an individual sanitary sewer lateral. The sanitary sewer laterals shall have cleanouts and be constructed per City Standard Detail SD-312.

35. The development's sanitary sewer mains and manholes shall be private, owned and maintained by the development HOA.

36. All sewer mains and appurtenances shall be constructed in accordance to the City's "Specifications for the Construction of Sewer Mains and Appurtenances (12" Diameter or Less)," latest revision at the time of permit approval (Specification is available on the City's website at: http://user.govoutreach.com/hayward.faq.php?cid=11188.) Sewer cleanouts shall be installed on each sewer lateral at the connection with the building drain, at any change in alignment, and at uniform intervals not to exceed100 feet. Manholes shall be installed in the sewer main at any change in direction or grade, at intervals not to exceed 400 feet, and at the upstream end of the pipeline.

37. The current Sanitary Sewer Connection fee for a single-family residential unit is $7,700 per unit. Sewer Connection fees are due and payable prior to final inspection.

38. The two proposed 4-inch sewer laterals for lots 1 and 2 shall connect to a 6" shared sewer lateral and inside-drop manhole per City Standard Detail SD-306. The slope of the shared 6-inch sewer shall have a maximum slope no greater than 19%. On the steep slope, the sewer lateral will need to have restrained joints and include collar anchors/trench plugs to prevent movement and erosion.

Water System

39. Water service is available from the City of Hayward, subject to standard conditions and fees in effect at the time of application for water service.

40. Each dwelling unit shall have an individual domestic radio read water meter.

41. All water mains and fire hydrants shall be constructed in accordance with the City's "Specifications for the Construction of Water Mains (12" Diameter or Less) and Fire Hydrants," latest revision at the time of permit approval. (Specification is available on the City's website at: http://user.govoutreach.com/hayward.faq.php?cid=11188.)

42. Fire hydrants shall be modified double steamer type which shall be installed per City standards. Crash post protection may be required for the fire hydrant if it is installed in an unprotected area susceptible to potential vehicular impact.

43. Fire flow requirements for this development shall be 1,500 gallons per minute at 20 psi for a two-hour duration.

44. All water services from existing water mains shall be installed by City Water Distribution Personnel at the applicant's/developer's expense. The developer may only construct new services in conjunction with their construction of new water mains, if any.

45. Each dwelling unit shall have an individual domestic water meter. Residential combined domestic and fire services are allowed, per City Standard SD-216. The minimum size for a residential fire service connection is 1" and the maximum size for combined services is 2". If the fire demand exceeds 160 GPM, a separate fire service will be required. Note that, per CBC 2010 R313, flow-through or multipurpose systems may not require a backflow device.

46. Currently, the cost for the installation of a new 1" single-family residential water meter and service line is $11,806 ($3,500 installation fee +$8,106 facilities fee + $200 radio read fee).

47. Water meters and services to be located a minimum of two feet from top of driveway flare as per City Standard Details SD-213 thru SD-218. Because the Proposed Private Drive is a dead-end roadway, the water meters for lots 3, 4 and 5 will need to be located near southeast end of the Proposed Private Drive.

48. The existing 8-inch water main line stub out that was installed for future use during the construction of Tract 7413 shall either be abandoned or terminated at a fire hydrant.

49. Water mains and services, including the meters, must be located at least 10 feet horizontally from and one-foot vertically above any parallel pipeline conveying untreated sewage (including sanitary sewer laterals), and at least six feet from and on foot vertically above any parallel pipeline conveying storm drainage, per the current California Waterworks Standards, Title 22, Chapter 16, Section 64572. The minimum horizontal separation distances can be reduced by using higher grade piping materials.

Solid Waste

Applicants must comply with City standards to obtain building permits, as follows:

50. Residential Collection of Garbage and Recyclables: Residents are required to place their garbage, recycling, and organics carts at the curb for weekly collection service by contracted service providers

    a. The standard type of garbage, recycling, and organics containers are (1) 32-gallon cart for Garbage, (1) 64-gallon cart for Recycling, and (1) 64-gallon cart for Organics.

    b. The total space required for the standard service is approximately 3 feet by 9 feet. Sufficient space should be allocated in the garage to allow residents to keep the containers inside. Alternatively, the containers may be kept in a side yard behind a fence. Trash and recycle containers shall be stored out of public view on non-pickup days.

    c. Residents shall not place carts at the curb any earlier than 6:00 a.m. the day before scheduled collection, and are required to retrieve them no later than midnight the days the carts are emptied. (Hayward Municipal Code Section 5-1.15).

51. Requirements for Recycling Construction & Demolition Debris: City regulations require that applicants for all construction, demolition, and/or renovation projects, in excess of $75,000 (or combination of projects at the same address with a cumulative value in excess of $75,000) must recycle all asphalt and concrete and all other materials generated from the project. Applicants must complete the *Construction & Demolition Debris Recycling Statement*, a *Construction and Demolition Debris Recycling Summary Report*, and weigh tags for all materials disposed during the entire term of the project, and obtain signature approval from the City's Solid Waste Manager prior to any off haul of construction and demolition debris from the project site.

Other Utilities

52. All utility services shall be "underground service" designed and installed in accordance with the Pacific Gas and Electric Company, SBC and Comcast regulations. Transformers, and switch gear cabinets, shall be placed underground unless otherwise approved by the Planning Director and the City Engineer. Underground utility plans must be submitted for City approval prior to installation.

53. The joint trench for the homes must be placed so as not to conflict with the installation of required street trees and landscaping.

54. The developer shall provide and install the appropriate facilities, conduit, junction boxes, etc., to allow for installation of a fiber optic network within the subdivision.

Fire Protection - Project Site Requirements

55. The private street and private driveway shall be designed and engineered to withstand 75,000 lbs. gross vehicle weight of fire apparatus. Such standard is also applicable to pavers or decorative concrete. Design of the public streets and private streets and courts shall meet City of Hayward Fire Department Standards.

56. Due to consideration of actual steep grade of the site, the slope of fire apparatus roads is granted up to 15% by the Hayward Fire Department for this project provided that the road surface shall use Portland cement concrete 6 inches of minimum thickness to address loading and facilitate on site fire operation.

57. The minimum width of fire lane is 20 feet. An unobstructed vertical clearance of not less than 13 feet 6 inches shall be maintained at all time.

58. Fire lane of 20 to 26 feet wide shall be posted on both sides as a fire lane. “No Parking” sign shall meet the City of Hayward Fire Department fire lane requirements.

59. Lot 1 and Lot 2 shall have addresses on Hillcrest Avenue.

60. Addressing of the buildings shall be in compliance with the Hayward Fire Department requirements. All buildings shall have a minimum 4 inch self-illuminated address installed on the front of the building so as to be visible from the street.

61. Submit for proper building permits for the construction of the building to the Building Department. All building construction shall meet the requirements of the California Residential Code.

62. The building is located within the City of Hayward Wildland/Urban Interface Area, and shall meet the construction requirements as stated in the City of Hayward Hillside Design and Urban/Wildland Interface Guidelines, which includes Class A roofing materials and exterior non-combustible siding materials (stucco), double-pane windows. Do not use wood shake or treated wood shake roofs. The building construction shall comply with the requirements contained in the 2013 California Residential Code Section R327.

63. Within ten feet of a structure, construct fences with an open wire mesh or non-combustible material to prevent fire from spreading to the structure.

64. Provide spark arrestors with1/4” metal mesh screens on all chimneys. Homeowners should inspect spark arrestors every year to ensure mesh screen integrity.

65. Restrict outdoor storage of firewood, kindling, or compost material within 30 feet of any structure, unless the material is stored in an approved bin or enclosure.

66. Locate chimney at least ten feet away from existing tree canopies.

67. Enclose all roof eaves with minimum required attic vents covered with metal mesh in accordance with 2013 California Residential Code Section R327. The dimensions of mesh openings shall be a minimum 1/16-inch and shall not exceed 1/8-inch.

68. Buildings are required to install fire sprinkler systems in accordance with NFPA 13D. Additional fire sprinkler protection is required in attics, garages, under decks, crawl spaces, patios, porches and foyers. A separate fire permit is required for the fire sprinkler system installation. A State Licensed C-16 Fire Sprinkler Contractor shall be responsible for the fire sprinkler system installation.

69. When a flow switch is not installed on the riser of a flow thru sprinkler system, smoke alarms shall be interconnected to sound an audible alarm in all sleeping areas within the dwelling unit.

70. A static pressure of 80 PSI should be used in the design when a water test data indicates a higher pressure and the residual pressure should be adjusted accordingly.

71. Underground fire service line serving NFPA 13D sprinkler systems shall be installed in accordance with the City of Hayward Standards. Water meters shall be minimum one-inch in diameter.

72. An interior audible alarm device shall be installed within the dwelling in a location so as to be heard throughout the home with bedroom doors close. The device shall activate upon any fire sprinkler system water flow activity

73. All bedrooms and hallway areas shall be equipped with smoke detectors, hard-wired with battery backup. Installation shall conform to the California Building Code (CBC).

74. CO detectors should be placed near the sleeping area on a wall about 5 feet above the floor. The detector may be placed on the ceiling. Each floor needs a separate detector.

75. All proposed surface-mounted hardware (fire hydrants, electroliers, etc.) along the proposed streets shall be located outside of the sidewalk within the proposed Public Utility Easement in accordance with the requirements of the City Engineer or, where applicable, the Fire Chief.

76. All utilities shall be designed in accordance with the requirements of the City of Hayward and applicable public agency standards.

Hazardous Materials Requirements

77. Prior to issuance of Building or Grading Permits, a final clearance shall be obtained from either the California Regional Water Quality Control Board or the Department of Toxic Substance Control and submitted to the Hayward Fire Department. The clearance certificate will ensure that the property meets investigation and cleanup standards for residential development. Allowance may be granted for some grading activities, if necessary, to ensure environmental clearances.

78. Prior to grading, structures and their contents shall be removed or demolished under permit in an environmentally sensitive manner. Proper evaluation, analysis and disposal of materials shall be done by appropriate professional(s) to ensure that hazards posed to development construction workers, neighbors, the environment, future residents and other persons are mitigated. All hazardous materials and hazardous waste must be properly managed and disposed of in accordance with state, federal and local regulations.

79. Any wells, septic tank systems and other subsurface structures - including hydraulic lifts for elevators - shall be removed properly in order not to pose a threat to the development, construction workers, future residents or the environment. Notification shall be made to the Hayward Fire Department at least 24 hours prior to removal. Removal of these structures shall be documented and done under permit, as required by law.

80. The Hayward Fire Department's Hazardous Materials Office shall be notified immediately at (510) 583-4910 if hazardous materials are discovered during demolition or during grading. These shall include, but shall not be limited to, actual/suspected hazardous materials, underground tanks, vessels that contain or may have contained hazardous materials.

81. During construction, hazardous materials used and hazardous waste generated shall be properly managed and disposed.

Landscaping and Irrigation Plans

82. Prior to the approval of improvement plans, detailed landscape and irrigation plans shall be reviewed and approved by the City and shall be a part of approved improvement plans and the building permit submittal. The plans shall be prepared by a licensed landscape architect on an accurately surveyed base plan and shall comply with the City's Tree Preservation Ordinance, Bay-Friendly Water Efficient Landscape Ordinance, Hayward Environmentally Friendly Landscape Guidelines and Checklist for the landscape professional, and Municipal Codes. Dripline of the existing trees to be saved shall be clearly shown on the plan.

83. Submit updated Arborist Report in concurrent with Landscape and Irrigation plans.

84. Landscaping shall be designed with efficient irrigation to reduce runoff, promote surface infiltration, and minimize the use of fertilizers and pesticides that can contribute to stormwater pollution. Where feasible, as determined by the City Engineer and Landscape Architect, landscaping should be designed and operated to treat stormwater runoff. Landscaping shall also comply with the City's "water efficient landscape ordinance."

85. Street Trees: Provide one 24-inch box street tree per 50 lineal feet in the front yard setback areas or fraction thereof. All trees shall be planted a minimum of 5-foot away from any underground utilities, a minimum of 15 feet from a light pole, and or as otherwise specified by the city. Trees shall be planted according to the City Standard Detail SD-122 and the detail shall be included in the landscape plans.

86. Trees shall be preserved in accordance with the Tree Preservation Ordinance.

87. When appraised value is less than the wholesale value of a 36"-box of the equal species, the wholesale value will be used for mitigation. Tree mitigation shall be done above and beyond the required trees.

88. A separate tree removal permit will be required for all trees that are to be removed prior to issuance of a grading permit.

FINAL MAP

89. Prior to recordation, a proposed Final Tract Map shall be submitted for review by the City. The Final Tract Map shall be presented to the City Council for review and action. The City Council meeting will be scheduled approximately sixty (60) days after the Final Map is deemed technically correct, and Subdivision Improvement Plans with supporting documents, reports and agreements are approved by the City. The executed Final Map shall be returned to the City Public Works Department if Final Map has not been filed in the County Recorder's Office within ninety (90) days from the date of the City Council's approval.

90. Prior to the approval of the final map, all documents that need to be recorded with the final map shall be approved by appropriate department managers and any unpaid invoices or other outstanding charges accrued to the City for the processing of the subdivision application shall be paid.

91. The developer shall pay the costs of providing public safety services to the project should the project generate the need for additional public safety services. The developer may pay either the net present value of such costs prior to issuance of building permits, or the developer may elect to annex into a special tax district formed by the City and pay such costs in the form of an annual special tax. The developer shall post an initial deposit of $20,000 with the City prior to submittal of improvement plans to offset the City's cost of analyzing the cost of public safety services to the property and district formation.

<u>Dedications, Easements and Deed Restrictions</u>

92. The final map shall reflect the following:

    a. Dedication of right-of-way along and Hillcrest Avenue to allow widening of the street to its ultimate width.

    b. Abutter right to Hayward Boulevard shall be relinquished to the City.

    c. Dedication of appropriate private slope easement (No Future Development) along Hayward Boulevard to prohibit any future development.

    d. Dedication of appropriate easements such as Public Utility Easement (PUE), Public Assess Easement (PAE), Water Line Easement (WLE), Sanitary Sewer Easement (SSE), and Emergency Vehicle Access Easement (EVAE) over the private driveway.

    e. Dedicate of appropriate easement to the HOA for the use and maintenance of the Cleanwater Treatment Pond located in the proposed Lot 5.

HOMEOWNER'S ASSOCIATION

93. Pursuant to Article 14 of the Conditions, Covenants and Restrictions (CC&R's) of Homeowner's Association (HOA) formed under Final Map Tract 7402, this development shall be annexed into this existing HOA. The revised CC&R's and by-laws shall be submitted to the City for review and approved to ensure certain conditions of approval are incorporated to the satisfaction of the City.

94. The annexation shall be complete prior to the sale of any individual unit or lot.

95. The revised CC&R's shall include the following provisions:

a. Each owner shall automatically become a member of the HOA and shall be subject to a proportionate share of maintenance expenses.

b. A reserve fund shall be maintained to cover the costs of improvements and landscaping to be maintained by the HOA.

c. The HOA shall be managed and maintained by a professional property management company.

d. The HOA shall own and maintain all common private drive and street, on-site storm drain systems including Cleanwater treatment facilities, and all common amenities.

e. The HOA shall maintain the common area irrigation system and maintain the common area landscaping in a healthy, weed–free condition at all times. The HOA representative(s) shall inspect the landscaping on a monthly basis and any dead or dying plants (plants that exhibit over 30% die-back) shall be replaced within fifteen days of notification to the homeowner. Plants in the common areas shall be replaced within two weeks of the inspection. Trees shall not be severely pruned, topped or pollarded. Any trees that are pruned in this manner shall be replaced with a tree species selected and size determined by the City Landscape Architect, within the timeframe established by the City and pursuant to the Hayward Municipal Code.

f. A provision that if the HOA fails to maintain the decorative walls, landscaping and irrigation in all common areas for which it is responsible so that owners, their families, tenants, or adjacent owners will be impacted in the enjoyment, use or property value of the project, the City shall have the right to enter upon the project and to commence and complete such work as is necessary to maintain the common areas and private streets, after reasonable notice, and lien the properties for their proportionate share of the costs, in accordance with Section 10-3.385 of the Hayward Subdivision Ordinance.

g. A requirement that the building exteriors and fences shall be maintained free of graffiti. The owner's representative shall inspect the premises on a weekly basis and any graffiti shall be removed within 72 hours of inspection or within 72 hours of notification by the City.

h. A tree removal permit is required prior to the removal of any protected tree, in accordance with the City's Tree Preservation Ordinance.

i. The residents shall not use park vehicles, recreational vehicles, camper shells, boats or trailers along common private driveway and street. The HOA shall remove vehicles parked contrary to this provision. The CC&R's shall include authority for the HOA to tow illegally-parked vehicles.

j. Streetlights and pedestrian lighting shall be owned and maintained by the HOA and shall have a decorative design approved by the Planning Director and the City Engineer.

k. Street sweeping of private driveway and street shall be conducted at least once a month.

l. Balconies may not be used for storage and personal items may not be draped over the railings.

m. provisions as to a reasonable time period that the building shall be repainted, the limitations of work (modifications) allowed on the exterior of the buildings, and its power to review changes proposed on a building exterior and its color scheme, and the right of the home owners association to have necessary work done and to place a lien upon the property if maintenance and repair of the unit is not executed within a specified time frame. The premises shall be kept clean.

Agreements

96. The developer shall execute a subdivision agreement and post bonds with the City that shall secure the construction of the public improvements per Section 10-3.332 of the Municipal Code: Security for Installation of Improvements. Insurance shall be provided per the terms of the subdivision agreement.

97. The owner/developer shall prepare a Stormwater Treatment Measures Maintenance Agreement (available in the Public Works - Engineering and Transportation Department). The Maintenance Agreement shall be recorded in concurrence with the final map at the Alameda County Recorder's Office to ensure that the maintenance is bound to the property in perpetuity.

PRIOR TO CONSTRUCTION WITH COMBUSTIBLE MATERIALS

98. Required water system improvements shall be completed and operational prior to the start of combustible construction to the satisfaction of the Fire Chief.

99. A minimum 20-foot-wide all-weather access road, engineered for 75,000 pounds gross vehicle weight, shall be maintained for emergency vehicle access.

DURING CONSTRUCTION

100. The following control measures for construction noise, grading and construction activities shall be adhered to, unless otherwise approved by the Planning Director and or City Engineer:

a. Grading and construction activities shall be limited to the hours 7:00 am to 6:00 pm on weekdays and Saturdays; there shall be no grading or construction activities on Sundays or holidays.

b. Grading and construction equipment shall be properly muffled.

c. Unnecessary idling of grading and construction equipment is prohibited.

d. Stationary noise-generating construction equipment, such as compressors, shall be located as far as practical from occupied residential housing units.

e. Applicant/developer shall designate a "noise disturbance coordinator" who will be responsible for responding to any local complaints about construction noise. Letters shall be mailed to surrounding property owners and residents (within 200 feet of the project boundary) with this information.

f. The developer shall participate in the City's recycling program during construction.

g. Daily clean-up of trash and debris shall occur on Hillcrest Avenue, and Hayward Boulevard, and other neighborhood streets utilized by construction equipment or vehicles making deliveries.

h. The site shall be watered twice daily during site grading and earth removal work, or at other times as may be needed to control dust emissions.

i. All grading and earth removal work shall follow remediation plan requirements, if soil contamination is found to exist on the site.

j. Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites;

k. Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites.

l. Apply (non-toxic) soil stabilizers or hydroseed to inactive construction areas (previously graded areas inactive for 10-days or more).

m. Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.).

n. Gather all construction debris on a regular basis and place them in a dumpster or other container which is emptied or removed on a weekly basis. When appropriate, use tarps on the ground to collect fallen debris or splatters that could contribute to storm water pollution.

o. Remove all dirt, gravel, rubbish, refuse and green waste from the sidewalk, street pavement, and storm drain system adjoining the project site. During wet weather, avoid driving vehicles off paved areas and other outdoor work.

p. Broom sweep the sidewalk and public street pavement adjoining the project site on a daily basis. Caked on mud or dirt shall be scraped from these areas before sweeping.

q. No site grading shall occur during the rainy season, between October 15 and April 15, unless approved erosion control measures are in place.

r. Install filter materials (such as sandbags, filter fabric, etc.) at the storm drain inlet nearest the downstream side of the project site prior to: 1) start of the rainy season; 2) site dewatering activities; or 3) street washing activities; and 4) saw cutting asphalt or concrete, or in order to retain any debris or dirt flowing into the City storm drain system. Filter materials shall be maintained and/or replaced as necessary to ensure effectiveness and prevent street flooding. Dispose of filter particles in the trash.

s. Create a contained and covered area on the site for the storage of bags of cement, paints, flammables, oils, fertilizers, pesticides or any other materials used on the project site that have the potential for being discharged to the storm drain system through being windblown or in the event of a material spill.

t. Never clean machinery, tools, brushes, etc., or rinse containers into a street, gutter, storm drain or stream. See "Building Maintenance/Remodeling" flyer for more information.

u. Ensure that concrete/gunite supply trucks or concrete/plasters finishing operations do not discharge washwater into street gutters or drains.

v. The applicant/developer shall immediately report any soil or water contamination noticed during construction to the City Fire Department Hazardous Materials Division, the Alameda County Department of Health and the Regional Water Quality Control Board.

101. A representative of the soils engineer shall be on the site during grading operations and shall perform such testing as deemed necessary by the City Engineer. The representative of the soils engineer shall observe grading operations with recommended corrective measures given to the contractor and the City Engineer.

102. The minimum soils sampling and testing frequency shall conform to Chapter 8 of the *Caltrans Construction Manual*. The subdivider shall require the soils engineer to daily submit all testing and sampling and reports to the City Engineer.

103. The developer shall be responsible to adhere to all aspects of the Storm Water Pollution Prevention Plan (SWPPP) as approved per conditions of approval above.

104. Construction Administration services shall be provided by the project landscape architect. Services to include:

a. Observation of irrigation system before burying pipes.

b. Observation of plant material upon delivery to the site.

c. Observation of layout and placement of plant material upon delivery to the site.

d. Observation for maintenance period commencement.

e. Observation for final acceptance.

PRIOR TO CONNECTION OF UTILITIES AND ISSUANCE OF CERTIFICATES OF OCCUPANCY

105. The applicant/developer shall pay the following fees; the amount of the fee shall be in accordance with the fee schedule in effect at the time of issuance of the building permits.

a. Supplemental Building Construction and Improvement Tax.

b. School Tax.

c. Park In-lieu fees for each dwelling unit at the rate in effect when the building permit for unit is issued.

d. Water facilities fees, water installation fees and sewer connection fees at the rate in effect at the time of application for water and sewer service and payment of said fees for each dwelling unit.

106. Any damaged curb, gutter and/or sidewalk along the street frontages shall be repaired or replaced to the satisfaction of the City Engineer.

107. All common area landscaping, irrigation and other required improvements shall be installed according to the approved plans.

108. The on-site street light electroliers shall be in operating condition as approved by the Planning Director and the City Engineer.

PRIOR TO CITY APPROVAL OF THE TRACT IMPROVEMENTS AS BEING COMPLETED

109. All tract improvements, including the complete installation of all improvements relative to streets, fencing, sanitary sewer, storm drainage, water system, underground utilities, etc., shall be completed and attested to by the City Engineer before approval of occupancy of any unit. Where facilities of other agencies are involved, such installation shall be verified as having been completed and accepted by those agencies.

110. All common area landscaping, irrigation and other required improvements shall be installed prior to acceptance of tract improvements, or occupancy of 80 percent of the dwelling units, whichever first occurs.

111. The improvements associated with the Pacific Gas and Electric Company, AT&T and ComCast shall be installed to the satisfaction of the respective companies.

112. The subdivider shall submit an AutoCAD file format (release 2010 or later) in a CD of approved final map and 'as-built' improvement plans showing lot and utility layouts that can be used to update the City's Base Maps.

113. The subdivider shall submit "as built" Mylars indicating the following:

   a. All the underground facilities, sanitary sewer mains and laterals, water services (including meter locations), Pacific Gas and Electric Company, SBC and Comcast, etc.,

   b. All the site improvements, except landscaping species, buildings and appurtenant structures,

   c. Final Geotechnical Report, and

   d. Approved landscape and irrigation improvements.

Notice of Exemption

Form D

To: Office of Planning and Research
P.O. Box 3044, Room 212
Sacramento, CA 95812-3044

County Clerk
County of Alameda
1106 Madison Street, 1st Floor
Oakland, CA 94607

From: (Public Agency) City of Hayward, Planning Division
777 B Street, 1st Floor, Hayward, CA 94541
(Address)

Project Title: Tentative Tract Map 8058 – 5-Lot Subdivision [PL-2010-0379], APN: 81D-1655-008-02

Project Location - Specific:

A vacant land approximately 1.15 acres site, between Hayward Boulevard and Hillcrest Avenue, approximately 500 feet west of Tribune Avenue , and adjacent to Final Map Tract 7402, bearing Assessor's Parcel No. 81D-1655-008-02

Project Location – City: Hayward Limits Project Location – County: Alameda

Description of Project:

The proposed subdivision is on a rectangular-shaped property consisting of five lots, totaling approximately 1.15 acres, two lots will have direct access to Hillcrest Avenue, and other 3 lots will have direct access to a private drive created under adjacent tract by the same developer.

Name of Public Agency Approving Project: City of Hayward, City Council

Name of Person or Agency Carrying Out Project: City of Hayward Planning Division

Exempt Status: (check one)

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☒ Categorical Exemption. State type and section number: Section 15332 – Class No. 32: In-Fill Development
- ☐ Statutory Exemptions. State code number:

Reasons why project is exempt:

The City staff, having undertaken and completed a preliminary review of this project in accordance with the California Environmental Quality Act (CEQA), has concluded that this project does not require further environmental assessment because the project is categorically exempt pursuant to GC 15332, and does not have the possibility of causing any adverse effect on the environment.

Lead Agency
Contact Person: John Nguyen Area Code/Telephone/Extension: (510) 583-4111

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? ☐ Yes ☐ No

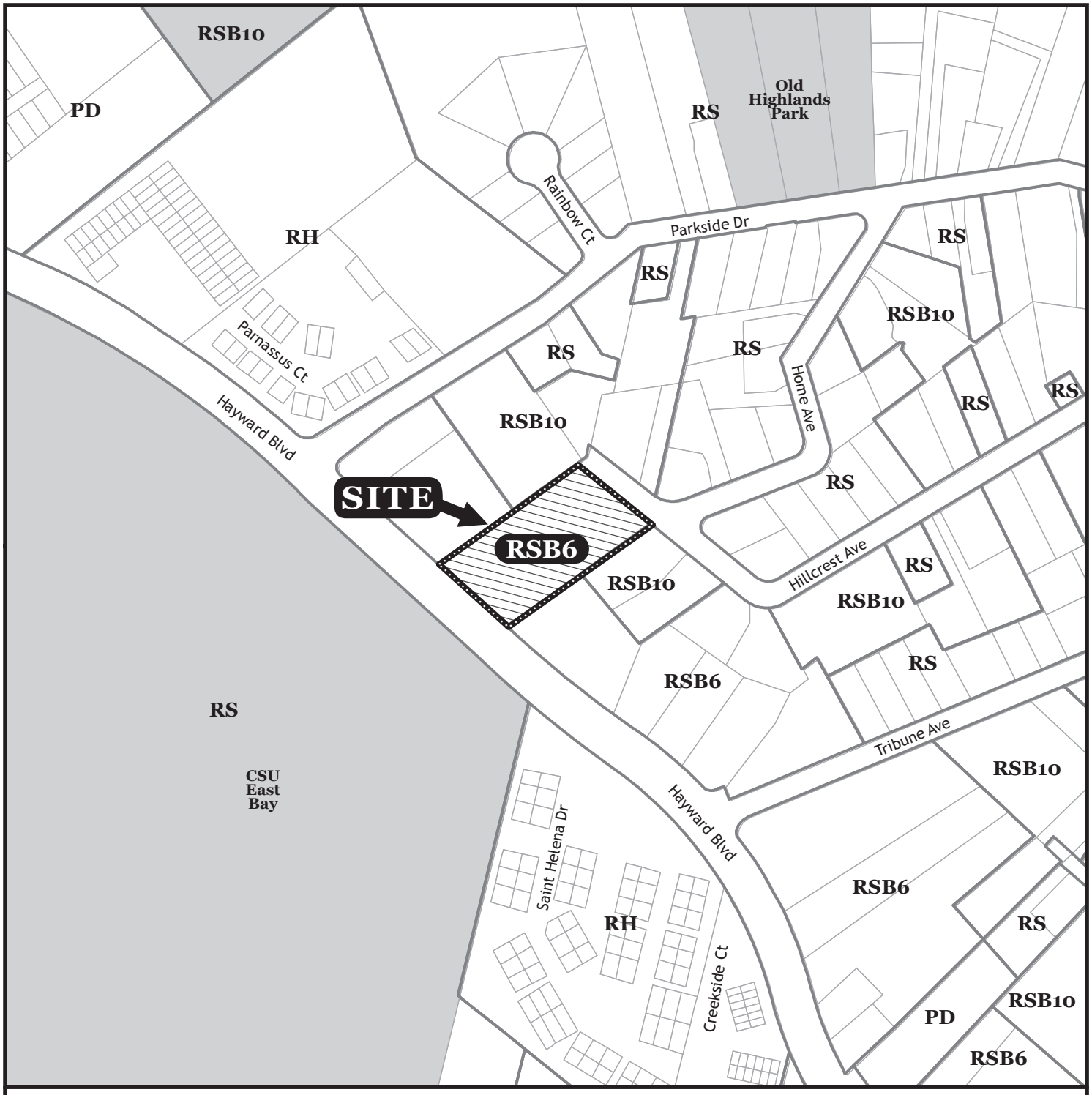
Signature: _____ Date: _____ Title: Development Review Engineer

☒ Signed by Lead Agency
☐ Signed by Applicant

Date received for filing at OPR: _____

January 2004

Area & Zoning Map



PL-2010-0379 TTM 8058

Address:
Hayward Boulevard/Hillcrest Avenue

Applicant:
Ron Esau

Owner:
R.V. Esau Development

0 100 200 300 Feet

Zoning Classifications

RESIDENTIAL

RH High Density Residential, min lot size 1250 sqft
RS Single Family Residential, min lot size 5000 sqft
RSB6 Single Family Residential, min lot size 6000 sqft
RSB10 Single Family Residential, min lot size 10000 sqft

COMMERCIAL

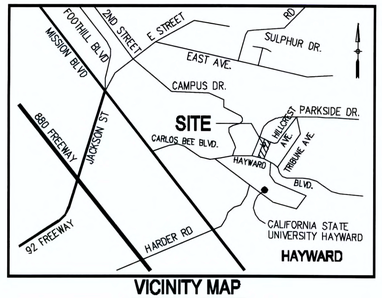
CN Neighborhood Commercial

OTHER

PD Planned Development

TENTATIVE TRACT 8058
GOLDEN OAK, PHASE II

LOT 3, HAYWARD HOMESTEAD
HAYWARD, CALIFORNIA
APN 81D–1655–008–2



VICINITY MAP

NTS

1. OWNER R.V. ESAU DEVELOPMENT
   3620 OAKES DRIVE
   HAYWARD, CA 94542
   TELEPHONE NO. 510-760 4329
2. PREPARED BY AL PASCUAL & ASSOCIATES, INC.
   841 MONTEVINO DRIVE
   PLEASANTON, CA. 94566
3. TOTAL AREA 49,927.50SQ FT (1.146 ACRES)
4. NUMBER OF LOTS: 5 LOTS (MIN LOT AREA = ~8,960 SQ FT)
5. GAS & ELECTRIC TO BE DESIGNED AND INSTALLED BY P.G.E.
6. TELEPHONE TO BE DESIGNED AND INSTALLED BY ATT
7. CABLE SERVICE: COMCAST
8. SEWAGE: CITY OF HAYWARD
9. DOMESTIC WATER: CITY OF HAYWARD
10. ZONING: SINGLE FAMILY RESIDENTIAL DISTRICT - HILLSIDE ORDINANCES
11. EXISTING USE: VACANT LAND
12. LOT 4 DOES NOT HAVE A SLOPE OF MORE THAN 25%
13. ELEVATIONS ARE BASED ON CITY OF HAYWARD DATUM. BENCHMARK USED IN THIS SURVEY IS THE TOP OF CITY STANDARD MONUMENT LOCATED ON HILLCREST AVE. NEAR THE NORTHEAST CORNER OF THIS TRACT. ELEVATION TAKEN AS 613.62

OWNER'S CERTIFICATION:

I, RON ESAU AGREE TO THE FILING OF SAID MAP AND AGREE TO COMPLY WITH THE PROVISIONS OF THE CITY OF HAYWARD SUBDIVISION ORDINANCE AND THE STATE MAP ACT AS THEY APPLY TO PROCESSING AND APPROVAL OF SAID MAP.

RON ESAU

SOIL ENGINEER

THE GRADING PLAN HAS BEEN REVIEWED BY T. MAKDISSY CONSULTING INC., AND APPEARS TO BE IN GENERAL CONFORMITY WITH THE RECOMMENDATIONS CONTAINED IN THE PROJECT SOIL AND FOUNDATION INVESTIGATION JOB NO. _____, DATED _____.
WE MAKE NO REPRESENTATION AS TO ACCURACY OF DIMENSIONS, MEASUREMENTS, CALCULATIONS, OR ANY PORTION OF THE DESIGN.

SIMON MAKDESSI — REGISTERED PROFESSIONAL ENGINEER — EXP. 6/30/15 — DATE 9/12/14

REGISTERED PROFESSIONAL ENGINEER SIMON MAKDESSI No. 2548 Exp. 6/30/15 GEOTECHNICAL STATE OF CALIFORNIA

STORM DRAIN SYSTEM NOTES:

1. DRAIN SYSTEM MUST COMPLY TO THE CLEAN WATER ACT REQUIREMENTS C.3 OF ALAMEDA COUNTY.
2. INFILTRATION TRENCH WILL BE DESIGNED TO SIZE AFTER THE NEW RESIDENCE HAS BEEN DESIGNED AND RUNOFF CALCULATED. REVIEW AND APPROVAL OF INFILTRENCH TRENCH IS REQUIRED BY THE SOILS ENGINEER. SEE INFILTRATION DETAIL ON SHEET 2.

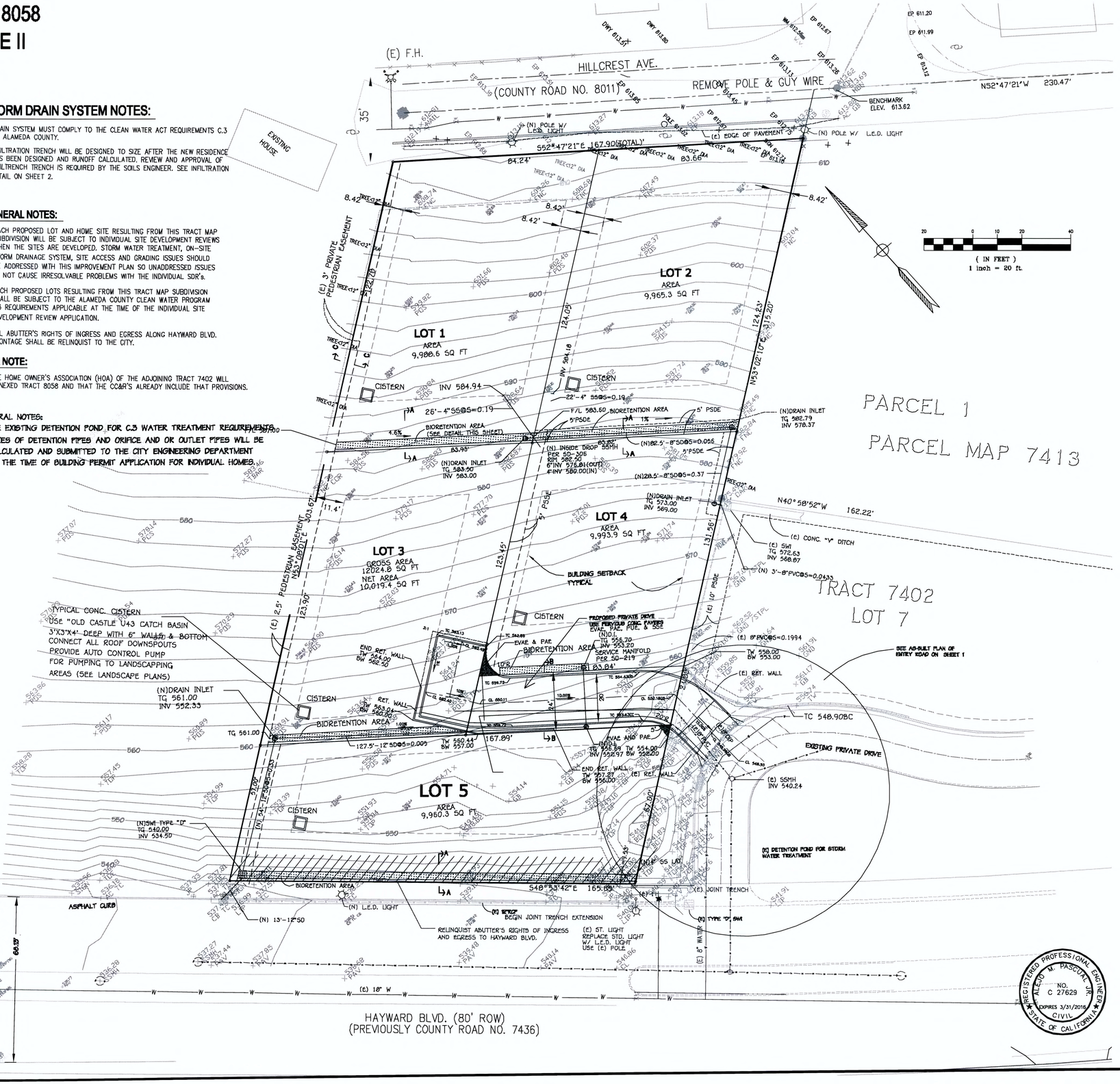
GENERAL NOTES:

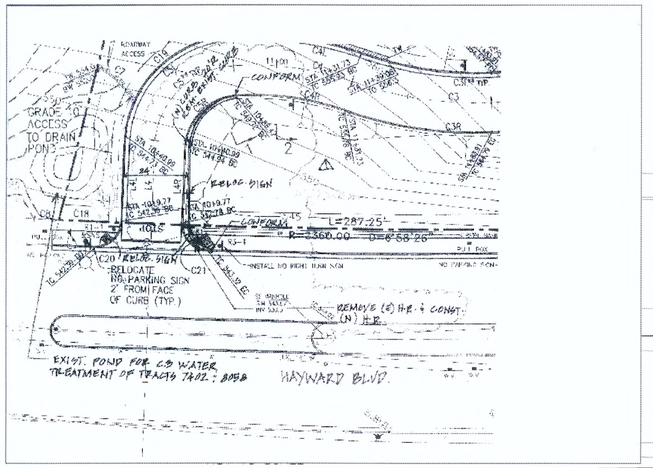
1. EACH PROPOSED LOT AND HOME SITE RESULTING FROM THIS TRACT MAP SUBDIVISION WILL BE SUBJECT TO INDIVIDUAL SITE DEVELOPMENT REVIEWS WHEN THE SITES ARE DEVELOPED. STORM WATER TREATMENT, ON-SITE STORM DRAINAGE SYSTEM, SITE ACCESS AND GRADING ISSUES SHOULD BE ADDRESSED WITH THIS IMPROVEMENT PLAN SO UNADDRESSED ISSUES DO NOT CAUSE IRRESOLVABLE PROBLEMS WITH THE INDIVIDUAL SDR's.
2. EACH PROPOSED LOTS RESULTING FROM THIS TRACT MAP SUBDIVISION SHALL BE SUBJECT TO THE ALAMEDA COUNTY CLEAN WATER PROGRAM C.3 REQUIREMENTS APPLICABLE AT THE TIME OF THE INDIVIDUAL SITE DEVELOPMENT REVIEW APPLICATION.
3. ALL ABUTTER'S RIGHTS OF INGRESS AND EGRESS ALONG HAYWARD BLVD. FRONTAGE SHALL BE RELINQUIST TO THE CITY.

HOA NOTE:

1. THE HOME OWNER'S ASSOCIATION (HOA) OF THE ADJOINING TRACT 7402 WILL ANNEXED TRACT 8058 AND THAT THE CC&R'S ALREADY INCLUDE THAT PROVISIONS.

GENERAL NOTES:
1. USE EXISTING DETENTION POND FOR C.3 WATER TREATMENT REQUIREMENTS.
2. SIZES OF DETENTION PIPES AND ORIFICE AND OR OUTLET PIPES WILL BE CALCULATED AND SUBMITTED TO THE CITY ENGINEERING DEPARTMENT AT THE TIME OF BUILDING PERMIT APPLICATION FOR INDIVIDUAL HOMES.





REGISTERED PROFESSIONAL ENGINEER ALEJO M. PASCUAL JR. NO. C 27629 EXPIRES 3/31/2016 CIVIL STATE OF CALIFORNIA

NO.	BY	DATE	REVISIONS	APVD.

SHEET NO. 1 OF 2 SHEETS

DATE: SEPT., 25, 2009
SCALE: 1"=20'
DSK NO. 2922eng_TM
JOB NO. 2922
DRAWN: STAFF
DESIGNED: AL P.
CHECKED: AL P.
REVISED 3/25/14
PRINTED 9/12/14

TENTATIVE TRACT 8058
GOLDEN OAK PHASE II
LOT 3, HAYWARD HOMESTEAD
HAYWARD, CALIFORNIA
APN 81D–1655–008–2

ENGINEERS SURVEYORS PLANNERS
AL PASCUAL & ASSOCIATES, INC.
alPaps-inc.net 841 Montevino Drive, Pleasanton, California (925) 487-4183.

ENGINEER CERTIFICATE
PLAN PREPARED UNDER THE SUPERVISION OF:
ALEJO M. PASCUAL JR. EXPIRES 3-31-16

TENTATIVE TRACT 8058
GOLDEN OAK, PHASE II

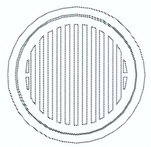
LOT 3, HAYWARD HOMESTEAD
HAYWARD, CALIFORNIA
APN 81D-1655-008-2

STORM DRAIN SYSTEM NOTES:

1. DRAIN SYSTEM MUST COMPLY TO THE CLEAN WATER ACT REQUIREMENTS C3 OF ALAMEDA COUNTY.
2. INFILTRATION TRENCH WILL BE DESIGNED TO SIZE AFTER THE NEW RESIDENCE HAS BEEN DESIGNED AND RUNOFF CALCULATED. REVIEW AND APPROVAL OF INFILTRATION TRENCH IS REQUIRED BY THE SOILS ENGINEER.

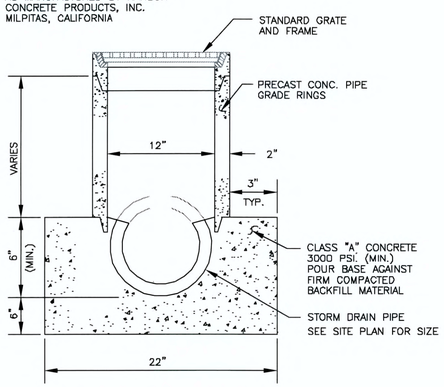
GENERAL NOTES:

1. EACH PROPOSED LOT AND HOME SITE RESULTING FROM THIS TRACT MAP SUBDIVISION WILL BE SUBJECT TO INDIVIDUAL SITE DEVELOPMENT REVIEWS WHEN THE SITES ARE DEVELOPED. STORM WATER TREATMENT, ON-SITE STORM DRAINAGE SYSTEM, SITE ACCESS AND GRADING ISSUES SHOULD BE ADDRESSED WITH THIS IMPROVEMENT PLAN SO UNADDRESSED ISSUES DO NOT CAUSE IRRESOLVABLE PROBLEMS WITH THE INDIVIDUAL SDR's.
2. EACH PROPOSED LOTS RESULTING FROM THIS TRACT MAP SUBDIVISION SHALL BE SUBJECT TO THE ALAMEDA COUNTY CLEAN WATER PROGRAM C.3 REQUIREMENTS APPLICABLE AT THE TIME OF THE INDIVIDUAL SITE DEVELOPMENT REVIEW APPLICATION.

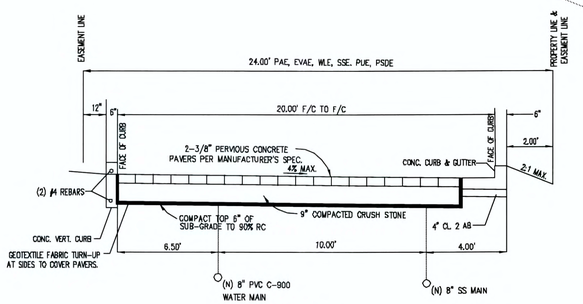


PLAN - GRATE & FRAME
NOT TO SCALE

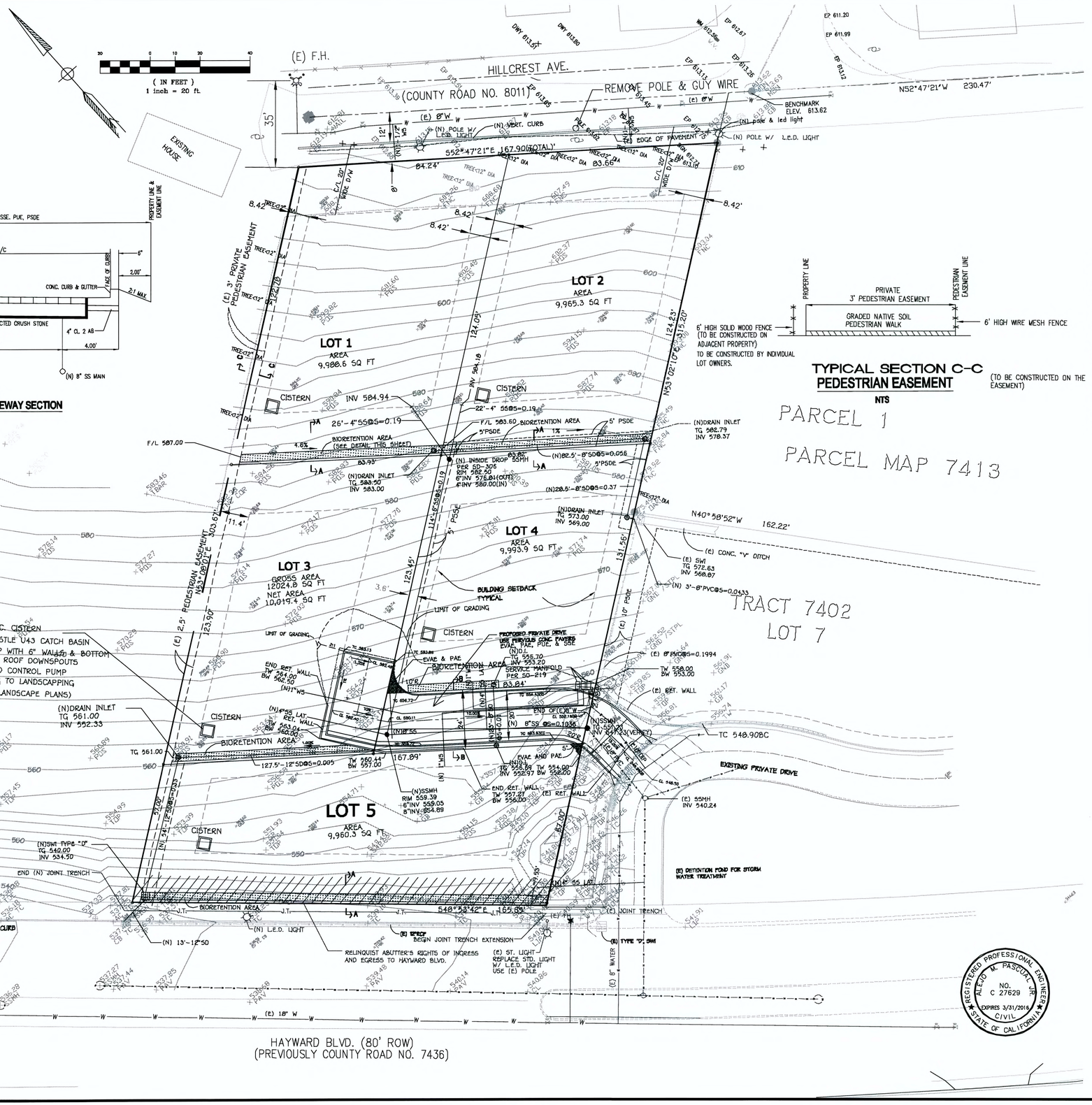
NOTE:
DROP INLET ARE ROUND-TYPE AS MANUFACTURED BY HANSON CONCRETE PRODUCTS, INC. MILPITAS, CALIFORNIA



SECTION - DROP INLET
NOT TO SCALE



SECTION B-B
TYPICAL PRIVATE DRIVEWAY SECTION
NTS



TYPICAL SECTION C-C
PEDESTRIAN EASEMENT
NTS
(TO BE CONSTRUCTED ON THE EASEMENT)

PARCEL 1
PARCEL MAP 7413

GRADING AND UTILITY PLAN

TENTATIVE TRACT 8058
GOLDEN OAK PHASE II
LOT 3, HAYWARD HOMESTEAD
HAYWARD, CALIFORNIA
APN 81D-1655-008-2

SHEET NO. 2 OF 2 SHEETS
DATE: SEPT. 25, 2006
SCALE: 1"=20'
DISK NO.2922ape...TM
JOB NO. 2922
DRAWN: STAFF
DESIGNED: AL P.
CHECKED: AL P.
REVISED 3/25/14
PRINTED 9/12/14

ENGINEERS
SURVEYORS
PLANNERS
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841 Monterrico Drive, Pleasanton, California (925) 487-4168.

ENGINEER CERTIFICATE
PLAN PREPARED UNDER THE SUPERVISION OF:
ALEJO M. PASCUAL JR. EXPIRES 3-31-16

REGISTERED PROFESSIONAL ENGINEER
ALEJO M. PASCUAL JR.
NO. C 27629
EXPIRES 3/31/2016
CIVIL
STATE OF CALIFORNIA

NO.	BY	DATE	REVISIONS	APVD.

CITY OF HAYWARD
HEART OF THE BAY

DATE: October 2, 2014

TO: Planning Commission

FROM: Linda Ajello, AICP, Associate Planner

SUBJECT: **Request for adoption of a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program and approval of a Zone Change (Application No. PL-2014-0083) from Medium Density Residential to Planned Development and Vesting Tentative Tract Map 8172 (Application No. PL-2014-0084) associated with the subdivision and construction of 25 single-family detached homes, 10 attached homes and common areas on a 2.94-acre site bounded by Eden Avenue, Saklan Road and Montevina Way. Doug Rich of Valley Oak Partners (Applicant) Sandra Gudiel, Fernando Ramirez and Tatsumi Hirakawa (Owners)**

RECOMMENDATION

Staff recommends that the Planning Commission recommends approval to the City Council of the proposed project, including the adoption of the attached Initial Study, Mitigated Negative Declaration (MND), Mitigation Monitoring and Reporting Program (MMRP) (Attachment V), and approval of the Zone Change and Vesting Tentative Tract Map applications to build twenty-five detached single-family homes and ten attached homes, subject to the attached Findings and Conditions of Approval (Attachments III and IV).

SUMMARY

This proposed infill project includes six different floor plans, each with three different architectural elevations. The unit mix includes both two- and three-story attached and detached homes. A centrally located common open space with a tot lot is proposed and private patios and yards are provided for each home. Attractive landscaping is planned throughout the site, including along Montevina Way, Saklan Road and Eden Avenue. A private road running east-west between Saklan Road and Eden Avenue with three common private driveways off it running north-south will serve the homes.

The Project is supported by staff because the proposed density, 16 dwelling units per net acre, is consistent with the General Plan designation of Medium Density Residential (8.7-17.4 dwelling units/net acre) and is consistent with the surrounding new KB Home development. The Project provides detached and attached single-family homes on smaller lots, which will be integrated into

the surrounding KB Home development. The homes are well-designed with high-quality architectural features that are consistent with the neighborhood character that has been created in surrounding residential developments. In addition, as described in this report, the project includes amenities to support making the required Planned Development (PD) rezone findings.

BACKGROUND

The project site is an infill site located within the KB Home development, which was approved in 2006 and is now fully constructed. The proponents of the KB Home development were not able to acquire and integrate this project's properties into that project. Although the developer of the project is different, the proposed project has been designed to be a continuation of the surrounding KB Home development. The proposed homes continue the architectural design and site plan of the existing homes in the adjacent KB Development. The property is bordered by the existing KB Home development to the north and south, Greenwood Park to the east, and light manufacturing uses to the west along Saklan Road.

This area and site was previously located in unincorporated Alameda County and was part of the Mt. Eden Phase I Annexation that was annexed into Hayward in March 2007. The area southeast of the project site to the south of West Street, Mt. Eden Phase II, followed in 2010. In March 2006, the City Council adopted a Mitigated Negative Declaration, Mitigation Monitoring and Reporting Plan, and approved a Zone Change application for KB Home to construct 149 attached and detached single-family homes on a 12.5 acre site surrounding the project site. The approved density for that project, which is now constructed and fully occupied, is 16.2 units per net acre, with lot sizes ranging from 1,715 square feet to 4,154 square feet. At the time of the approval, staff required that the proposed Project site be shown conceptually on the approved plans as "potential future site plan to complete housing development" to ensure that the site would not be precluded from compatible development in the future (see attachment II). The conceptual design reflected a continuation of the proposed development to be constructed in a future phase to complete the neighborhood as a seamless overall development. As per the conditions of approval on the KB Home project, it was originally intended for this site to be incorporated into the now existing KB Home development and associated Homeowners Association (HOA). However, discrepancies in the language in the recorded CC&R's and recorded access easements versus what was required per project approval for the KB development have created obstacles in development of this site as it was intended, resulting in revisions to the 2006 conceptual plan layout, including a reduction in units, independent private street access and utilities connections.

Subsequent new infrastructure improvements in both annexation areas and approval and construction of the KB Home residential development surrounding the site and the Standard Pacific residential development currently under construction to the north of the project site, has transformed the character of this area of Hayward, which used to contain larger one-acre single-family lots. This project will continue to build upon renewal of this part of the city following the high quality development standards established by KB Home and Standard Pacific.

DISCUSSION AND STAFF ANALYSIS

Project Description - The project requires a Zone Change from Medium Density Residential to Planned Development, because the project does not meet certain development standards of the existing zoning district (e.g., minimum lot size, setbacks), as identified later in this report. Also, a Vesting Tentative Tract Map is proposed to subdivide the property in order to construct twenty-five detached and ten attached single-family homes and one additional lot for group open space (see plans, Attachment VI).

The project proposes two project entries with access points on Eden Avenue and Saklan Road. A new private street will be created for the new homes and will run between Eden and Saklan with three private common driveways providing access to rear-loaded two-car garages. The private street has a 33.7-foot right-of-way at the intersection of Saklan Road and 33.5 feet at the intersection with Eden Avenue, with a 30-foot curb-to-curb width for two travel lanes with parking on the south side of the street. The private street will be constructed to the same standards as a public street. The north side of the private street shall be designated as a fire lane and no parking will be allowed along that side of the street. Fire lane signage shall be installed to the satisfaction of the Fire Chief and City Engineer. The proposed private street right-of-way is adequate for circulation and meets the Fire Department accessibility requirements.

Site Plan – The proposed detached and attached single-family homes will be constructed on lots ranging from approximately 1,418 square feet to 4,381 square feet in size, with 17 lots being less than 2,500 square feet and the remaining 18 lots being 2,500 square feet or greater. The attached units are located on the smaller lots, with an average lot size of 1,452 square feet, and the detached units located on the larger lots, with an average lot size of 2,514 square feet. Twenty-three of the homes will front onto landscaped pedestrian paseos and the garages will be rear-loaded off shared private driveways/courts. Six detached homes will front on a new private road and will have front loaded garages. One detached home will front onto Eden Avenue with a side-loaded garage on the private road. The five remaining attached and detached homes will front onto Saklan Road and will have rear-loaded garages off private courts.

Building Elevations and Floor Plans – As shown on sheets A2.1, A3.1, A4.1, A5.1, A6.1and A7.1 of the plan set (Attachment VI), the project proposes six different floor plans ranging from 1,733 square feet to 2,101 square feet. As shown in Table 1 below, the units offer three to four bedrooms with a den and /or an optional loft or additional bedroom option. Ten of the units offer an option for a bedroom and full bathroom on the ground level, on the same level as the kitchen and main living area, which would accommodate multi-generational households or aging in place. The proposed units will include 18 two-story units and 17 three-story units all of which will have an architectural style consistent with the existing homes in the neighborhood. The exterior design of the attached and detached single-family homes include an “Italian”, “Tuscan” and “Spanish” style architecture. The architecture includes a mix of pitched and gable concrete tile roofs, stucco exterior finishes, use of stonework, ornamental railings, shutters accenting some windows, a mix of contrasting building colors, and articulation of wall planes through the use of recessed wall planes, covered front porches and cantilevered second floors. The architectural details, such as window shutters, window trim detail and ornamental railings, are continued on all elevations, providing

consistent "four-sided architecture" on all units. The proposed exterior elevations continue the architectural style of the surrounding KB Home development in order to blend in seamlessly with the neighborhood. The proposed exterior color selection consists of warm earth tones, which will blend in nicely with the surrounding landscape and will be compatible with the neighboring residential development and the City's Design guidelines.

The preliminary landscape plan provides a smooth transition between the Project and the existing KB Home development through the use of the same variety of trees, shrubs and ground cover that are water conserving and are native to California. The stormwater detention area is centrally located in the area adjacent to the on-site group open space and will be planted with a variety of groundcovers. Bio-retention areas collect water during rainstorm events where water is filtered back into the ground water ecosystem. Final landscape plan details will be reviewed and approved during the Precise Plan phase of the project.

Table 1: Unit Summary

Unit Type (Number Proposed)	Number of Stories	Number of Bedrooms/Bathrooms	Living Area (sq. ft.)	Other
Attached and Detached Single Family Homes				
Plan 2 (7)	3	3/3	1,761	ground floor den
Plan 3 (5)	2	4/2.5	2,043	Optional 2nd floor loft/ bedroom 4
Plan 4 (7)	2	4/2.5	2,101	Optional 2nd floor loft/bedroom 4 & ground floor den/bedroom 5
Plan 5 (10) attached	3	3/3.5	1,761	ground floor den
Plan 6 (3)	2	3/3.0	1,733	optional ground floor den/bedroom 4
Plan 7 (3)	2	3/2.5	1,988	optional 2nd floor loft/ bedroom 4

Green Building Components – The City's Green Building Ordinance for Private Development is no longer in effect, having been superseded with the new State Green Building and Energy Codes. This also applies to the Water Efficiency Ordinance, which has been entirely superseded by current California codes, with the exception of the *Bay Friendly* standards. All projects need to comply with the 2013 series of California Codes. In addition, this project shall include the installation of solar panel arrays on all units or as determined to be achievable through a solar feasibility study, to be submitted for review and approved by the Planning Director prior to the approval of the Precise Plan, which is over and above what is required by current building and energy codes.

Parking - As shown in the table below, the City's parking regulations require a minimum of two on-site covered parking spaces per unit, provided street parking is provided on either side of the street. If a lot abuts a private street that has no parking on either side of the street, then two

additional open parking spaces are required per unit. The plan provides 70 covered parking spaces (2 per unit in garages) and 38 uncovered/open spaces (27 parallel parking spaces along the new private street and 11 on Montevina Way, which is an existing private road in the adjacent KB Home development. The applicant is in the process of obtaining an easement from the HOA for the existing KB Home development to add the 11 spaces on Montevina Way. Additionally, six of the units front on existing public roads (four units on Saklan Road and one unit on Eden Avenue) that provide additional on-street parking. Including the spaces on Montevina Way, the proposed parking ratio of parking spaces to units is 3.1, and 2.77 not including them, which is consistent with the 3.0 and 2.4 ratios currently present in the KB Home and Standard Pacific single-family developments, respectively. The proposed uncovered parking spaces are all located on private streets within or adjacent to the development and do not include parking provided on public street frontages (within the public right-of-way). Such parking would be along public streets and available to the general public and not specifically for this development's residents. Based on the single-family residential parking standards applied to the surrounding KB Home and Standard Pacific developments, the project exceeds the number of required uncovered spaces by ten (10) spaces.

Table 1: Parking Summary

Home Type	Number of Lots:	Minimum Number of On-Site Parking Spaces Required (total)	Meets minimum requirements?
Single family homes ***with*** street parking	21	2 covered per dwelling unit (42)	Yes
Single family homes ***without*** street parking	14	2 covered per dwelling unit plus 2 uncovered spaces not blocking access to required covered parking (28)	Yes

Open Space – Developments within the Medium Density Residential District (RM) are required to provide 350 square feet of usable open space per unit. This open space requirement can be accomplished through a combination of private and group open space, provided that a minimum of 100 square feet per unit is allocated toward group open space. Retention basins, landscaped bulb-outs, required landscaping or substandard sized landscaping are not allowed to be counted toward open space.

In addition to the site's proximity to the Greenwood Park, the project provides a 3,688 square foot central group open space within the development. The proposed centrally located group open space will include a children's play structure, seating areas, and shade trees, which will create a gathering space to encourage social interactions and supplement the activities provided in Greenwood Park across the street to the east (Plan Sheet L-3). Additionally, each single-family home includes a front porch and a minimum of 100 square feet of private open space, with an overall average of 426 square feet per unit. However, the ground-level private open spaces for several of the units do not meet the minimum dimensional requirement of 10 feet by 10 feet and, therefore, cannot be counted toward meeting the private open space requirement, resulting in a deficit of required open space. In order to meet the minimum open space requirement, staff is recommending that at the time of submittal of the Precise Plan, the applicant shall meet or exceed the minimum open space requirements (COA #11).

Table 2 below shows a summary of the required and proposed open space..

Table 2: Open Space Summary

Open Space Type	Minimum Amount Required	Amount of Conforming Open Space Provided	Meets Requirement?
Private Open Space[1]	Total minus group open space (350-100 sq. ft.) per unit **Total: 8,750 sq. ft.**	6,909 sq. ft.	No
Group Open Space[2]	100 sq. ft. of usable open space per dwelling unit **Total: 3,500 sq. ft.**	Central Group Open Space 3,688 sq. ft.	Yes
Total Open Space	350 sq. ft. of usable open space for each dwelling unit **Total: 12,250 sq. ft.**	**10,597 sq. ft.**	No (Staff is recommending additional OS be provided.)

Note: 7,094 sq. ft. of open area is provided (enclosed yards w/minimum dimension < 10 ft), but does not meet minimum size requirements to be considered as open space.

Public Parkland Obligations – Because the project entails less than 50 units, the City can only require payment of park in-lieu fees (versus dedication of parkland) to meet parkland obligations. Based on 35 units, a total of $412,775 in in-lieu fees is required. This fee is paid prior to certificate of occupancy of the respective units.

Community Facilities District- As a standard condition of approval and related to adopted City Council policy, the City requires developers to pay the cost of providing public safety services to the proposed project through the formation of, or annexation to a Community Facilities District (CFD), should the project generate the need for additional public safety services. This will require the project developer to post an initial deposit of $20,000 with the City prior to, or concurrently with, the submittal of the final subdivision map and improvement plans, to offset the City's cost of analyzing the project's need for additional public safety services. If the analysis determines that the project creates a need for additional public safety services warranting the formation of, or annexation to, a Community Facilities District, the project developer is required to pay all costs of formation of, or annexation to, the district, which costs may be paid from the developer's deposit to the extent that funds remain after payment of the City's costs of analysis as described above.

Inclusionary Housing Requirements – Compliance with the City's affordable housing provisions will be required for the project. Pursuant to the City's Interim Relief Ordinance (a six month extension of the Relief Ordinance was passed by Council on December 17, 2013), 10 percent of all detached single family residences in a project and 7.5 percent of all attached units must be set aside and sold at affordable prices to moderate-income households (households earning 120 percent of Area Median Income or less). The Relief Ordinance also allows developers the option to pay an

[1] Private open space may not include required front or street side yards, exceed a 3 percent slope, be less than 100 square feet in area, or have a dimension less than 10 feet.
[2] Group open space must be centrally located to all residents, cannot have a greater than 5 percent slope and not be less than 400 square feet in area.

$80,000 per affordable unit in-lieu fee prior to obtaining a certificate of occupancy.

All 35 residential units in the project are subject to the Relief Ordinance. Therefore, the applicant has the option of providing four (4) affordable units (10% times 25 = 2.5 plus 7.5% times 10= .75) as affordable units or pay a total of $320,000 (4 times $80,000) in order to comply with the Relief Ordinance. In this particular case, the applicant has indicated they will pay the in-lieu fee as allowed for in the Relief Ordinance. Prior to the approval of the final map, the applicant will be required to submit an Inclusionary Housing Agreement (IHA) to the City for review and approval.

Mount Eden Benefit District Payment – The Mount Eden Benefit District was established to fund the infrastructure improvements installed in the Mount Eden Annexation area, which included the project site. As such, per the agreement associated with the Benefit District, each additional unit beyond the existing number of units on the site will be assessed a Benefit District Fee in the amount of $10,008 plus a $300 administration cost per additional unit, which covers the off-site area wide infrastructure improvements.

Zone Change/Preliminary Development Plan – Under the current zoning designation, the project would not be feasible without modifications to some of the development standards. The purpose of the Planned Development District is to encourage development through efficient and attractive space utilization that might not otherwise be achieved through strict application of the existing zoning development standards.

The development proposes smaller lots than the minimum size of 2,500 square feet required under existing zoning standards. Eight of the proposed lot sizes are 1,418 square feet and the largest lot is 4,381 square feet with an average lot size of 2,211 square feet. However, as stated previously, the overall proposed density is consistent with the existing Medium Density Residential General Plan designation.

There are other code requirements not met as part of this request, such as minimum lot width and lot coverage, front and rear setbacks, driveway length and private street design criteria. To offset such deviations, the applicant is proposing project amenities in order for the findings to be made for project approval (see discussion below under Planned Development District Finding No. 4).

Findings for the Zone Change/Preliminary Development Plan - In order for a Planned Development District to be approved, the City Council must make the following findings, as recommended by the Planning Commission and staff:

(1) The development is in substantial harmony with the surrounding area and conforms to the General Plan and applicable City policies.

The project is consistent with the existing General Plan designation and policies related to density and providing a variety of housing types, specifically:

LU-3.6 Residential Design Strategies: The City shall encourage residential developments to incorporate design features that encourage walking within neighborhoods by:

- Creating a highly connected block and street network.

- Designing new streets with wide sidewalks, planting strips, street trees, and pedestrian-scaled lighting.
- Orienting homes, townhomes, and apartment and condominium buildings toward streets or public spaces.
- Locating garages for homes and townhomes along rear alleys (if available) or behind or to the side of the front facade of the home.
- Enhancing the front facade of homes, townhomes, and apartment and condominium buildings with porches, stoops, balconies, and/or front patios.
- Ensuring that windows are provided on facades that front streets or public spaces.

LU-3.7 Infill Development in Neighborhoods: The City shall protect the pattern and character of existing neighborhoods by requiring new infill developments to have complimentary building forms and site features.

Goal 3: Provide suitable sites for housing development that can accommodate a range of housing by type, size, location, price, and tenure.

Policy 3.1 Implement land use policies that allow for a range of residential densities and housing types, prices, ownership, and size, including low-density single family uses, moderate-density townhomes, and higher-density apartments, condominiums, and units in mixed-use developments.

Policy 3.3: Encourage development of residential uses in strategic proximity to employment, recreational facilities, schools, neighborhood commercial areas, and transportation routes.

Policy 3.5: Allow flexibility within the City's standards and regulations to encourage a variety of housing types.

The Project is located on an in-fill site within an existing residential development constructed by KB Home. The proposed development utilizes the same architecture as the surrounding community, with the exception of plan 6 and 7 that were added along the access road. Utilizing the same architecture for this in-fill development ensures the entire area maintains a harmonious, cohesive appearance. In addition, the site design is consistent with the surrounding area with homes fronting onto private streets or along common walkways or paseos that run between rows of homes. While utilizing the same architecture, the exteriors have been enhanced further with the addition of architectural features such as wainscot, shutters, trim band, window sill enhancements, shutters, and windows at garages to help break up any flat expanses in specific areas.

(2) Streets and utilities, existing or proposed, are adequate to serve the development.

The proposed project is an in-fill development site surrounded by existing streets and there are utilities available to the site with adequate capacity to serve the proposed development.

Much of the existing infrastructure was constructed as part of the Mount Eden Annexation and funded by the Benefit District. In addition, the project is required to underground any overhead utilities in front of their project site and fronting any public street.

(3) The development creates a residential environment of sustained desirability and stability, that sites proposed for public facilities, such as playgrounds and parks, are adequate to serve the anticipated population and are acceptable to the public authorities having jurisdiction thereon, and the development will have no substantial adverse effect upon surrounding development or neighborhoods.

The project applicant has proposed a development that integrates density, livability and renewable energy sources (solar energy systems). The project provides a well-balanced neighborhood of small lot, attached and detached single-family homes that include usable private outdoor yards along with a group open space. The site design maintains the continuity of the surrounding development by using similar architecture, building finishes, landscaping and pedestrian connectivity to provide a seamless transition. Useable open space and pedestrian connectivity is provided, allowing for better circulation and access to surrounding amenities such as Greenwood Park and public transit. Lastly, the home designs offer a wide and flexible range of livability and lifestyles by offering a bedroom suite on the first floor of ten of the units to allow for aging in place and multi-generational lifestyles.

Furthermore, as demonstrated by the Mitigated Negative Declaration, Initial Study and Mitigation Monitoring and Reporting Plan, which identified potential impacts associated with the development of the proposed project and provided mitigation measures to eliminate or reduce those impacts, the Project will have no significant impacts or adverse impacts on surrounding development.

(4) Any latitude or exception(s) to development regulations or policies is adequately offset or compensated for by providing functional facilities or amenities not otherwise required or exceeding other required development standards, which, in the judgment of the Planning staff provides for a high quality and attractive development.

The project is consistent with the density in the Medium Density Residential General Plan designation. The applicant is seeking a Planned Development zoning designation to provide flexibility in the site layout of the units, and to offset certain development standards, such as reduced lot sizes and widths, setbacks, and lot coverage. To offset these deviations from development standards, the following project amenities are proposed to support the Planned Development zoning and shall be required and shown/indicated on the Precise Plan:

- Photovoltaic solar systems shall be installed on all units or as determined to be achievable through a solar feasibility study, to be submitted for review and approved by the Planning Director prior to the approval of the Precise Plan.
- Provide ten additional on-street parking spaces on Montevina Way through an access easement obtained from the adjacent Homeowners Association.

- Include enhanced landscaping and paving including upsizing 9 street trees to 36 inch box and providing additional trees above and beyond required plantings and mitigation plantings.
- Provide enhanced architecture and site design including four-sided architecture on all units and rear loaded garages which allow for a pedestrian oriented community which connects to the public open space, surrounding community and Greenwood Park.

Vesting Tentative Tract Map 8172 - A vesting tentative tract map is being processed with this proposal to create individual parcels of land onto which each residential unit will be constructed. If the vesting tentative map is approved, a final map will be processed and recorded, an improvement plan submitted and a subdivision agreement entered into with the developer. The developer is proposing a vesting tentative map so that the developer gains, for a period of three years after the date of approval or conditional approval, the right to proceed with the proposed development in substantial compliance with the ordinances, policies, and standards in effect on the date the vesting tentative map application was deemed complete, which was August 19, 2014.

A Homeowners' Association (HOA) will be required to be formed and will own and maintain the common areas and private street system. Also, staff is recommending that the Covenants, Conditions and Restrictions (CCRs) associated with the HOA require that at least 75 percent of the units be owner-occupied, to be enforced by the Homeowners Association. Parallel on-street parking spaces measuring 8 feet by 23 feet will be provided on one side of the street, leaving 22 feet for two travel lanes and a 4.5-foot sidewalk on the north side of the street. The proposed private street right-of-way is adequate for circulation and meets the Fire Department accessibility requirements. The private courts/driveways shall be designated as fire lanes and no parking will be allowed except in the designated parking areas. Fire lane signage shall be installed to the satisfaction of the Fire Chief and City Engineer.

The existing utilities in the project vicinity, including sanitary sewer, water and storm drain systems, have sufficient capacity to adequately serve the proposed development. On-site sewer and water utilities will be installed within the new public utility easements within the project site and connected to existing utilities in Eden Avenue and Saklan Road. On-site storm drainage will be connected to an existing system within Saklan Road. Sanitary sewer and water mains will be publicly owned and maintained by the City. However, the proposed on-site storm drain system and clean water treatment facilities will be privately owned and maintained by the HOA. Any overhead utility lines as well as any new utility lines will be required to be placed underground as part of the site improvements.

The formation of a HOA and the creation of CC&R's will be required so that the HOA will be responsible for maintaining all private streets, private street lights, private utilities, and other privately owned common areas and facilities on the site, including, but not limited to, clean water treatment facilities, landscaping, preservation and replacement of trees, as well as decorative paving. For any necessary repairs performed by the City in locations under the on-site decorative paved areas, the City shall not be responsible for the replacement cost of the decorative paving. The replacement cost shall be borne by the HOA established to maintain the common areas within the association boundary. The common area landscaping includes all areas except the private yards. The CC&R's will also contain a standard condition that if the HOA fails to maintain the common

areas, private streets, lights and utilities, the City of Hayward will have the right to enter the subdivision and perform the necessary work to maintain these areas and lien the properties for their proportionate share of the costs.

Findings for the Vesting Tentative Tract Map - In order for a Vesting Tentative Tract Map to be approved, the Planning Commission must recommend approval of the project to City Council, based on the following findings. Staff's responses to the finding are below:

(1) The approval of Vesting Tentative Map Tract 8172, as conditioned, will have no significant impact on the environment, cumulative or otherwise. A Mitigated Negative Declaration was prepared per the guidelines of the California Environmental Quality Act (CEQA) for the development of this site.

(2) The vesting tentative tract map, as conditioned, substantially conforms to the State Subdivision Map Act, the City's Subdivision Regulations, and the General Plan

(3) The preliminary geotechnical investigation performed by Cornerstone Earth Group (dated March 21, 2014) demonstrates that the proposed residential development is feasible and the proposed subdivision would occur on a site suitable for the proposed development with the recommendation that a design level geotechnical investigation be conducted prior to construction to review the geotechnical aspects of the project. The site provides sufficient lane widths and ingress/egress points, pedestrian facilities and infrastructure locations, such as water and sewer lines, storm drains and stormwater treatment areas, to support the number of units being proposed.

(4) The design of this infill project and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

(5) The design of the subdivision and the proposed improvements are not likely to cause serious health problems.

(6) Upon completion of the proposed improvements, the streets and utilities would be adequate to serve the project.

(7) None of the findings set forth in Section 66474 of the Subdivision Map Act for denial of a tentative map have been made.

ENVIRONMENTAL REVIEW

Staff has prepared an Initial Study, Mitigated Negative Declaration and a Mitigation Monitoring and Report Program for the project (Attachment V), which indicates there will be no significant environmental impacts resulting from the project, provided mitigation measures are incorporated into the project.

Mitigation measures include adherence to the Bay Area Air Quality Management District's *Basic Construction Mitigation Measures*, implementation of tree preservation measures outlined in the applicant's arborist report, and preparation of a design level geotechnical report prior to issuance of a building permit for the project.

A traffic study prepared by Hexagon Transportation Consultants for the proposed project concluded that there would be no traffic impacts as a result of the proposed development, and City Transportation staff concurs.

The environmental document was made available for public review from August 22 through September 11, 2014. No comments were received.

PUBLIC CONTACT

An initial notice of the project was sent on August 12, 2014 to surrounding property owners and residents regarding a preliminary meeting to provide the public an opportunity to review and comment on the project. This meeting was held on September 4, 2014, with no residents attending. The applicant also held a community meeting on September 17, 2014 at the La Quinta Hotel in Hayward to review the project with property owners in the neighborhood and answer any questions. All property owners within a 300 foot radius of the of the project site were notified of the community meeting. Seven property owners from the neighboring KB Home development were in attendance. Overall, they were supportive of the proposed project and were pleased to see that there was a decrease in units from what was originally envisioned by KB Home.

Two hundred and forty-four (244) notices of this public hearing and availability of a Draft Mitigated Negative Declaration was sent to all property owners within a 300-foot radius of the Project and published in *The Daily Review* on September 20, 2014. No comments during that comment period or comments addressing the specifics of the project had been received as of the writing of this report. Any comments that are received before the Planning Commission meeting will be forwarded to the Commission for consideration.

NEXT STEPS

Following the Planning Commission hearing and assuming the Commission recommends approval of the Project, the City Council will hear the item along with the Planning Commission's recommendation and render a decision on the proposed Project. Should the Council approve the Project, the applicant will be required to incorporate project conditions of approval and submit a more detailed Precise Plan, Final Map and Improvement Plans for staff review, with the City Council required to approve the Final Map. Grading and building permit applications will then be processed and permits issued to allow for construction of the tract improvements and homes.

Prepared by: Linda Ajello, AICP, Associate Planner

Reviewed by:

Sara Buizer, AICP
Planning Manager

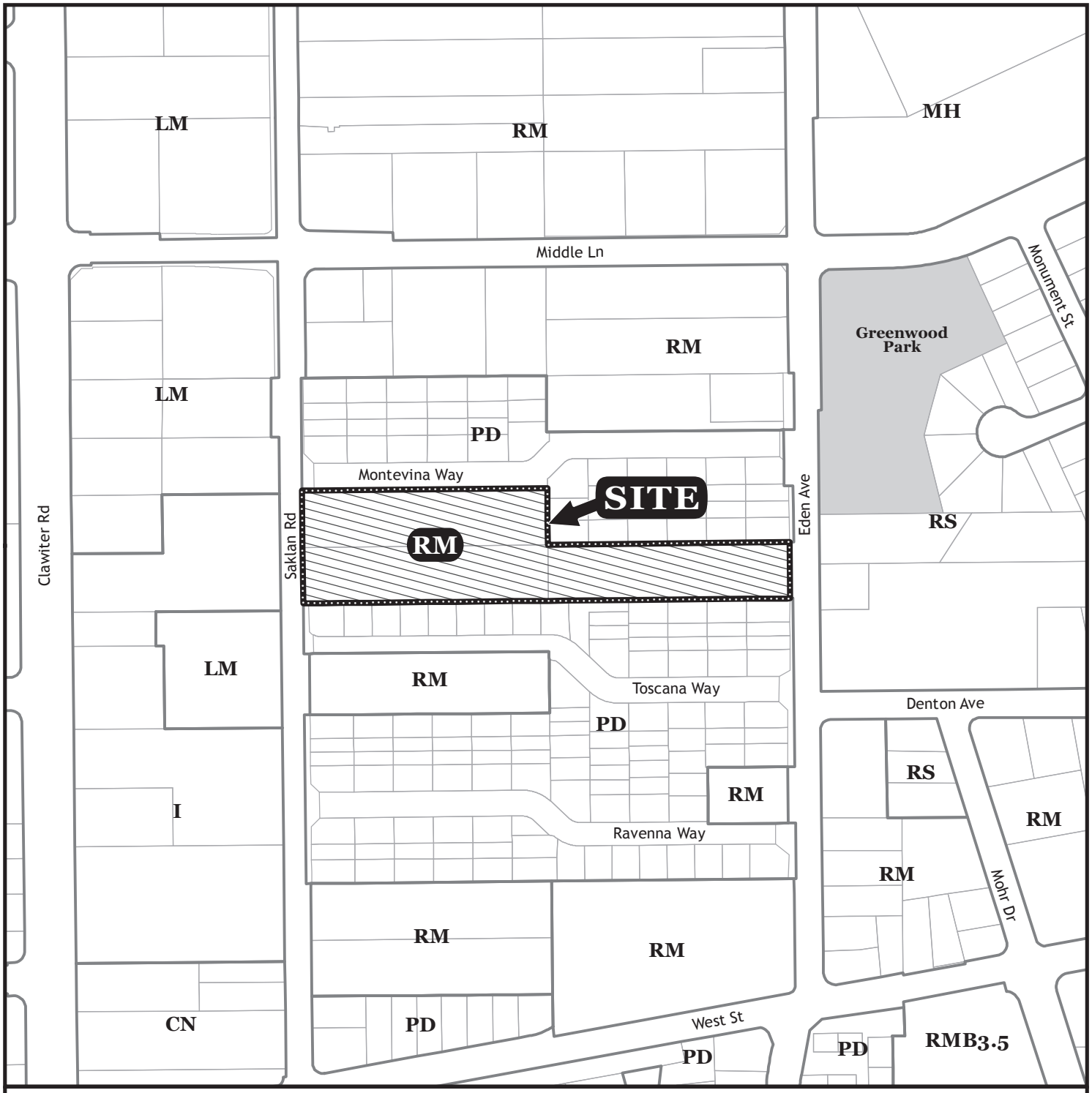
Approved by:

David Rizk, AICP
Development Services Director

Attachments:

Attachment I	Area and Zoning Map
Attachment II	2006 KB Home Conceptual Site Plan
Attachment III	Recommended Findings for Approval
Attachment IV	Recommended Conditions of Approval
Attachment V	Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program
Attachment VI	Project Plans

Area & Zoning Map



PL-2014-0083

Address:
23830 & 23836 Saklan Road; 24137 Eden Avenue

Applicant:
Douglas Rich

Owner:
Fernando Ramirez

0 100 200 300 Feet

Zoning Classifications

RESIDENTIAL

MH Mobile Home Park
RM Medium Density Residential, min lot size 2500 sqft
RMB3.5 Medium Density Residential, min lot size 3500 sqft
RS Single Family Residential, min lot size 5000 sqft

COMMERCIAL

CN Neighborhood Commercial

INDUSTRIAL

I Industrial
LM Light Manufacturing

OTHER

PD Planned Development

©BKF

Attachment II

SHEET INDEX – SOUTH DIVISION OF PROPOSED SITE

4	EXISTING SITE AND DEMOLITION PLAN
6	PROPOSED SITE PLAN
8	GRADING LAYOUT
10	UTILITY LAYOUT

SHEET INDEX – SOUTH DIVISION OF PROPOSED SITE

3	EXISTING SITE AND DEMOLITION PLAN
5	PROPOSED SITE PLAN
7	GRADING LAYOUT
9	UTILITY LAYOUT

BKF
255 SHORELINE DRIVE, SUITE 200
REDWOOD CITY, CA 94065
650/482-6300
650/482-6399 (FAX)
ENGINEERS / SURVEYORS / PLANNERS

MOUNT EDEN (DUTRA PROPERTIES)
TENTATIVE MAP
COMPLETED FUTURE SITE PLAN

HAYWARD ALAMEDA COUNTY CALIFORNIA

Revisions

No.	

Date 02/06/06
Scale 1"=50'
Design LMW
Drawn RSE
Approved CJH
Job No 2040060

Sheet Number:
C2

DRAWING NAME: J:\ENG04\040060\DWG\TM\02-METMFU.dwg
PLOT DATE: 02-02-06 PLOTTED BY: wuki

FINDINGS FOR APPROVAL

Zone Change Application No. PL-2014-0083, and Tentative Tract Map Application No. PL-2014-0084

Findings for Approval – California Environmental Quality Act:

1. Pursuant to CEQA Guidelines Section 15220, an Initial Study ("IS") was prepared for this project with the finding that a Mitigated Negative Declaration ("MND") was appropriate because all potentially significant impacts could be reduced to a level of insignificance.

2. That the proposed MND was prepared by the City of Hayward as the Lead Agency and was circulated with a twenty (20) day public review period, beginning on August 22, 2014 and ending on September 11, 2014.

3. That the proposed MND was independently reviewed, considered and analyzed by the Planning Commission and reflects the independent judgment of the Planning Commission; that such independent judgment is based on substantial evidence in the record (even though there may be differences between or among the different sources of information and opinions offered in the documents, testimony, public comments and such responses that make up the proposed MND and the administrative record as a whole); that the Planning Commission adopts the proposed MND and its findings and conclusions as its source of environmental information; and that the proposed MND is legally adequate and was completed in compliance with CEQA.

4. That the proposed MND identified all potential significant adverse impacts and feasible mitigation measures that would reduce these impacts to less-than-significant levels, and that all of the applicable mitigation measures identified in the MND and Mitigation Monitoring and Reporting Program will be adopted and implemented. Based on the MND and the whole record before the Planning Commission, there is no substantial evidence that the project will have a significant effect on the environment.

5. That the project complies with CEQA, and that the proposed MND was presented to the Planning Commission, which reviewed and considered the information contained therein prior approving the project. The custodian of the record of proceedings upon which this decision is based in the Development Services Department of the City of Hayward located at 777 B Street, Hayward, CA 94544.

6. The monitoring and reporting of CEQA mitigation measures in connection with the project will be conducted in accordance with the attached Mitigation Monitoring Program, which is adopted as conditions of approval for the project. Adoption of this program will constitute fulfillment of the CEQA monitoring and/or reporting requirement set forth in Section 21081.6 of CEQA. All proposed mitigation measures are capable of being fully implemented by the efforts of the project sponsor, City of Hayward or other identified public agencies of responsibility

Findings for Approval – Zone Change:

1. The development is in substantial harmony with the surrounding area and conforms to the General Plan and applicable City policies.

   The project is consistent with the existing General Plan designation and policies related to density and providing a variety of housing types, specifically:

   LU-3.6 Residential Design Strategies: The City shall encourage residential developments to incorporate design features that encourage walking within neighborhoods by:

   - Creating a highly connected block and street network.
   - Designing new streets with wide sidewalks, planting strips, street trees, and pedestrian-scaled lighting.
   - Orienting homes, townhomes, and apartment and condominium buildings toward streets or public spaces.
   - Locating garages for homes and townhomes along rear alleys (if available) or behind or to the side of the front facade of the home.
   - Enhancing the front facade of homes, townhomes, and apartment and condominium buildings with porches, stoops, balconies, and/or front patios.
   - Ensuring that windows are provided on facades that front streets or public spaces.

   LU-3.7 Infill Development in Neighborhoods: The City shall protect the pattern and character of existing neighborhoods by requiring new infill developments to have complimentary building forms and site features.

   Goal 3: Provide suitable sites for housing development that can accommodate a range of housing by type, size, location, price, and tenure.

   Policy 3.1 Implement land use policies that allow for a range of residential densities and housing types, prices, ownership, and size, including low-density single family uses, moderate-density townhomes, and higher-density apartments, condominiums, and units in mixed-use developments.

   Policy 3.3: Encourage development of residential uses in strategic proximity to employment, recreational facilities, schools, neighborhood commercial areas, and transportation routes.

   Policy 3.5: Allow flexibility within the City's standards and regulations to encourage a variety of housing types.

The Project is located on an in-fill site within an existing residential development constructed by KB Home. The proposed development utilizes the same architecture as the surrounding community, with the exception of plan 6 and 7 that were added along the access road. Utilizing the same architecture for this in-fill development ensures the entire area maintains a harmonious, cohesive appearance. In addition, the site design is consistent with the surrounding area with homes fronting onto private streets or along common walkways or paseos that run between rows of homes. While utilizing the same architecture, the exteriors have been enhanced further with the addition of architectural features such as wainscot, shutters, trim band, window sill enhancements, shutters, and windows at garages to help break up any flat expanses in specific areas.

2. Streets and utilities, existing or proposed, are adequate to serve the development

The proposed project is an in-fill development site surrounded by existing streets and there are utilities available to the site with adequate capacity to serve the proposed development. Much of the existing infrastructure was constructed as part of the Mount Eden Annexation and funded by the Benefit District**.** In addition, the project is required to underground any overhead utilities in front of their project site and fronting any public street.

3. The development creates a residential environment of sustained desirability and stability, that sites proposed for public facilities, such as playgrounds and parks, are adequate to serve the anticipated population and are acceptable to the public authorities having jurisdiction thereon, and the development will have no substantial adverse effect upon surrounding development or neighborhoods.

The project applicant has proposed a development that integrates density, livability and renewable energy sources (solar energy systems). The project provides a well-balanced neighborhood of small lot, attached and detached single-family homes that include usable private outdoor yards along with a group open space. The site design maintains the continuity of the surrounding development by using similar architecture, building finishes, landscaping and pedestrian connectivity to provide a seamless transition. Useable open space and pedestrian connectivity is provided, allowing for better circulation and access to surrounding amenities such as Greenwood Park and public transit. Lastly, the home designs offer a wide and flexible range of livability and lifestyles by offering a bedroom suite on the first floor of then of the units to allow for aging in place and multi-generational lifestyles.

Furthermore, as demonstrated by the Mitigated Negative Declaration, Initial Study and Mitigation Monitoring and Reporting Plan, which identified potential impacts associated with the development of the proposed project and provided mitigation measures to eliminate or reduce those impacts, the Project will have no significant impacts or adverse impacts on surrounding development.

4. Any latitude or exception(s) to development regulations or policies is adequately offset or compensated for by providing functional facilities or amenities not otherwise required or exceeding other required development standards.

   The project is consistent with the Medium Density Residential General Plan designation density. The applicant is seeking a Planned Development zoning designation to provide flexibility in the site layout of the units, and to offset certain development standards, such as reduced lot sizes and widths, setbacks, and lot coverage. To offset these deviations from development standards, the following shall be required and shown/indicated on the Precise Plan:

   - Photovoltaic solar systems shall be installed on all units or as determined to be achievable through a solar feasibility study, to be submitted for review and approval by the Planning Director prior to the approval of the Precise Plan.
   - Provide 10 additional on-street parking spaces on Montevina Way through an access easement obtained from the adjacent Home Owners Association.
   - Include enhanced landscaping and paving including upsizing 9 street trees to 36 inch box and providing additional trees above and beyond required plantings and mitigation plantings.
   - Provide enhanced architecture and site design including four-sided architecture on all units and rear loaded garages which allow for a pedestrian oriented community which connects to the public open space and surrounding community and Greenwood Park.

Findings for Approval - Vesting Tentative Tract Map:

1. The approval of Vesting Tentative Map Tract 8172, as conditioned, will have no significant impact on the environment, cumulative or otherwise. A Mitigated Negative Declaration was prepared per the guidelines of the California Environmental Quality Act (CEQA) for the development of this site.

2. The vesting tentative tract map substantially conforms to the State Subdivision Map Act, the City's Subdivision Regulations, and the General Plan

3. The preliminary geotechnical investigation performed by Cornerstone Earth Group (dated March 21, 2014) demonstrates that the proposed residential development is feasible and the proposed subdivision would occur on a site suitable for the proposed development with the recommendation that a design level geotechnical investigation be conducted prior to construction to review the geotechnical aspects of the project. The site provides sufficient lane widths and ingress/egress points, pedestrian facilities and infrastructure locations, such as water and sewer lines, storm drains and stormwater treatment areas, to support the number of units being proposed.

4. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

5. The design of the subdivision and the proposed improvements are not likely to cause serious health problems.

6. Upon completion of the proposed improvements, the streets and utilities would be adequate to serve the project.

7. None of the findings set forth in Section 66474 of the Subdivision Map Act for denial of a tentative map have been made.

CONDITIONS OF APPROVAL

October 2, 2014

Eden Pointe – Valley Oak Partners (Applicant),
Sandra Gudiel, Fernando Ramirez and Tatsumi Hirakawa (Owners)

Zone Change Application No. PL-2014-0083, and
Vesting Tentative Tract Map Application No. PL-2014-0084 (Tract 8172)

Zone Change from Medium Density Residential to Planned Development (PD), and Vesting Tentative Tract Map 8172, a 40-lot subdivision, for 25 single-family detached homes, 10 attached homes and 5 common areas for group open space, private street and private courts on a 2.94-acre site bounded by Eden Avenue, Saklan Road and Montevina Way.

GENERAL

1. In accordance with Zoning Ordinance §10-1.2500 (Planned Development District), this approval is for the Preliminary Development Plan, subject to all conditions listed below, included herein as:

   Exhibit A –Planned Development and Vesting Tentative Tract Map 8172 submitted by Valley Oak Partners, dated August 21, 2014, Sheets C.1, C.2, C.4, C.5, C.6, C.7, C.8, C.9, C.10, C.11, C.12, C.13, C.14, C.15, C.16 and OSE.

2. The project approval shall coincide with the approval period for the Vesting Tentative Tract Map. If a building permit is issued for construction of improvements authorized by the Zone Change approval, said approval shall be void two years after issuance of the building permits, or three years after approval of Precise Plan application, whichever is later, unless the construction authorized by the building permits has been substantially completed or substantial sums have been expended in reliance upon the Precise Plan approval.

3. This approval is tied to Vesting Tentative Tract Map 8086 and all conditions of approval of that map shall also apply to this approval.

4. This approval is subject to the Mitigation Monitoring and Reporting Program included in the City's Project files as Exhibit B.

5. The subdivider shall assume the defense of and shall pay on behalf of and hold harmless the City, its officers, employees, volunteers and agents from and against any or all loss, liability, expense, claim costs, suits and damages of every kind, nature and description directly or indirectly arising from the performance and action of this permit.

PRECISE PLAN SUBMITTAL

6. In accordance with Zoning Ordinance §10-1.2550 and prior to submitting a building permit

application, a Precise Development Plan shall be submitted for review and approval.

7. The Precise Development Plan shall be in substantial conformance with the approved Preliminary Development Plan and incorporate conditions herein, and shall be submitted in conjunction with the subdivision improvement plans and Final Map.

8. The project approval includes the following project amenities to support the finding required to be made that "any latitude or exception(s) to development regulations or policies is adequately offset or compensated for by providing functional facilities or amenities not otherwise required or exceeding other required development standards". These four (4) amenities include:

   - Photovoltaic solar systems shall be installed on all units or as determined to be achievable through a solar feasibility study, to be submitted for review and approved by the Planning Director prior to the approval of the Precise Plan.
   - Provide 10 additional on-street parking spaces on Montevina Way through an access easement obtained from the adjacent Home Owners Association.
   - Include enhanced landscaping and paving including upsizing 9 street trees to 36 inch box and providing additional trees above and beyond required plantings and mitigation plantings.
   - Provide enhanced architecture and site design including four-sided architecture on all units and rear loaded garages which allow for a pedestrian oriented community which connects to the public open space and surrounding community and Greenwood Park.

9. The applicant shall submit revised project plans for review and approval by the Planning Director that clearly shows the details of each project amenity. Such project amenity details shall be included in the Precise Plan submittal for final approval.

10. The Precise Development Plan shall include the following information and/or details:

    a) A copy of these conditions of approval shall be included on a full-sized sheet(s).
    b) A copy of the recorded easement or agreement with the HOA for the existing KB Home development to allow the addition of the 11 on-street parking spaces on Montevina Way (private street).
    c) Proposed location for construction staging, designated areas for construction employee parking (on- and off-site), construction office, sales office (if any), hours of construction, provisions for vanpooling construction workers or having them use transit to access the site, provisions for noise and dust control, and common area landscaping.
    d) Details of address numbers shall be provided. Address number shall be decorative. Building addresses shall be minimum 4-inch self-illuminated or 6-inch on contrasting background. Address numbers shall be installed so as to be visible from the street.
    e) Proposed locations, heights, materials and colors of all walls and fences.
    f) A minimum of one exterior hose bib shall be provided for each residential unit.
    g) Proposed pavement materials for all drive aisles, parking areas, and pedestrian paths. All surfaces should be enhanced by the use of decorative pavement materials such as colored, stamped concrete (bomanite or equal), brick, concrete interlocking pavers or other approved materials.
    h) Proposed mailbox design and locations, subject to Post Office approval.
    i) A final lighting plan prepared by a qualified illumination engineer shall be included to

show exterior lighting design. Exterior lighting shall be erected and maintained so that adequate lighting is provided along the private street. The Planning Director shall approve the design and location of lighting fixtures, which shall reflect the architectural style of the building(s). Exterior lighting shall be shielded and deflected away from neighboring properties and from windows of houses within the project.

j) All air conditioners and utility connections for air conditioners shall be located behind solid board fences or walls and shall not exceed the height of the fence or wall, unless otherwise approved. Infrastructure for air conditioning systems is required to be installed as a standard feature.

k) Proposed color and materials board for all buildings, fences and walls. No changes to colors shall be made after construction unless approved by the Planning Director.

l) All above-ground utility meters, mechanical equipment and water meters shall be enclosed within the buildings or shall be screened with shrubs and/or an architectural screen.

m) No mechanical equipment, other than solar panels, shall be placed on the roof unless it is completely screened from view by the proposed roof structure. All roof vents shall be shown on roof plans and elevations. Vent piping shall not extend higher than required by building code. Roof apparatus, such as vents, shall be painted to match the roof color.

n) Large expanses of blank wall shall not be allowed. Articulate or otherwise treat such expanses to avoid bulkiness.

o) All decorative window treatments shall be extended to all elevations.

p) All rear and side entries visible from the street shall be protected by roofs with rooflines to match the pitch of the roof.

q) An area within each garage for individual garbage and recycling receptacles shall be provided and shall be clear of the required area for two cars. As an alternative, an area within the fenced side yard may be used for the garbage and recycling containers but shall be shown.

r) All parking stall dimensions shall conform to the City's Off-street Parking Ordinance. All two car garages shall have minimum interior dimensions of 20-foot width by 19-foot depth. The dimensions shall be shown on plans. No doors, stairs, landings, laundry facilities, trash/recycle containers or HVAC shall project within the required interior parking areas.

11. At the time of submittal of the Precise Plan, the applicant shall meet or exceed the minimum open space requirements.

12. Any proposal for alterations to the proposed site plan and/or design which does not require a variance to any zoning ordinance standard must be approved by the Development Services Director or his/her designee, prior to implementation.

13. Details of all project amenities shall be submitted for review and approval by the Planning Director during the Precise Plan phase of the project.

14. All final exterior building finishes, paint colors and other architectural details shall be reviewed and approved by the Planning Division in accordance with the City of Hayward's Design Guidelines prior to issuance of a building permit for the project.

15. The project shall comply with the 2013 California Energy Code Section 110.10 for Solar Ready Homes, involving coordination between the project architect and energy consultant regarding the design and orientation of roof surfaces.

Planning Division

16. ***Mitigation Measure 1***[1]**:** The Project shall adhere to the following Bay Area Air Quality Management District (BAAQMD) "Basic Construction Mitigation Measures".

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

17. ***Mitigation Measure 2*:** The applicant shall follow all recommendations in the tree evaluation report including protection of all trees adjacent to the project site to be preserved during all phases of the development:

Before Demolition, Grading and Construction

- Tree protective fencing shall be established to restrict access within tree protection zones (TPZs), and should consist of six-foot high chain link mounted on two-inch diameter steel posts that are driven into the ground 24 inches deep. An alternate fencing type includes five- to six-foot tall chain link panels mounted on metal stands or concrete

1 BAAQMD's recommendation to require, "All vehicle speeds on unpaved roads shall be limited to 15 mph" has not been included with Air-1 since the Project would not result in unpaved roads or surfaces where vehicles could exceed 15 mph.

blocks, and the panels secured together. Where appropriate, perimeter fencing can double as tree fencing.

- The staging area and routes of access shall be established beyond TPZs.
- A four- to five-inch layer of coarse wood chips (¼- to ¾-inch in size) shall be manually spread on exposed ground beneath tree canopies (but not piled against a tree's trunk); the chips should remain throughout construction.
- Supplemental water for retained trees shall begin prior to demolition and continue throughout construction. It should be supplied every three weeks by either soaker hoses or filling a basin formed by a 12-inch high berm around a TPZ or farther. The rate should be roughly five gallons per inch of trunk diameter.
- Immediately south and five feet from #32's trunk, the section of roadway apron shall be manually dug to the required subgrade depth for exposing all roots two inches and greater in diameter; great care must be taken during the process to avoid damaging the roots until they can be observed by me to ascertain the extent of impacts to #32. Following this, the roots can be manually pruned at a 90-degree angle to the direction of root growth at the cut line and by using sharp cutting tools (e.g. loppers or handsaw).

During Demolitions, Grading and Construction

- During demolition, great care shall be taken during removal of existing features to avoid excavating the ground and large roots within a TPZ. Removal of existing base material within the TPZ of #31 shall be carefully performed to avoid excavating roots during the process (or those roots reviewed with me beforehand).
- The future sidewalk (including base material, edging and forms) within the TPZ of #31 shall retain roots two inches and greater in diameter, or should they require removal, reviewed with Arborist beforehand.
- Any required digging and trenching within a TPZ shall be reviewed onsite with Arborist beforehand, and manually performed to allow retention of sizeable roots, one-inch and greater in diameter for trees #23 thru 25, and two inches and greater in diameter for #31. Roots less than those diameters can be cleanly severed at a 90-degree angle to the direction of root growth at the cut line, and by using sharp cutting tools.
- Spoils created during approved digging shall not be piled or spread within a TPZ; if necessary, they can be temporarily piled on plywood or a tarp.
- Tree trunks shall not be used as winch supports for moving or lifting heavy loads.
- Digging holes for any posts or bollards within a TPZ shall be manually performed using a post-hole digger or shovel, and in the event a root or two inches and greater in diameter is encountered during the process, the hole should be shifted over by 12 inches and the process repeated.
- Tree pruning is anticipated for the western edge of #31's canopy to achieve clearance for constructing the home on lot 35. The work shall be performed by a California state-licensed tree service company (D-49 classification) that has an ISA (International Society of Arboriculture) certified arborist in a supervisory role, carries General Liability and

Worker's Compensation insurance, and abides by in accordance with ANSI A300-2001 (Pruning) and ANSI Z133.1-2006 (Safety Operations) standards.

- Great care shall be taken by equipment operators to position their equipment to avoid the trunks and branches of trees, including exhaust that can scorch foliage.
- Dust accumulating on trunks and canopies during dry weather periods may require being periodically washed away (e.g. every three to four months).
- The disposal of harmful products (such as cement, paint, chemicals, oil and gasoline) is prohibited beneath canopies or anywhere on site that allows drainage beneath or near TPZs. Herbicides shall not be used with a TPZ; where used on site, they shall be labeled for safe use near trees.

18. ***Mitigation Measure 3*:** Prior to issuance of a Building Permit for the project, the applicant shall conduct a design level geotechnical evaluation and submit that for review and approval and any recommendations shall be incorporated into the final design of the project.

19. ***Mitigation Measure 4*:** A full design-level geotechnical evaluation shall be conducted and measures as recommended by the project geotechnical consultant shall be implemented. Such measures will reduce the significance of impacts related to expansive soils to a level of insignificance.

PRIOR TO SUBMITTAL OF SUBDIVISION IMPROVEMENT PLANS AND FINAL MAP

20. In conjunction with the Precise Plan, the applicant/developer shall submit subdivision improvement plans including Landscape and irrigation plans and a final map application for the entire project. Said improvement plans and final map shall meet all City standards and submittal requirements except as expressly approved for this Planned Development. The following information shall be submitted with, or in conjunction with, improvement plans and final map. The City reserves the right to include more detailed conditions of approval regarding required infrastructure based on these more detailed plans.

21. Unless otherwise stated, all necessary easements shall be dedicated, and all improvements shall be designed and installed, at no cost to the City of Hayward.

22. Unless indicated otherwise, the design for development shall comply with the following:
    a) All improvements shall be designed and constructed in accordance with the City of Hayward Municipal Code – Chapter 10, Articles 1 and 3, and Standard Specifications and Details.
    b) All construction shall meet the California Building Codes (CBC) and all applicable City of Hayward Building Codes and amendments.
    c) Design and construction of all pertinent life safety and fire protection systems shall meet the California Fire Code and all applicable City of Hayward Fire Codes and amendments.

23. A Registered Civil Engineer shall prepare all Civil Engineering improvement plans; a Licensed Architect shall prepare all architectural plans; and a Licensed Landscape Architect shall prepare all landscape unless otherwise indicated herein.

Subdivision Improvement Plans

24. Subdivision Improvement Plans shall be approved in concurrence with the Precise Development Plan. Submit the following proposed improvement plans with supporting documents, reports and studies:

    a) A detailed drainage plan, to be approved by the Alameda County Flood Control and Water Conservation District (ACFC&WCD) and the City Engineer, designing all on-site drainage facilities to accommodate the runoff associated with a ten (10) year storm and incorporating onsite storm water detention measures sufficient to reduce the peak runoff to a level that will not cause capacity of downstream channels to be exceeded. Existing offsite drainage patterns, i.e., tributary areas, drainage amount and velocity shall not be altered by the development. The detailed grading and drainage plan with supporting calculations and a completed Drainage Review Checklist shall be approved by the City Engineer and by the ACFC&WCD prior to issuance of any construction or grading permit.
    b) A detailed Stormwater Treatment Plan and supporting documents, following City ordinances and conforming to Regional Water Quality Control Board's Staff recommendations for new development and redevelopment controls for storm water programs.

Storm Water Quality Requirements

25. The following materials related to the Storm water quality treatment facility requirements shall be submitted with improvement plans and/or grading permit application:

    a) A Stormwater Treatment Measures Maintenance Agreement shall be submitted to Public Works - Engineering and Transportation Department staff for review and approval. Once approved, the Maintenance Agreement shall be recorded with the Alameda County Recorder's Office to ensure that the maintenance is bound to the property in perpetuity.
    b) Storm Water Pollution Prevention Plan (SWPPP) shall be submitted to the City for review and approval by the City Engineer. All reports such as Soil Report, SWPPP, and SWMP are to be submitted in bound form. The Soil Report and SWMP shall be wet-stamped and signed by the engineer. The certification page of the SWPPP shall be signed by a Qualified SWPPP Developer (QSD) person who prepared the report. Documents that are clipped or stapled will not be accepted.
    c) Before commencing any grading or construction activities at the project site, the developer shall obtain a National Pollutant Discharge Elimination System (NPDES) permit and provide evidence of filing of a Notice of Intent (NOI) with the State Water Resources Control Board.
    d) The project plans shall include the storm drain design in compliance with post-construction stormwater requirements to provide treatment of the stormwater according to the National Pollutant Discharge Elimination System (NPDES) permit's numeric criteria. The design shall comply with the C.3 established thresholds and shall incorporate measures to minimize pollutants to the maximum extent practicable (MEP).

e) The project plans shall identify Best Management Practices (BMPs) appropriate to the uses conducted on-site in order to limit the entry of pollutants into storm water runoff to the maximum extent practicable.

f) The proposed BMPs shall be designed to comply with the hydraulic sizing criteria listed in Provision C.3 of the Alameda County Clean Water Program (ACCWP) NPDES permit.

g) The design of the flow through planter shall use a Bioretention Soil Mix (BSM) per Attachment L of the C.3 Stormwater Technical Guidance dated May 14, 2013, with a minimum infiltration rate of 5 inches per hour. Submit plan and calculations to show that all disturbed areas are treated.

h) All inlet rims in the Bioretention Treatment Area (BTA) shall be 6”minimum above the flow line of the BTA. The design of the longitudinal flow line shall be level. If not feasible, check dams will be required.

i) The flow through treatment planter shall be completely encircled with a decorative fence to protect it from being used as part of the adjacent tot play area.

j) The following documents shall be completed and submitted with the improvement and/or grading plans:

a) Hydromodification Management Worksheet;
b) Infiltration/Rainwater Harvesting and Use Feasibility Screening Worksheet;
c) Development and Building Application Information Impervious Surface Form;
d) Project Applicant Checklist of Stormwater Requirements for Development Projects;
e) C.3 and C.6 Data Collection Form; and,
f) Numeric Sizing Criteria used for stormwater treatment (Calculations).

26. The developer shall be responsible for ensuring that all contractors are aware of all storm water quality measures and implement such measures. Failure to comply with the approved construction BMPs will result in the issuance of correction notices, citations or a project stop order.

Private Streets and Courts (Common Driveways)

27. The proposed private street improvements shall be designed, generally reflective of the alignment and right-of-way width of 33.7 feet at the intersection with Saklan Road and 33.5 feet at the intersection with Eden Avenue as shown on the vesting tentative map, and as approved by the City. The private street cross-section shall have the following dimensions: a thirty-five-foot wide right-of-way with a thirty-foot curb-to-curb width accommodating two travel lanes and designated parking on one side (south side) and a 4.5-foot wide sidewalk on one side (north side).

28. The private street pavement sections shall be designed to public street standards. The private street shall be designed with a TI of six and minimum AC thickness of four inches.

29. The private street approaches shall conform to City Standards SD-110A with modified curb return radius of 10 feet, SD-108A, Alternate “A” and be enhanced with at least ten feet of raised decorative paving (e.g., interlocking pavers or stamped colored concrete, or bands of decorative

paving, etc.). The Planning Director shall approve the material, color and design, and the City Engineer shall approve the pavement section for the decorative paving. Decorative pavements shall be capable of supporting a 75,000 lb. GVW load per Fire Department's requirement.

30. The on-site streetlights and pedestrian lighting shall be LED lights and have a decorative design approved by the Planning Director. The locations of the lights shall be shown on the improvement plans and shall be approved by the City Engineer. Submit photometric plans with the improvement plans. Such fixtures shall have shields to minimize "spill-over" lighting on adjacent properties that are not part of the tract.

31. Proposed private courts (common driveways) improvements shall be designed, generally reflective of the alignment and width shown on the submitted vesting tentative tract map, and as approved by the City Engineer. Unless otherwise specified herein, all private courts shall incorporate a cross-section of a 25-foot-wide right-of-way with a 24-foot curb-to-curb width, accommodating two travel lanes.

32. Entrances to Private Courts shall conform to the City Standard SD-108A with detectable warning surface on both sides.

33. No parking shall be allowed within the private courts. Curbs shall be painted red along BOTH sides of the private courts.

34. The private courts shall not extend more than 5 feet beyond the garage door entries of the end units served by such courts, unless needed for designated parking spaces.

35. The private court pavement sections shall be designed to public street standards. The private court shall be designed with a TI of five and minimum AC thickness of four inches.

Public Streets (Saklan Road and Eden Avenue)

36. Any damaged and/or broken curb, gutter and sidewalks along the property frontages shall be removed and replaced as determined by the City Inspector.

Parking and Driveways

37. The applicant/developer shall provide sufficient parking spaces for the development to meet the requirements of the City of Hayward Municipal Code or as per the approved Preliminary Development Plan. Parking stall dimensions and driveways shall meet City requirements as approved by the Planning Director and City Engineer.

Storm Drainage

38. The project streets, driveways, and parking areas shall be designed to facilitate street sweeping, including the layout of the tree and handicap ramp bulb outs. The HOA shall be responsible for street sweeping on a regular basis.

39. The project shall also include erosion control measures to prevent soil, dirt, debris and contaminated materials from entering the storm drain system, in accordance with the regulations outlined in the ABAG Erosion and Sediment Control Handbook.

40. Storm water inlets shall be installed at the curb face per the City of Hayward Standard Details. The design and location shall be approved by the City Engineer.

41. All storm drain inlets must be labeled "No Dumping - Drains to Bay," using City-approved methods. Refer to City Standard SD-401A.

42. Improvements for storm drain system shall incorporate the following:

    a) The locations and design of storm drains shall meet the City's standard design and be approved by the City Engineer and if necessary, the Alameda County Flood Control and Water Conservation District (ACFC&WCD). Any alternative design shall be approved by the City Engineer prior to installation.

    b) Storm drain pipes in streets and courts shall be a minimum of twelve inches in diameter with a minimum cover of three feet over the pipe.

    c) The latest edition of the Alameda County Flood Control and Water Conservation District's Hydrology and Hydraulics Criteria Summary shall be used to determine storm drainage runoff. A detailed grading and drainage plan with supporting calculations and a completed Drainage Review Checklist shall be submitted, which shall meet the approval of the Alameda County Flood Control and Water Conservation District (ACFC&WCD) and the City. Development of this site shall not augment runoff to the ACFC&WCD's downstream flood control facilities. The hydrology calculations shall substantiate that there will be no net increases in the quantity of runoff from the site versus the flow rate derived from the original design of downstream facilities.

    d) The project shall not block runoff from, or augment runoff to, adjacent properties. The drainage area map developed for the project hydrology design shall clearly indicate all areas tributary to the project area. The developer is required to mitigate unavoidable augmented runoffs with offsite and/or on-site improvements.

    e) No surface runoff is allowed to flow over the sidewalks and/or driveways. Area drains shall be installed behind the sidewalks to collect all runoff from the project site.

    f) All storm drain inlets must be labeled "No Dumping - Drains to Bay," using City-approved methods.

    g) Post-development flows should not exceed the existing flows. If the proposed development warrants a higher runoff coefficient or will generate greater flow, mitigation measures shall be implemented.

Sanitary Sewer System

42. The sewer mains shall be a public system owned and maintained by the City.

43. Sanitary sewer service is available subject to standard conditions and fees in effect at the time of application. The development's sanitary sewer mains and manholes shall be public, owned and

maintained by the City. If the sewer mains are located in a private roadway, either the entire roadway shall be a public utility easement or a minimum 10' wide easement shall be granted to the City.

44. All sewer mains and appurtenances shall be constructed in accordance to the City's "Specifications for the Construction of Sewer Mains and Appurtenances (12" Diameter or Less)," latest revision at the time of permit approval (available on the City's website at http://user.govoutreach.com/hayward/faq.php?cid=11188). Sewer cleanouts shall be installed on each sewer lateral at the connection with the building drain, at any change in alignment, and at uniform intervals not to exceed 100 feet. Manholes shall be installed in the sewer main at any change in direction or grade, at intervals not to exceed 400 feet, and at the upstream end of the pipeline

45. The existing sewer laterals to Lot 1 and Lot 3 on Saklan Road and Lot 40 on Eden Avenue shall be abandoned.

46. Each single family dwelling unit shall have an individual sanitary sewer lateral. The sewer laterals shall have cleanouts and be constructed per City Standard Detail SD-312.

Water System

47. Water service is available from the City of Hayward and is subject to standard conditions and fees in effect at the time of application.

48. The development's water mains shall be public, owned and maintained by the City. The water mains shall be designed as a loop system and located five feet from the place of curb. Where a public water main is located in a private roadway, a minimum 10' wide easement shall be granted to the City.

49. City records indicate that there are three existing water services within the development: 23830 Saklan Rd., 3/4" meter x 3/4" Domestic service (SN 38517, Account 357650000); 23836 Saklan Rd., 5/8" meter x 3/4" Domestic service (SN 38633, Account 357656000); and 24243 Eden Ave., 1" service line, no meter (SN 38533). If these water services cannot be reused for the proposed development, they shall be abandoned by City Water Distribution Personnel at the applicant's/-developer's expense.

50. Two existing 8" water main stubs with blowoffs on the east side of Saklan Road to Lots 1 and 4 shall be abandoned by City Water Distribution Personnel at the applicant's/developer's expense.

51. All connections to existing water mains shall be installed by City Water Distribution Personnel at the applicant/developer's expense. The developer may only construct new services in conjunction with the construction of new water mains.

52. Residential combined domestic and fire services are allowed, per City Standard SD-216. The minimum size for a residential fire service connection is 1".

53. All domestic and irrigation water meters shall be installed behind the curb and shall be radio-read type.

54. Irrigation water meters shall have Reduced Backflow Prevention Assemblies, per City of Hayward Standard Detail 202. Backflow Prevention Assemblies shall be at least the size of the water meter or the water line on the property side of the meter, whichever is bigger.

55. Water meter boxes in driveway aisle areas shall have steel H2O rated lids.

56. Water mains and service, including the meters, must be located at least 10 feet horizontally from and one-foot vertically above any pipeline conveying storm drainage, per the current California Waterworks Standards, Title 22, Chapter 16, Section 64572. The minimum horizontal separation distances can be reduced by using higher grad (i.e. pressure) piping materials.

Solid Waste

57. Applicants must comply with City standards to obtain building permits, as follows:

    a. Residential Collection of Garbage and Recyclables: Residents are required to place their garbage, recycling, and organics carts at the curb for weekly collection service by contracted service providers:

        i. The standard type of garbage, recycling, and organics containers are (1) 32-gallon cart for Garbage, (1) 64-gallon cart for Recycling, and (1) 64-gallon cart for Organics.
        ii. The total space required for the standard service is approximately 3 feet by 9 feet. Sufficient space should be allocated in the garage to allow residents to keep the containers inside. Alternatively, the containers may be kept in a side yard behind a fence. Trash and recycle containers shall be stored out of public view on non-pickup days.
        iii. Residents shall not place carts at the curb any earlier than 6:00 a.m. the day before scheduled collection, and are required to retrieve them no later than midnight the days the carts are emptied. (Hayward Municipal Code Section 5-1.15).

    b. Requirements for Recycling Construction & Demolition Debris: City regulations require that applicants for all construction, demolition, and/or renovation projects, in excess of $75,000 (or combination of projects at the same address with a cumulative value in excess of $75,000) must recycle all asphalt and concrete and all other materials generated from the project. Applicants must complete the *Construction & Demolition Debris Recycling Statement*, a *Construction and Demolition Debris Recycling Summary Report*, and weigh tags for all materials disposed during the entire term of the project, and obtain signature approval from the City's Solid Waste Manager prior to any off haul of construction and demolition debris from the project site.

Other Utilities

58. All service to dwellings shall be an "underground service" designed and installed in accordance with the Pacific Gas and Electric Company, AT&T (phone) Company and Comcast cable company regulations. Transformers and switch gear cabinets shall be placed underground unless otherwise approved by the Planning Director and the City Engineer. Underground utility plans must be submitted for City approval prior to installation.

59. All proposed surface-mounted hardware (fire hydrants, electroliers, etc.) along the proposed streets shall be located outside of the sidewalk within the proposed Public Utility Easement in accordance with the requirements of the City Engineer or, where applicable, the Fire Chief.

60. The developer shall provide and install the appropriate facilities, conduit, junction boxes, etc., to allow for installation of a fiber optic network within the subdivision.

61. All utilities shall be designed in accordance with the requirements of the City of Hayward and applicable public agency standards.

Landscape and Irrigation Plans

62. Park Dedication In-Lieu Fees are required for all new dwelling units. Fees shall be those in effect at the time of issuance of the building permit.

63. Prior to the approval of improvement plans or issuance of the first building permit, detailed landscape and irrigation plans shall be reviewed and approved by the City and shall be a part of approved improvement plans and the building permit submittal. The plans shall be prepared by a licensed landscape architect on an accurately surveyed base plan and shall comply with the City's *Bay-Friendly Water Efficient Landscape Ordinance, Hayward Environmentally Friendly Landscape Guidelines and Checklist for the landscape professional, and Municipal Codes*. Dripline of the existing trees to be saved shall be shown on the plan.

64. Mylar of the approved landscape and irrigation improvement plans shall be submitted to the Engineering Department. The size of Mylar shall be 22" x 34" without an exception. A 4" wide x 4" high blank signing block shall be provided in the low right side on each sheet of Mylar. The signing block shall contain two signature lines and dates for City of Hayward, Landscape Architect/Planner and City Engineer. Upon completion of installation, As-built/Record Mylar shall be submitted to the Engineering Department by the developer.

65. Prior to the issuance of a grading or building permit, a tree preservation bond, surety or deposit, equal in value to the trees to be preserved, shall be provided by the developer. If any trees that are designated as saved are removed or damaged during construction shall be replaced with trees of equal size and equal value. The bond, surety or deposit shall be returned when the tract is accepted if the trees are found to be in a healthy, thriving and undamaged condition. The developer shall provide an arborist's report evaluating the conditions of the trees.

66. A tree removal permit is required prior to the removal of any existing trees.

67. All common area landscaping, irrigation and other required improvements shall be installed prior

to acceptance of tract improvements, or occupancy of 80% of the dwelling units, whichever first occurs.

Fire Protection

69. All public streets, private streets and private courts shall be designed and engineered to withstand 75,000 lbs. gross vehicle weight of fire apparatus. Such standard is also applicable to pavers or decorative concrete. Design of the public streets and private streets and courts shall meet City of Hayward Fire Department Standards.

70. Private streets and private court "A", "B" and "C", shall be dedicated fire lanes. Parking of vehicles shall only be allowed in designated parking stalls. Where there is no on-street parking, fire lane signage shall be installed in locations required by the Hayward Fire Department.

71. Intersections of Private Street and Saklan Road and Eden Avenue shall have a minimum curb-to-curb width of 26 feet and 10 foot curb returns.

72. The minimum width of fire lane is 20 feet. The access road shall be designed with a minimum width of 24 feet and a minimum unobstructed width of 26 feet within 40 feet (20 feet in both directions) of the immediate vicinity of the fire hydrant as approved by the Fire Marshal.

73. Fire lane of 20 to 26 feet wide shall be posted on both sides as a fire lane; 26 feet to 32 feet shall be posted on one side of the road as a fire lane. "No Parking" sign shall meet the City of Hayward Fire Department fire lane requirements.

74. No street parking shall be allowed except in designated/marked parking stalls.

75. When fire hydrants are located so as to be subjected to vehicle impacts as determined by the Hayward Fire Department, crash posts shall be installed around the fire hydrant(s). Spacing and locations of fire hydrants shall be subject to review and approval by the Hayward Fire Department.

76. The minimum fire flow of 1500gpm shall be provided on site.

77. All new fire hydrants shall be Modified Steamer Hydrant (Clow Valve Co. Model LB 614 with one 2-1/2" outlet and one 4-1/2" outlet). The capacity of each individual hydrant shall be 1,500 GPM. Blue reflective fire hydrant blue dot markers shall be installed on the roadways indicating the location of the fire hydrants.

78. Addressing of the buildings shall be in compliance with the Hayward Fire Department requirements. All buildings shall have a minimum 4 inch self-illuminated address installed on the front of the building so as to be visible from the street. A decorative address monument sign shall be installed at each court entrance, indicating the building addresses for the units served by such court. Minimum size numbers shall be 6 inches in height on a contrasting background.

79. Address and premise identification numbers shall be placed on all buildings in such a position as to be plainly visible and legible from the road or street fronting the property. Dimensions of address numbers or letters on the front of buildings shall be approved by the Fire Department.

80. The height of the building eaves shall not exceed 30 feet.

81. Submit for proper building permits for the construction of the building to the Building Department. All building construction shall meet the requirements of the 2013 California Building Code.

82. Buildings shall be required to install fire sprinkler systems in accordance with NFPA 13D.

83. Per the requirement of Hayward Public Works Department, a static pressure of 80 PSI should be used when water data indicates a higher pressure. The residual pressure should be adjusted accordingly.

84. Underground fire service line serving NFPA 13D sprinkler system shall be installed in accordance with the Hayward Public Work Department SD-216. Water meters shall be minimum one-inch in diameter.

85. An interior audible alarm device shall be installed within the dwelling in a location so as to be heard throughout the home. The device shall activate upon any fire sprinkler system waterflow activity.

86. All bedrooms and hallway areas shall be equipped with smoke detectors, hard-wired with battery backup. Installation shall conform to the California Building Code (CBC).

87. CO detectors should be placed near the sleeping area on a wall about 5 feet above the floor. The detector may be placed on the ceiling. Each floor needs a separate detector.

88. An approved type spark arrestor shall be installed on any chimney cap.

Hazardous Materials

89. Prior to issuance of Building or Grading Permits, a final clearance shall be obtained from either the California Regional Water Quality Control Board, Alameda County Environmental Health Department or the Department of Toxic Substance Control and submitted to the Hayward Fire Department. The clearance certificate will ensure that the property meets investigation and cleanup standards for residential development. Allowance may be granted for some grading activities, if necessary, to ensure environmental clearances.

90. A health-based and water quality clearance shall be obtained from either the State Department of Toxic Substances Control, the Alameda County Health Department or the California Regional Water Quality Control Board – San Francisco Bay Region. If it is determined that remediation of soil and/or groundwater is necessary, oversight of one of these two agencies would be required.

91. Prior to grading, structures and their contents shall be removed or demolished under permit in an environmentally sensitive manner. Proper evaluation, analysis and disposal of materials shall be done by appropriate professional(s) to ensure that hazards posed to development construction workers, neighbors, the environment, future residents and other persons are mitigated. All

hazardous materials and hazardous waste must be properly managed and disposed of in accordance with state, federal and local regulations.

92. Any wells, septic tank systems and other subsurface structures - including hydraulic lifts for elevators - shall be removed properly in order not to pose a threat to the development, construction workers, future residents or the environment. Notification shall be made to the Hayward Fire Department at least 24 hours prior to removal. Removal of these structures shall be documented and done under permit, as required by law.

93. The Hayward Fire Department's Hazardous Materials Office shall be notified immediately at (510) 583-4910 if hazardous materials are discovered during demolition or during grading. These shall include, but shall not be limited to, actual/suspected hazardous materials, underground tanks, vessels that contain or may have contained hazardous materials.

94. During construction, hazardous materials used and hazardous waste generated shall be properly managed and disposed.

95. If hazardous materials storage and/or use are to be a part of the facility's permanent operations then a Chemical Inventory Packet shall be prepared and submittal with building plans to the City of Hayward Fire Department at the time of application for construction permits.

Final Tract Map

96. Prior to recordation, a proposed Final Tract Map shall be submitted for review by the City. The Final Tract Map shall be presented to the City Council for review and action. The City Council meeting will be scheduled approximately sixty (60) days after the Improvement Plans with supporting documents and Final Map are deemed technically correct, and Subdivision Agreement and Bonds are approved by the City. The executed Final Map shall be returned to the City Public Works Department if Final Map has not been filed in the County Recorder's Office within ninety (90) days from the date of the City Council's approval.

97. Prior to the recordation of the Final Tract Map, all documents that need to be recorded with the final map shall be approved by the City Engineer and any unpaid invoices or other outstanding charges accrued to the City for the processing of the subdivision application shall be paid.

98. The final map shall reflect all easements needed to accommodate the project development. The private street and driveways shall be dedicated as a Public Utility Easement (PUE), Public Assess Easement (PAE), Water Line Easement (WLE), Sanitary Sewer Easement (SSE), and Emergency Vehicle Access Easement (EVAE).

99. Prior to the approval of the Final Map, an Inclusionary Housing Agreement (IHA) shall be submitted and approved by the Planning Director related to providing affordable housing units. The Inclusionary Housing Agreement shall conform to the requirements of the City's Inclusionary Housing Ordinance, including possibly the option of paying required in-lieu fees pursuant to the ordinance. Pursuant to the City's Interim Relief Ordinance (the Relief Ordinance – Ordinance No. 13-01), effective at the time of approval of this project, 10% of detached and 7.5% of attached residential units in a project must be set aside and sold at affordable prices to moderate-income households (households earning 120% of Area Median Income or less). The

Relief Ordinance also allows developers to pay an $80,000 per affordable unit in-lieu fee by right prior to obtaining a certificate of occupancy for those units. The Inclusionary Housing Agreement (IHA) between the City and the project owner will memorialize the obligations relevant to the compliance with inclusionary housing provisions by the project owner. Pursuant to the City's Inclusionary Housing Ordinance, approval and implementation of an IHA shall be a condition of any tentative map or building permit for any residential development project.

100. Prior to the approval of the Final Map, the developer shall pay the costs of providing public safety services to the project should the project generate the need for additional public safety services. The developer may pay either the net present value of such costs prior to issuance of building permits, or the developer may elect to annex into a special tax district formed by the City and pay such costs in the form of an annual special tax. The developer shall post an initial deposit of $20,000 with the City prior to submittal of improvement plans to offset the City's cost of analyzing the cost of public safety services to the property and district formation.

PRIOR TO ISSUANCE OF BUILDING OR GRADING PERMITS AND CONSTRUCTION WITH COMBUSTIBLE MATERIALS

101. Pursuant to the Municipal Code §10-3.332, the developer shall execute a subdivision agreement and post bonds with the City that shall secure the construction of the public improvements. Insurance shall be provided per the terms of the subdivision agreement.

102. The proposed subdivision is located in the Benefit District 411-06, formed on January 16, 2007; therefore, it is subject to the following fees and credit:

    a) The developer/subdividers shall have a credit for three existing units within the development as shown in the Exhibit C of the Engineer's Report for the Benefit District 411-06.

    b) The developer/subdivider shall be obligated to pay a Benefit District Fee in the amount of $10,008 per additional unit after third building permits have been issued.

    c) For each additional unit for which a Benefit District Fee is due, the developer/subdivider shall also pay the City additional $300 per each additional unit to cover the cost of collecting and administering the Benefit District Fees.

103. Prior to issuance of building permits, a final map that reflects and is in substantial compliance with the approved vesting tentative tract map, shall be approved by the City Engineer and is in the process for filing with the office of the Alameda County Clerk Recorder.

104. Submit the following documents for review and approval, or for City project records/files:

    a) Copy of the Notice of Intent filed with State Water Resources Control Board;
    b) Engineer's estimate of costs, including landscape improvements;
    c) Signed Final Map;
    d) Signed Subdivision Agreement; and
    e) Subdivision bonds.

105. Plans for building permit applications shall incorporate the following:

a) A copy of these conditions of approval shall be included on a full-sized sheet(s) in the plan set.
b) A lighting plan prepared by a qualified illumination engineer shall be included to show exterior lighting design. All exterior lighting shall be designed by a qualified lighting designer and erected and maintained so that light is confined to the property and will not cast direct light or glare upon adjacent properties or public rights-of-way. Such lighting shall also be designed such that it is decorative and in keeping with the design of the development. Exterior lighting shall be erected and maintained so that adequate lighting is provided in all common areas. The Planning Director or his/her designee shall approve the design and location of lighting fixtures, which shall reflect the architectural style of the buildings. Exterior lighting shall be shielded and deflected away from neighboring properties and from windows of proposed buildings.
c) Plans shall show that all utilities will be installed underground.

106. Required water system improvements shall be completed and operational prior to the start of combustible construction.

107. The developer/subdivider shall be responsible to adhere to all aspects of the approved Storm Water Pollution Prevention Plan (SWPPP) per the aforementioned condition of approval.

108. A representative of the project soils engineer shall be on the site during grading operations and shall perform such testing as deemed necessary by the City Engineer. The representative of the soils engineer shall observe all grading operations and provide any recommended corrective measures to the contractor and the City Engineer.

109. The minimum soils sampling and testing frequency shall conform to Chapter 8 of the Caltrans Construction Manual. The subdivider shall require the soils engineer to daily submit all testing and sampling and reports to the City Engineer.

PRIOR TO COMPLETION OF SITE IMPROVEMENTS AND ISSUANCE OF CERTIFICATES OF OCCUPANCY

During Construction

110. The developer shall ensure that unpaved construction areas are sprinkled with water as necessary to reduce dust generation. Construction equipment shall be maintained and operated in such a way as to minimize exhaust emissions. If construction activity is postponed, graded or vacant land shall immediately be revegetated.

111. The following control measures for construction noise, grading and construction activities shall be adhered to, unless otherwise approved by the Planning Director or City Engineer:

a. Grading and site construction activities shall be limited to the hours 7:00 AM to 7:00 PM Monday through Saturday and 10:00 AM to 6:00 PM Sunday and Holidays. Grading hours are subject to the City Engineer's approval. Building construction hours are subject to Building Official's approval;

b. Grading and construction equipment shall be properly muffled;

c. Unnecessary idling of grading and construction equipment is prohibited;

d. Stationary noise-generating construction equipment, such as compressors, shall be located as far as practical from occupied residential housing units;

e. Applicant/developer shall designate a "noise disturbance coordinator" who will be responsible for responding to any local complaints about construction noise. Letters shall be mailed to surrounding property owners and residents within 300 feet of the project boundary with this information and a copy provided to the Planning Division.

f. The developer shall post the property with signs that shall indicate the names and phone number of individuals who may be contacted, including those of staff at the Bay Area Air Quality Management District, when occupants of adjacent residences find that construction is creating excessive dust or odors, or is otherwise objectionable. Letters shall also be mailed to surrounding property owners and residents with this information prior to commencement of construction and a copy provided to the Planning Division.

g. Daily clean-up of trash and debris shall occur on Eden Avenue, Saklan Road, and other neighborhood streets utilized by construction equipment or vehicles making deliveries.

h. Gather all construction debris on a regular basis and place them in a dumpster or other container which is emptied or removed on a weekly basis. When appropriate, use tarps on the ground to collect fallen debris or splatters that could contribute to storm water pollution;

i. Remove all dirt, gravel, rubbish, refuse and green waste from the sidewalk, street pavement, and storm drain system adjoining the project site. During wet weather, avoid driving vehicles off paved areas and other outdoor work;

j. The site shall be watered twice daily during site grading and earth removal work, or at other times as may be needed to control dust emissions;

k. All grading and earth removal work shall follow remediation plan requirements, if soil contamination is found to exist on the site;

l. Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites;

m. Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites;

n. Sweep public streets daily if visible soil material is carried onto adjacent public streets;

o. Apply (non-toxic) soil stabilizers or hydroseed to inactive construction areas (previously graded areas inactive for 10-days or more);

p. Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.).

q. Broom sweep the sidewalk and public street pavement adjoining the project site on a daily basis. Caked on mud or dirt shall be scraped from these areas before sweeping;

r. No site grading shall occur during the rainy season, between October 15 and April 15, unless approved erosion control measures are in place.

s. Install filter materials (such as sandbags, filter fabric, etc.) at the storm drain inlet nearest the downstream side of the project site prior to: 1) start of the rainy season; 2) site dewatering

activities; or 3) street washing activities; and 4) saw cutting asphalt or concrete, or in order to retain any debris or dirt flowing into the City storm drain system. Filter materials shall be maintained and/or replaced as necessary to ensure effectiveness and prevent street flooding. Dispose of filter particles in the trash;

t. Create a contained and covered area on the site for the storage of bags of cement, paints, flammables, oils, fertilizers, pesticides or any other materials used on the project site that have the potential for being discharged to the storm drain system through being windblown or in the event of a material spill;

u. Never clean machinery, tools, brushes, etc., or rinse containers into a street, gutter, storm drain or stream. See "Building Maintenance/Remodeling" flyer for more information;

v. Ensure that concrete/gunite supply trucks or concrete/plasters finishing operations do not discharge washwater into street gutters or drains; and

w. The developer shall immediately report any soil or water contamination noticed during construction to the City Fire Department Hazardous Materials Division, the Alameda County Department of Health and the Regional Water Quality Control Board.

112. The minimum soils sampling and testing frequency shall conform to Chapter 8 of the Caltrans Construction Manual. The subdivider shall require the soils engineer to daily submit all testing and sampling and reports to the City Engineer.

113. In the event that human remains', archaeological resources, prehistoric or historic artifacts are discovered during construction of excavation, the following procedures shall be followed: Construction and/or excavation activities shall cease immediately and the Planning Division shall be notified. A qualified archaeologist shall be retained to determine whether any such materials are significant prior to resuming groundbreaking construction activities. Standardized procedure for evaluation accidental finds and discovery of human remains shall be followed as prescribed in Sections 15064.f and 151236.4 of the California Environmental Quality Act.

114. The applicant shall comply with standards identified in General Plan Appendix N – Noise Guidelines for the Review of New Development. Measures to ensure compliance with such standards shall be developed by a state licensed acoustical engineer and incorporated into building permit plans, to be confirmed by the Planning and Building Divisions. Also, confirmation by a state licensed acoustical engineer that such standards are met shall be submitted after construction and prior to issuance of certificates of occupancy.

115. Prior to final inspections, all pertinent conditions of approval and all improvements shall be completed to the satisfaction of the Planning Director.

116. Prior to the issuance of Certificate of Occupancy, all landscape and irrigation shall be completed and installed in accordance with the approved plan and accepted by the project landscape architect prior to submitting a Certificate of Completion. The final acceptance form must be submitted prior to requesting an inspection with the City Landscape Architect. An Irrigation Schedule shall be submitted prior to the final inspection and acceptance of landscape improvements.

117. Landscape and tree improvements shall be installed according to the approved plans prior to the occupancy of each building. All common area landscaping, irrigation, and other required improvements shall be installed prior to acceptance of tract improvements, or occupancy of eighty percent of the dwelling units, whichever first occurs, and a Certificate of Completion, as-built Mylar and an Irrigation Schedule shall be submitted prior to the Final Approval of the landscaping for the Tract to the Public Works – Engineering and Transportation Department by the developer.

Homeowners Association

118. Prior to the sale of any parcel, or prior to the acceptance of site improvements, whichever occurs first, Conditions, Covenants and Restrictions (CC&R's) creating a homeowners association (HOA) for the property shall be reviewed and approved by the Planning Director and City Attorney and recorded. The CC&R's shall describe how the stormwater BMPs associated with privately owned improvements and landscaping shall be maintained by the association. The CC&Rs shall include the following provisions:

a) Each owner shall automatically become a member of the association(s) and shall be subject to a proportionate share of maintenance expenses.

b) A reserve fund shall be maintained to cover the costs of improvements and landscaping to be maintained by the Association(s).

c) The HOA shall be managed and maintained by a professional property management company.

d) The HOA shall own and maintain the private access road, driveways "A". "B" and "C" and on-site storm drain systems.

e) The HOA shall own and maintain the on-site storm drain system.

f) The HOA shall maintain the common area irrigation system and maintain the common area landscaping in a healthy, weed–free condition at all times. The HOA representative(s) shall inspect the landscaping on a monthly basis and any dead or dying plants (plants that exhibit over 30% die-back) shall be replaced within fifteen days of notification to the homeowner. Plants in the common areas shall be replaced within two weeks of the inspection. Trees shall not be severely pruned, topped or pollarded. Any trees that are pruned in this manner shall be replaced with a tree species selected and size determined by the City Landscape Architect, within the timeframe established by the City and pursuant to the Hayward Municipal Code.

g) A provision that if the HOA fails to maintain the tot lot, common outdoor patio area, and all other landscaping and irrigation in all other common areas for which it is responsible so that owners, their families, tenants, or adjacent owners will be impacted in the enjoyment, use or property value of the project, the City shall have the right to enter upon the project and to commence and complete such work as is necessary to maintain the common areas and private streets, after reasonable notice, and lien the properties for their proportionate share of the costs, in accordance with Section 10-3.385 of the Hayward Subdivision Ordinance.

h) A provision that the building exteriors and fences shall be maintained free of graffiti. The

owner's representative shall inspect the premises on a weekly basis and any graffiti shall be removed within 48 hours of inspection or within 48 hours of notification by the City.

i) A tree removal permit is required prior to the removal of any protected tree, in accordance with the City's Tree Preservation Ordinance.

j) The garage of each unit shall be maintained for off-street parking of two vehicles and shall not be converted to living or storage areas. An automatic garage door opening mechanism shall be provided for all garage doors.

k) The residents shall not use common parking spaces for storage of recreational vehicles, camper shells, boats or trailers. These parking spaces shall be monitored by the homeowners association. The homeowners association shall remove vehicles parked contrary to this provision. The CC&R's shall include authority for the HOA to tow illegally-parked vehicles.

l) Individual homeowners shall maintain in good repair the exterior elevations of their dwelling. The CC&Rs shall include provisions as to a reasonable time period that a unit shall be repainted, the limitations of work (modifications) allowed on the exterior of the building, and the right of the home owners association to have necessary work done and to place a lien upon the property if maintenance and repair of the unit is not executed within a specified time frame. The premises shall be kept clean and free of debris at all times. Color change selections shall be compatible with the existing setting.

m) The HOA shall maintain all fencing, parking surfaces, common landscaping, lighting, drainage facilities, project signs, exterior building elevations, etc. The CC&Rs shall include provisions as to a reasonable time period that the building shall be repainted, the limitations of work (modifications) allowed on the exterior of the buildings, and its power to review changes proposed on a building exterior and its color scheme, and the right of the home owners association to have necessary work done and to place a lien upon the property if maintenance and repair of the unit is not executed within a specified time frame. The premises shall be kept clean.

n) Any future major modification to the approved site plan shall require review and approval by the Planning Commission.

o) On-site streetlights and pedestrian lighting shall be owned and maintained by the HOA and shall have a decorative design approved by the Planning Director and the City Engineer.

p) Street sweeping of the private street and private parking stalls shall be conducted at least once a month.

q) The association shall ensure that no less than 75 percent of the units shall be owner-occupied. The CC&Rs shall further provide that the leasing of units as a regular practice for business, speculative investment or other similar purpose is not permitted. However, to address special situations and avoid unusual hardship or special circumstances, such as a loss of job, job transfer, military transfer, change of school or illness or injury that, according to a doctor, prevents the owner from being employed, the CC&Rs may authorize the governing body to grant its consent, which consent shall not be unreasonably withheld, to a unit owner who wishes to lease or otherwise assign occupancy rights to a specified lessee for a specified period.

Prior to the Issuance of Certificate of Occupancy or Final Report

119. All buildings shall be designed using the California Building Codes in effective at the time of submitting building permit applications.

120. All common area landscaping, irrigation and other required improvements shall be installed according to the approved plans.

121. All tract improvements, including the complete installation of all improvements relative to streets, fencing, sanitary sewer, storm drainage, water system, underground utilities, etc., shall be completed and attested to by the City Engineer before approval of occupancy of any unit. Where facilities of other agencies are involved, such installation shall be verified as having been completed and accepted by those agencies.

122. Park Dedication In-Lieu Fees are required for all new dwelling units. Fees shall be those in effect at the time of the Vesting Tentative Tract Map is approved. All Park dedication in-lieu fees shall be paid prior to issuance of a Certificate of Occupancy for a residential unit.

123. Landscaping shall be maintained in a healthy, weed-free condition at all times and shall be designed with efficient irrigation practices to reduce runoff, promote surface filtration, and minimize the use of fertilizers and pesticides, which can contribute to runoff pollution. The owner's representative shall inspect the landscaping on a monthly basis and any dead or dying plants (plants that exhibit over 30% dieback) shall be replaced within ten days of the inspection. Three inches deep mulch should be maintained in all planting areas. Mulch should be organic recycled chipped wood in the shades of Dark Brown Color. Trees shall not be severely pruned, topped or pollarded. Any trees that are pruned in this manner shall be replaced with a tree species selected by, and size determined by the City Landscape Architect, within the timeframe established by the City and pursuant to the Municipal Code. Irrigation system shall be tested periodically to maintain uniform distribution of irrigation water; irrigation controller shall be programed seasonally; irrigation system should be shut-off during winter season; and the whole irrigation system should be flushed and cleaned when the system gets turn on in the spring.

124. The developer/subdivider shall be obligated for the following additional fees. The amount of the fee shall be in accordance with the fee schedule in effect at the time Vesting Tentative Tract Map was accepted as complete, unless otherwise indicated herein:

    a) Supplemental Building Construction and Improvement Tax,

    b) School Impact Fee

125. Final Hayward Fire Department inspection is required to verify that requirements for fire protection facilities have been met and actual construction of all fire protection equipment have been completed in accordance with the approved plan. Contact the Fire Marshal's Office at (510) 583-4910 at least 24 hours before the desired final inspection appointment.

126. The improvements associated with the Pacific Gas and Electric Company, AT&T (phone) company and local cable company shall be installed to the satisfaction of the respective companies.

127. The Stormwater Treatment Measures Maintenance Agreement for the project, prepared by Public Works Engineering and Transportation Division staff, shall be signed and recorded in concurrence with the Final Map at the Alameda County Recorder's Office to ensure that the maintenance is bound to the property in perpetuity.

128. The applicant/subdivider shall submit an AutoCAD file format (release 2010 or later) in a CD of approved final map and 'as-built' improvement plans showing lot and utility layouts that can be used to update the City's Base Maps.

129. The applicant/subdivider shall submit an "as built" plans indicating the following:

a) Approved landscape and irrigation improvements;

b) All underground facilities, sanitary sewer mains and laterals, water services (including meter locations), Pacific Gas and Electric, AT&T (phone) facilities, local cable company, etc.;

c) All the site improvements, except landscaping species, buildings and appurtenant structures; and

d) Final Geotechnical Report.

CITY OF
HAYWARD
HEART OF THE BAY

August 20, 2014

Alameda County Clerk
1106 Madison Street, 1st Floor
Oakland, CA 94607

Subject: **Notice of Intent to Adopt a Mitigated Negative Declaration for Zone Change Application No. PL-2014-0083 – from Medium Density Residential to Planned Development and Vesting Tentative Tract Map 8172 (Application No. PL-2014-0084) associated with the subdivision and construction of 25 single-family detached homes, 10 attached homes and common areas on a 2.94-acre site located at 23830 & 23836 Saklan Road and 24137 Eden Avenue. Doug Rich of Valley Oak Partners (Applicant/Owner)**

Dear Mr. O'Connell,

Please post this letter with the attached Mitigated Negative Declaration and Initial Study for a period of 20 days to conform to CEQA Guideline Section 15072. The specific posted comment period is from Friday, August 22, 2014 to Thursday, September 11, 2014.

The Planning Commission of the City of Hayward has scheduled a public hearing on Thursday, October 2, 2014, at 7:00 p.m., Council Chambers, 2nd Floor, City Hall, 777 B Street, Hayward, to obtain citizen input on the proposed project and the Mitigated Negative Declaration and Initial Study. A copy of the staff report can be viewed on the City's website at www.hayward-ca.gov after September 26, 2014.

Following the Planning Commission public hearing this matter will then be heard by the City Council. Notice of the City Council hearing will be sent out at a later date. The Planning Commission can either recommend approval to the City Council or deny the application. If denied, the denial action is appealable. The appeal period is 10 days from the date of the decision. If recommended for approval or appealed, a public hearing will be scheduled before the City Council for final decision. Notice of the City Council hearing will be sent out at a later date.

If the Mitigated Negative Declaration is approved, a copy will be sent to the General Business Division of your office for recordation. If you have any questions, please contact me at (510) 583-4210 or e-mail me at linda.ajello@hayward-ca.gov.

Department of Development Services
Planning Division

777 B Street, Hayward, CA 94541-5007
Tel: 510/583-4200 Fax: 510/583-3649

Sincerely,

Linda Ajello. AICP
Associate Planner

CITY OF HAYWARD
MITIGATED NEGATIVE DECLARATION

Notice is hereby given that the City of Hayward finds that could not have a significant effect on the environment as prescribed by the California Environmental Quality Act of 1970, as amended will occur for the following proposed project:

I. PROJECT DESCRIPTION:

Project title: Eden Pointe; Zone Change Application PL-2014-0083 and Vesting Tentative Tract Map Application No. PL-2014-0084 (8172).

Description of project: The project proposes a subdivision of approximately 2.94 acres in order to develop 25 detached single-family homes and 10 duet homes that would be provided access from a new private street and existing public and private streets. All existing structures will be demolished as part of this request. The existing on-site structures include three (3) residential structures (living units).

Project review involves consideration of a vesting tentative map and rezoning.

II. FINDING PROJECT WILL NOT SIGNIFICANTLY AFFECT ENVIRONMENT:

The proposed project, with the mitigation measures identified in the attached initial study checklist, will not have a significant effect on the environment.

III. FINDINGS SUPPORTING DECLARATION:

1. The proposed project has been reviewed according to the standards and requirements of the California Environmental Quality Act (CEQA) and an Initial Study Environmental Evaluation Checklist has been prepared for the proposed project. The Initial Study has determined that the proposed project, with the recommended mitigation measures, could not result in significant effects on the environment.

2. The project will not adversely affect any scenic resources. A lighting plan will be required to ensure that light and glare do not affect area views. Also, compliance with the City's Design Guidelines will ensure visual impacts are minimized. Landscape plans will also be required to ensure that structures are appropriately screened.

3. The project will not have an adverse effect on agricultural land since the subject site is not used for such purposes, does not contain prime, unique or Statewide important farmland.

4. The project will not result in significant impacts related to changes in air quality. When the property is developed the City will require the developer to submit a construction Best Management Practice (BMP) program prior to the issuance of any grading or building permit.

5. The project, proposed on properties surrounded by other residential development and within an urbanized area, will not result in significant impacts to biological resources. Any trees removed are required to be replaced as per the City's Tree Preservation ordinance.

6. The project will not result in significant impacts to known cultural resources including historical resources, archaeological resources, paleonotological resources, unique topography or disturb human remains.

7. The project will not result in significant impacts to geology and soils. The project is located west of the Hayward fault, which poses potential risk to any development in the city of Hayward. Recommendations of the project geotechnical engineer will be required to be incorporated into project design and implemented throughout construction, to address such items as seismic shaking. Construction will also be required to comply with the California Building Code standards to minimize seismic risk due to ground shaking.

8. The project will not lead to the exposure of people to hazardous materials.

9. The project will be required to meet all water quality standards as part of the normal development review and construction process, to be addressed in a Stormwater Pollution Prevention Plan and Erosion Control Plan that utilize best management practices. Drainage improvements will be required to accommodate stormwater runoff, so as not to negatively impact the existing downstream drainage system of the Alameda County Flood Control and Water Conservation District.

10. The project is consistent with the overall density supported by the Hayward General Plan. In addition, the project will be required to be consistent with the City of Hayward's Design Guidelines.

11. The project will not result in any long-term noise impacts. Construction noise will be mitigated through restriction on construction hours, mufflers, etc., to be approved as part of the future building permits for the homes.

12. The project will not result in significant impacts related to population and housing in that the amount of development proposed is within the range of development analyzed in the Hayward General Plan.

13. The project will not result in a significant impact to public services in that development is at least as intensive as that proposed was analyzed in the Hayward General Plan EIR and found to have less-than-significant impacts.

14. The project will not result in significant impacts to traffic since it would not generate sufficient traffic to cause nearby intersections to operate at an unacceptable level of service.

IV. PERSON WHO PREPARED INITIAL STUDY:

Linda Ajello

Linda Ajello, AICP, Associate Planner
Dated: August 18, 2014

V. COPY OF ENVIRONMENTAL CHECKLIST IS ATTACHED

For additional information, please contact the City of Hayward, Planning Division, 777 B Street, Hayward, CA 94541-5007, telephone (510) 583-4200

CITY OF
HAYWARD
HEART OF THE BAY

DEPARTMENT OF DEVELOPMENT SERVICES
Planning Division

INITIAL STUDY CHECKLIST

Project Title: Eden Pointe Residential Development

Lead agency name/address: City of Hayward / 777 B Street, Hayward

Contact person: Linda Ajello, AICP, Associate Planner

Project location: 23830 and 23836 Saklan Road and 24137 Eden Avenue, in the Mt. Eden area of Hayward; Assessor's Parcel Numbers: 441-0100-001-02, 441-0100-002-02 and 441-0100-003-02.

Project sponsors:
Name and Address: Douglas Rich - Valley Oak Partners, 734 The Alameda, San Jose, CA 95126

Existing General Plan Designation: Medium Density Residential

Existing Zoning: RM (Medium Density Residential)

Project description: The project proposes a subdivision of approximately 2.94 acres in order to develop 25 detached single-family homes and 10 duet homes that would be provided access from a new private street and existing public and private streets. All existing structures will be demolished as part of this request.

Approval of the project would require a change to the zoning designation for the site, from *Medium Density Residential* (RM) to *Planned Development* (PD).

Surrounding land uses and setting: The project site is comprised of three parcels, which primarily contain residential development. The project site is surrounded by similar small lot developed residential sites to the north and south, a public park to the east and industrial uses to the west. The general area is in the western portion of the City.

Other public agencies whose approval is required: None

Regional Setting

The City of Hayward is known as the "Heart of the Bay" thanks to its central and convenient location in Alameda County along the east side of the San Francisco Bay, twenty-five (25) miles southeast of San Francisco, fourteen (14) miles south of Oakland, twenty-six (26) miles north of San Jose, and ten (10) miles west of the valley communities of San Ramon, Dublin and Pleasanton. **Figure 1 (Regional Location)** depicts the Project's location relative to the broader San Francisco Bay region.

The City of Hayward lies at the southeastern shore of the San Francisco Bay, at the western toe of the Diablo Mountain Range. Topography in the eastern portion of Hayward generally consists of moderately steep foothills descending from the Diablo Range, leveling into a valley before reaching the San Francisco Bay.

The Nimitz Freeway (US 880) passes through the City of Hayward on its path between the City of San Jose and Bay Bridge (in Oakland). The San Mateo Bridge (State Route 92) spans the San Francisco Bay between the cities of Hayward and Foster City.

The City of Hayward borders on a large number of municipalities and communities. The cities bordering on Hayward are San Leandro, Union City, Fremont and Pleasanton. The census designated places bordering on Hayward (within the County of Alameda) are Castro Valley, San Lorenzo, Cherryland, Sunol and Fairview.

City Setting

The modern City of Hayward had its origins in the 1850s during the Gold Rush. An approximate twenty-eight (28) block area in the vicinity of Hayward's Historic City Hall was provided the first parcels of land for settlers. Over the intervening years, Hayward urbanized by transforming agricultural lands to various forms of residential, commercial, and industrial development connected by a series of local streets and regional highways. Today, the City of Hayward is highly urbanized with the shoreline and hillsides being natural open space.

Presently, the western and southern portions of Hayward primarily consist of industrial land uses (e.g., warehouses, distribution facilities, manufacturing). To the east and north of this industrial corridor, in which the Project is located, lie numerous tracts of residential development often centered upon public school sites. Commercial development tends to be located along major arterial streets (e.g., Hesperian Boulevard, Tennyson Road, Mission Boulevard) passing by or through the residential tracts. **Figure 2 (City Setting)** depicts the Project's location relative to the broader San Francisco Bay region.

Local Setting

The Project location is within the Mt. Eden neighborhood, in an area previously known as the "Saklan Road Island" prior to annexation into the City in 2007 as part of the Mt. Eden Phase I Annexation **(see Figure 3 – Local Setting)**. The suburban location consists largely of residential land uses constructed after World War II, including detached single family homes constructed in the late 70's and early 80's and attached and detached single-family development constructed in 2010, and industrial development to the west.

The Project site is surrounded by urbanized properties consisting of residential and industrial land uses. Most properties nearby the Project site include single-family and multi-family homes one (2) to three (3) stories in height, a public park, and industrial uses with adjacent surface parking lots.

Existing Project Site Setting

The Project site consists of a three developed, rectangular-shaped properties, totaling 128,066 square feet (2.94 acres) in area **(see Figure 4 – Proposed Site Plan)**. The Project site is relatively flat with a slight uphill slope to the east. Forty one (41) trees of varying size and species are dispersed across the Project site, including eighteen (18) street trees located within the public right-of-way. There is a curb and planting strip along the west side of the property along Montevina Way and there is a concrete sidewalk and two curb-cuts abutting Saklan Road and one abutting Eden Avenue, each of which serve the existing single-family homes on the site. Properties abutting the Project site include single-family residential land uses, a public park and industrial uses.

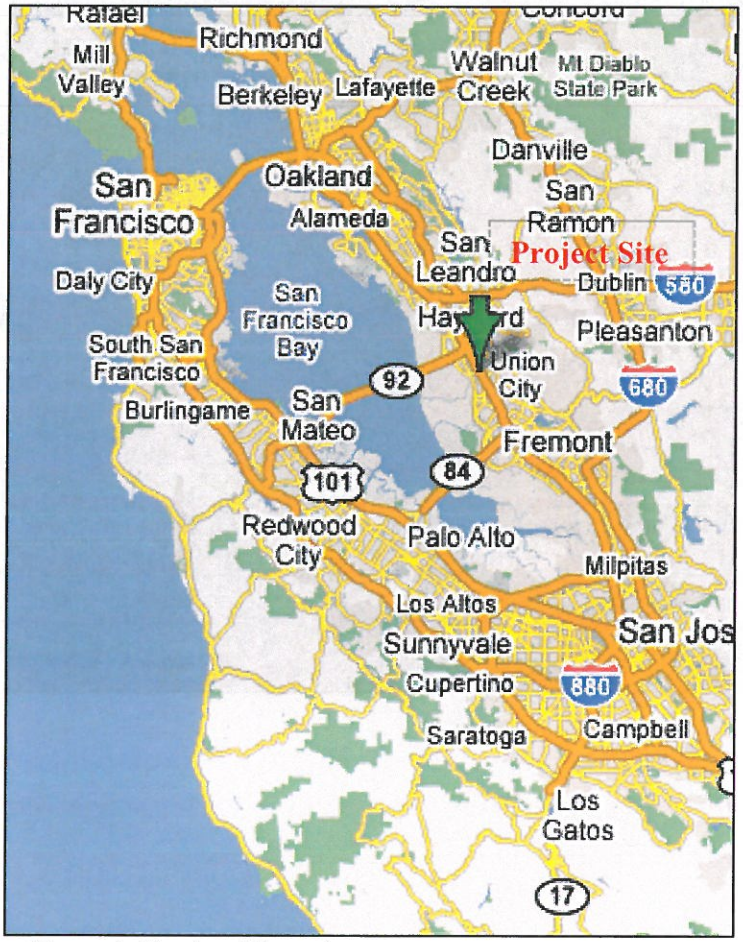


Figure 1: Regional Location

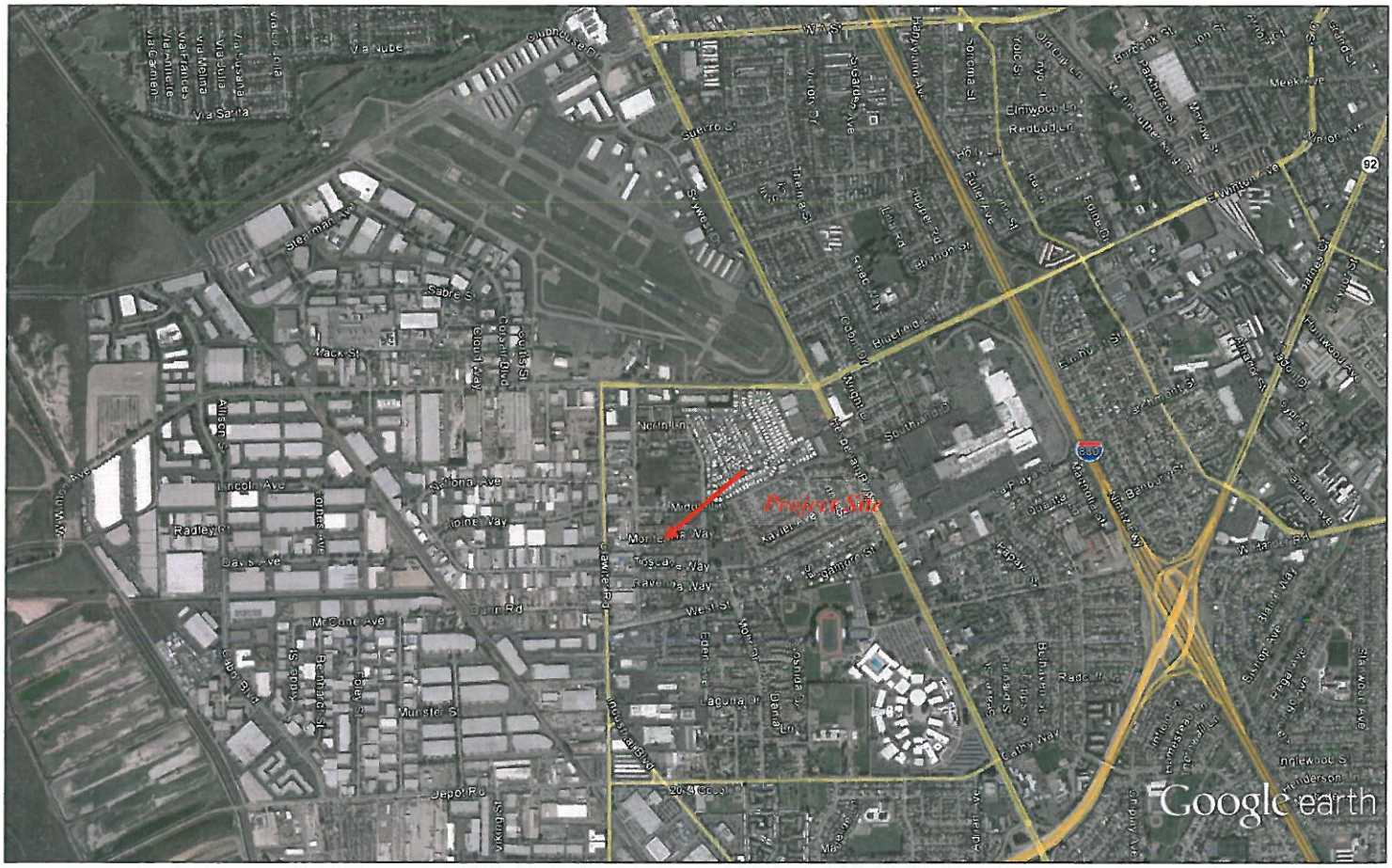


Figure 2: City Setting

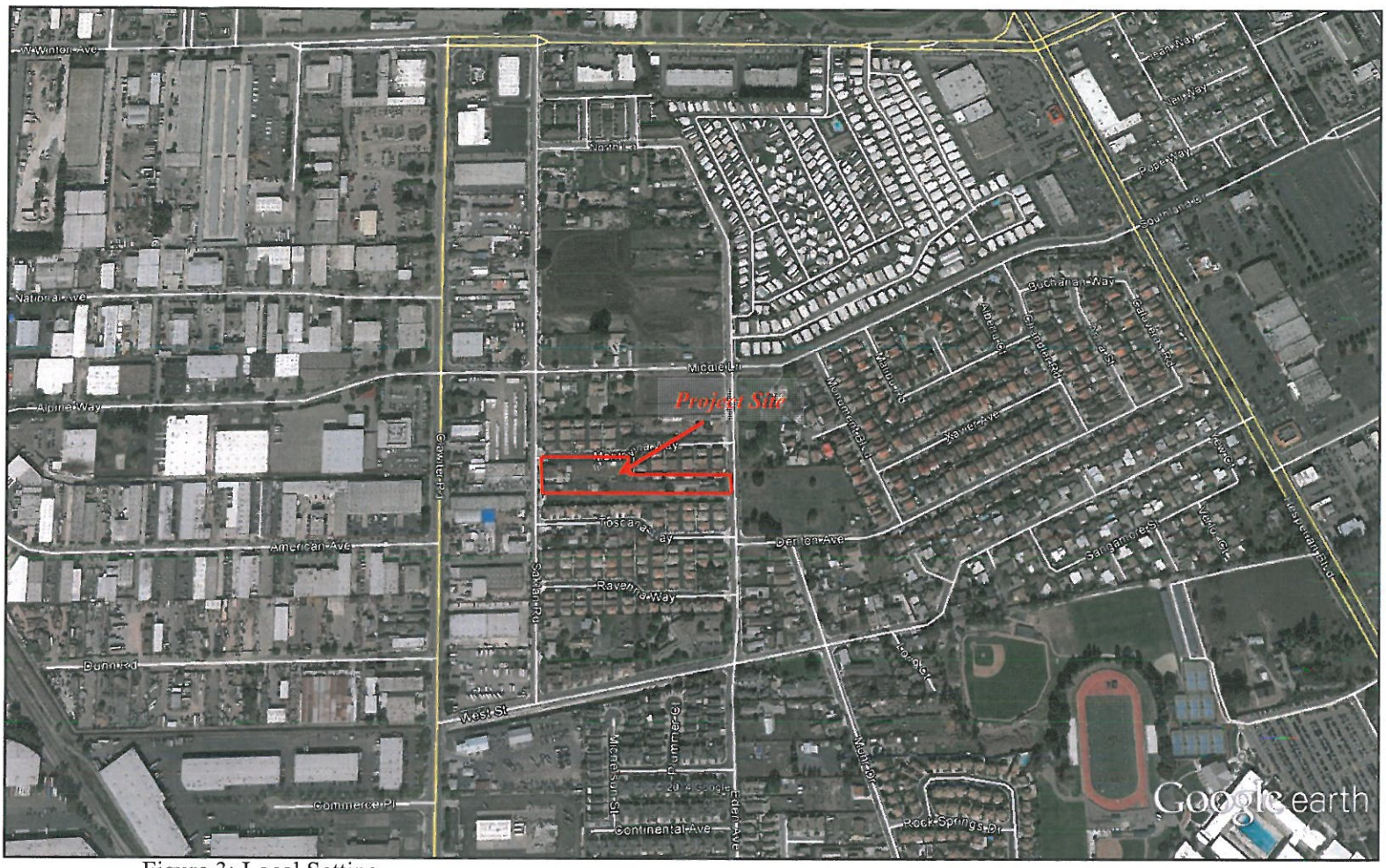


Figure 3: Local Setting

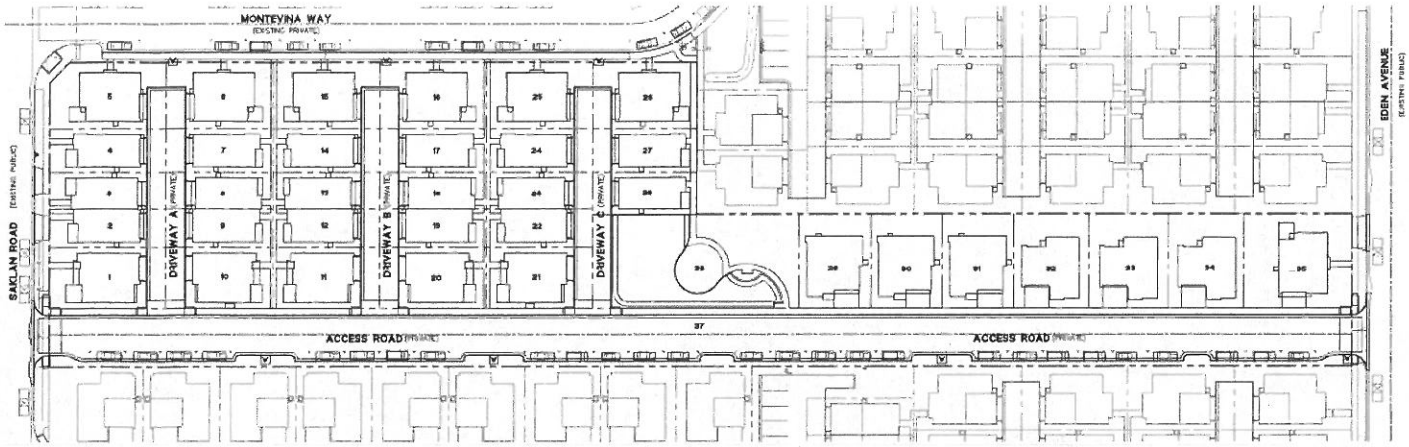


Figure 4: Proposed Site Plan

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐	Aesthetics	☐	Agriculture and Forestry Resources	☒	Air Quality
☒	Biological Resources	☐	Cultural Resources	☒	Geology /Soils
☐	Greenhouse Gas Emissions	☒	Hazards & Hazardous Materials	☐	Hydrology / Water Quality
☐	Land Use / Planning	☐	Mineral Resources	☐	Noise
☐	Population / Housing	☐	Public Services	☐	Recreation
☐	Transportation/Traffic	☐	Utilities / Service Systems	☒	Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ 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 agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Linda Ajello

Linda Ajello, AICP, Associate Planner

08·18·2014

Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

ENVIRONMENTAL ISSUES:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS -- Would the project:				
a) Have a substantial adverse effect on a scenic vista? **Comment** *There are no designated scenic vistas in the vicinity of the project; thus, no impact.*	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? **Comment** *The project is not located within a state scenic highway; thus, no impact.*	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings? **Comment** *The existing site is developed with single family homes on large lots. The proposed detached single family and duet homes will be consistent with the existing residential development surrounding the site to the north, south and east and improve the visual character of the site; thus, no impact.*	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? **Comment** *The new residential units will add some additional light to this area, but the amount is considered less than significant given the surrounding developed area; no mitigation is required.*	☐	☐	☒	☐

II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Resources Board. -- Would the project:				
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? **Comment** *The project does not involve any Prime Farmland, Unique Farmland or Farmland of Statewide Importance; thus, no impact.*	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? **Comment** *The project site is not zoned for agricultural uses nor under a Williamson Act contract; thus, no impact.*	☐	☐	☐	☒
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))? **Comment** *The project does not involve the rezoning of forest land or timberland; thus, no impact.*	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use? **Comment** *The project does not involve the loss of forest land or involve conversion of forest land; thus, no impact.*	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? **Comment** *The project does not involve changes to the environment that could result in conversion of Farmland or forest land; thus no impact.*	☐	☐	☐	☒
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:				
a) Conflict with or obstruct implementation of the applicable air quality plan? **Comment** *The project is a residential in-fill project located on a site that is bordered to the east and west by a similar residential planned development and the proposed density is consistent with the General Plan. From Saklan Road, the site is located 0.28 miles from a public transit bus line along Clawiter Road and 0.46 miles from Eden Avenue from a public transit route along Hesperian*	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Boulevard and will not conflict with the goals of the air quality plan; thus no impact.				
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? **Comment** *The Bay Area Air Quality Management District (BAAQMD) has established screening criteria as part of their CEQA guidance to assist in determining if a proposed project could result in potentially significant air quality impacts. Based on the District's criteria, the proposed project of 35 new homes screens below what would require additional evaluation; thus the proposed project and impacts caused by construction activities will not violate any air quality standard and the impact is less than significant. However, implementation of the following measures for the Project is recommended to reduce fugitive dust and exhaust emissions:*				
Mitigation Measure 1[1]: *The Project shall adhere to the following Bay Area Air Quality Management District (BAAQMD) "Basic Construction Mitigation Measures".*				
i) All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.	☐	☒	☐	☐
ii) All haul trucks transporting soil, sand, or other loose material off-site shall be covered.				
iii) All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.				
iv) All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.				
v) Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction				

1 BAAQMD's recommendation to require, "All vehicle speeds on unpaved roads shall be limited to 15 mph" has not been included with Air-1 since the Project would not result in unpaved roads or surfaces where vehicles could exceed 15 mph.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
workers at all access points.				
vi) All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.				
vii) Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.				
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)? **Comment** *The proposed project meets the screening criteria in Table 3-1 of the Air District's CEQA Guidelines; thus, it can be determined that the project would result in a less-than-significant cumulative impact to air quality from criteria air pollutants and precursor emissions.*	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations? **Comment** *The project is an in-fill development located in an already developed area that will not involve exposing sensitive receptors to substantial pollutant concentrations; thus the impact is less than significant.*	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people? **Comment** *The project is an in-fill residential development that will not create any objectionable odors; thus no impact.*	☐	☐	☐	☒
IV. BIOLOGICAL RESOURCES -- Would the project:				
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? **Comment** *The General Plan EIR notes that the City's urban area (which encompasses the project area), is composed of common upland habitat which does not provide suitable habitat*	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
conditions for special-status animal species. The General Plan EIR also notes that special-status plant species are found along the bay front and within the Hayward hills area, neither of which includes the project area. Since the project area is fully developed and disturbed, no significant impact related to special-status species is anticipated as a result of the project.				
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 US Fish and Wildlife Service? **Comment** *The project area is fully developed and does not contain any riparian habitat or known sensitive natural communities; thus, no impact.*	☐	☐	☐	☒
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? **Comment** *The project site, located in an urban setting, contains no wetlands; thus, no impact.*	☐	☐	☐	☒
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? **Comment** *The project site is fully developed with urban uses that preclude movement of fish and wildlife species. No impacts related to wildlife movement or corridors are anticipated as a result of the project.*	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? **Comment** *The project site contains mature trees that will be impacted and the applicant proposes removal of 36 trees and preservation of 5 offsite trees, including 2 London Plane trees and 3 Southern Live Oaks. Of the trees to be removed, 2 were rated in poor condition, 29 in fair condition, and 5 were rated in good condition. Preservation and/or protection of trees within public and private right-of-ways along Eden Avenue, Saklan Road and Montevina Way are suggested as part of the project. Arbor Resources prepared an arborist report and tree appraisal dated January 17, 2014 which identified 20 protected trees per the City's Tree Preservation Ordinance, 15 of which are proposed to be removed. Arbor Resources prepared a Tree Protection Plan, dated July 22, 2014, identifying methods for tree preservation to mitigate for the*	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
potential impacts. The following recommendations will reduce impacts to a level of insignificance.				

Mitigation Measure 2: *The applicant shall follow all recommendations in the tree evaluation report including protection of all trees adjacent to the project site to be preserved during all phases of the development:*

Before Demolition, Grading and Construction

i) *Tree protective fencing shall be established to restrict access within tree protection zones (TPZs), and should consist of six-foot high chain link mounted on two-inch diameter steel posts that are driven into the ground 24 inches deep. An alternate fencing type includes five- to six-foot tall chain link panels mounted on metal stands or concrete blocks, and the panels secured together. Where appropriate, perimeter fencing can double as tree fencing.*

ii) *The staging area and routes of access shall be established beyond TPZs.*

iii) *A four- to five-inch layer of coarse wood chips (¼- to ¾-inch in size) shall be manually spread on exposed ground beneath tree canopies (but not piled against a tree's trunk); the chips should remain throughout construction.*

iv) *Supplemental water for retained trees shall begin prior to demolition and continue throughout construction. It should be supplied every three weeks by either soaker hoses or filling a basin formed by a 12-inch high berm around a TPZ or farther. The rate should be roughly five gallons per inch of trunk diameter.*

v) *Immediately south and five feet from #32's trunk, the section of roadway apron shall be manually dug to the required subgrade depth for exposing all roots two inches and greater in diameter; great care must be taken during the process to avoid damaging the roots until they can be observed by me to ascertain the extent of impacts to #32. Following this, the roots can be manually pruned at a 90-degree angle to the direction of root growth at the cut line and by using sharp cutting tools (e.g. loppers or handsaw).*

During Demolitions, Grading and Construction

vi) *During demolition, great care shall be taken during removal of existing features to avoid*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
excavating the ground and large roots within a TPZ. Removal of existing base material within the TPZs of #31 and 32 shall be carefully performed to avoid excavating roots during the process (or those roots reviewed with me beforehand).				
vii) The future sidewalk (including base material, edging and forms) within the TPZs of #31 and 32 shall retain roots two inches and greater in diameter, or should they require removal, reviewed with Arborist beforehand.				
viii) Any required digging and trenching within a TPZ shall be reviewed onsite with Arborist beforehand, and manually performed to allow retention of sizeable roots, one-inch and greater in diameter for trees #23 thru 25, and two inches and greater in diameter for #31 and 32. Roots less than those diameters can be cleanly severed at a 90-degree angle to the direction of root growth at the cut line, and by using sharp cutting tools.				
ix) Spoils created during approved digging shall not be piled or spread within a TPZ; if necessary, they can be temporarily piled on plywood or a tarp.				
x) Tree trunks shall not be used as winch supports for moving or lifting heavy loads.				
xi) Digging holes for any posts or bollards within a TPZ shall be manually performed using a post-hole digger or shovel, and in the event a root or two inches and greater in diameter is encountered during the process, the hole should be shifted over by 12 inches and the process repeated.				
xii) Tree pruning is anticipated for the western edges of #31's and 32's canopies to achieve clearance for constructing the home on lot 35. The work shall be performed by a California state-licensed tree service company (D-49 classification) that has an ISA (International Society of Arboriculture) certified arborist in a supervisory role, carries General Liability and Worker's Compensation insurance, and abides by in accordance with ANSI A300-2001 (Pruning) and ANSI Z133.1-2006 (Safety Operations) standards.				
xiii) Great care shall be taken by equipment operators to position their equipment to avoid the trunks and branches of trees, including exhaust that can scorch foliage.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
xiv) Dust accumulating on trunks and canopies during dry weather periods may require being periodically washed away (e.g. every three to four months).				
xv) The disposal of harmful products (such as cement, paint, chemicals, oil and gasoline) is prohibited beneath canopies or anywhere on site that allows drainage beneath or near TPZs. Herbicides shall not be used with a TPZ; where used on site, they shall be labeled for safe use near trees.				
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? **Comment** *The project site is not located in an area covered by an adopted Habitat Conservation Plan or Natural Community Conservation Plan; thus, no impact.*	☐	☐	☐	☒
V. CULTURAL RESOURCES -- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5? **Comment:** *There are no historical resources associated with the improvements on the site or the affected parcels. Moreover, the project site is currently developed with structures. Due to the prior disturbance, there is a very low likelihood of impacting archeological or paleontological resources or disturbing human remains. In addition, the surrounding properties, which are fully developed, have no historical significance. Should any disturbance occur below previously developed areas, a remote possibility exists that historical or cultural resources might be discovered. If that should occur, standard measures should be taken to stop all work adjacent to the find and contact the City of Hayward Development Services Department for ways to preserve and record the uncovered materials. If standard procedures are followed in the event cultural/historical resources are uncovered at the project site, the proposed impact is less than significant.*	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5? **Comment** *No known archaeological resources exist on the currently developed site. Due to prior disturbance, there is a very low likelihood of impacting archeological*	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
resources. Should any disturbance occur below develop areas, a remote possibility exists that historical or cultural resources might be discovered. If that should occur, standard measures should be taken to stop all work adjacent to the find and contact the City of Hayward Development Services Department for ways to preserve and record the uncovered materials. If standard procedures are followed in the event cultural/historical resources are uncovered at the project site, the proposed impact is less than significant.				
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? **Comment** *No known paleontological resources exist on the site, which has already been fully developed. Due to extensive prior disturbance, there is a very low likelihood of impacting paleontological resources. There are no unique geological features on or near the site; thus, no impact.*	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries? **Comment** *There are no known human remains nor cemeteries nearby the project site; however, standard procedures for grading operations would be followed during development, which require that if any such remains or resources are discovered, grading operations are halted and the resources/remains are evaluated by a qualified professional and, if necessary, mitigation plans are formulated and implemented. These standard measures would be conditions of approval should the project be approved.*	☐	☐	☒	☐
VI. GEOLOGY AND SOILS -- Would the project:				
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. **Comment:** *Based upon a Preliminary Geotechnical Investigation Report prepared by Cornerstone Earth Group dated March 21, 2014, the project site is not within the State-designated Alquist-Priolo Earthquake Fault Zone. Impacts related to fault rupture are not anticipated, thus no impact.*	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
ii) Strong seismic ground shaking? **Comment:** *An earthquake of moderate to high magnitude could cause considerable ground shaking at the site; however, all structures will be designed using sound engineering judgment and adhere to the latest California Building Code (CBC) requirements, thus the impact is considered less than significant.*	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction? **Comment:** *The site is located within a State-designated Liquefaction Hazard Zone (Preliminary Geotechnical Investigation Report prepared by Cornerstone Earth Group dated March 21, 2014) and could potentially be susceptible to liquefaction. A design level geotechnical evaluation shall be conducted and submitted for review and approval prior to issuance of building permits and if liquefaction is determined to be probable, measures as recommended by the project geotechnical consultant shall be implemented. Such measures, such as special foundation construction as recommended by Cornerstone Earth Group in their Preliminary Geotechnical Investigation Report prepared for the site dated March 21, 2014, will reduce the significance of liquefaction-related impacts to a level of insignificance.* **Mitigation Measure 3:** *Prior to issuance of a Building Permit for the project, the applicant shall conduct a design level geotechnical evaluation and submit that for review and approval and any recommendations shall be incorporated into the final design of the project.*	☐	☒	☐	☐
iv) Landslides? **Comment:** *Due to the relatively flat site topography, landslides are not likely; thus no impact.*	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil? **Comment:** *Although the project would result in an increase in impervious surface, the project site is relatively flat and erosion control measures that are typically required for such projects, including but not limited to gravelling construction entrances and protecting drain inlets will address such impacts. Therefore, the potential for substantial erosion or loss of topsoil is considered less than significant.*	☐	☐	☒	☐
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? **Comment:** *The site is relatively flat and such impacts are not anticipated, thus no impact.*	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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? **Comment:** *According to the Preliminary Geotechnical Investigation Report prepared by Cornerstone Earth Group dated March 21, 2014, highly expansive clay soils were observed on the surface of the project site. The preliminary assessment recommends specific criteria be followed for all earthwork, subgrade preparation, foundation construction, compaction in structural areas and drainage and concludes with a recommendation that they be retained to: 1) perform a design-level geotechnical investigation be performed once detailed site development plans are finalized; 2) to review the geological aspects of the project structural, civil, and landscape plans and specifications, allowing sufficient time to provide the design team with any comments prior to issuing the plans for construction; and 3) be present to provide geotechnical observation and testing during earthwork and foundation construction. Provided the recommendations in the design level geotechnical investigation report are followed, the impacts of the expansive soils will be mitigated to a less than significant level.* **Mitigation Measure 4:** *A full design-level geotechnical evaluation shall be conducted and measures as recommended by the project geotechnical consultant shall be implemented. Such measures will reduce the significance of impacts related to expansive soils to a level of insignificance.*	☐	☒	☐	☐
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? **Comment** *The project will be connected to an existing sewer system with sufficient capacity and does not involve septic tanks or other alternative wastewater; thus, no impact.*	☐	☐	☐	☒
VII. GREENHOUSE GAS EMISSIONS -- Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? **Comment** *The Bay Area Air Quality Management District (BAAQMD) has established screening criteria as part of their CEQA guidance to assist in determining if a proposed project could result in operational-related impacts to Greenhouse Gases. The project involves the construction of 35 new attached and detached single family homes. Single-family home projects with less than 56 dwelling units have been identified by the BAAQMD Air Quality Guidelines as having emissions*	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
less than 1,100 metric tons of CO^2e per year which is below the threshold recommended by the Air District for evaluation of greenhouse gas emissions for new land use projects; thus no impact.				
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? **Comment:** *As discussed in VII(a) above, the project will not exceed the threshold for operational greenhouse gases; thus no impact.*	☐	☐	☐	☒
VIII. HAZARDS AND HAZARDOUS MATERIALS - - Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? **Comment:** *The project is an in-fill residential project that does not involve the transport or use of hazardous materials; thus, no impact.*	☐	☐	☐	☒
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? **Comment:** *A Phase I and limited Phase II assessments were conducted on the three parcels by Tetra Tech. The presence of pesticide residues in the top soil attributed to the former of plant nurseries on the parcels from the mid-late 1960's through the early 1970's was found on the project site. In August and October of 2013, the contaminated soil was excavated, stockpiled and then disposed off-site. Based on the final confirmation soil sampling performed on June 4, 2014, a site closure report has been completed and the site is currently pending a "No Further Action" determination by Alameda County Environmental Health Department. It is the opinion of Tetra Tech that the adverse environmental conditions have been remediated and that further environmental assessment is not warranted; thus no impact and no further mitigation required.*	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? **Comment:** *The project will not emit hazardous materials, substances, or waste; thus no impact.*	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
public or the environment? **Comment** *See VIII(b) above. The project site is not listed on as hazardous materials site; thus, no impact.*				
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? **Comment:** *Although the site is located within two miles of the Hayward Executive Airport, development is proposed that is consistent with the Hayward General Plan, consisting of two-story residential units. Therefore, safety hazard related impacts are considered to be less than significant.*	☐	☐	☒	☐
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? **Comment:** *The site is not located within the vicinity of a private air strip and therefore, no such impacts would occur as a result of the project.*	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? **Comment:** *The project would not interfere with an adopted emergency response plan or emergency evacuation plan. In fact, the project would result in extension of the City's public water system to the area, thereby improving fire-fighting capabilities in the area.*	☐	☐	☐	☒
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? **Comment:** *The project site is located within a suburban setting, away from areas with wildland fire potential. Therefore, no such impacts related to wildland fires are anticipated.*	☐	☐	☐	☒
IX. HYDROLOGY AND WATER QUALITY -- Would the project:				
a) Violate any water quality standards or waste discharge requirements? **Comment** *The project will comply with all water quality and wastewater discharge requirements of the city; thus, no impact.*	☐	☐	☐	☒
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	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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)? **Comment** *The project will be connected to the existing water supply and will not involve the use of water wells and will not deplete groundwater supplies or interfere with groundwater recharge; thus, no impact.*				
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? **Comment** *The project site is an infill site. All drainage from the site is required to be treated before it enters the storm drain system and managed such that post-development run-off rates do not exceed pre-development run-off rates; thus, no impact.*	☐	☐	☐	☒
d) Substantially alter the existing drainage pattern of the site or area, 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? **Comment** *The project site is an infill site. All drainage from the site is required to be treated before it enters the storm drain system and managed such that post-development run-off rates do not exceed pre-development run-off rates; thus, no impact.*	☐	☐	☐	☒
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? **Comment** *The project site is an infill site. All drainage from the site is required to be treated before it enters the storm drain system and there is sufficient capacity to handle any drainage from the property; thus, the impact is considered less than significant.*	☐	☐	☒	☐
f) Otherwise substantially degrade water quality? **Comment** *The project site is an infill. All drainage from the site is required to be treated before it enters the storm drain system; thus, no impact.*	☐	☐	☐	☒
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? **Comment** *According to FEMA Flood Insurance Rate Maps, this site is not within a 100-year flood hazard area; thus no impact.*	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? **Comment** *According to FEMA Flood Insurance Rate Maps, this site is not within a 100-year flood hazard are; thus no impact.*	☐	☐	☐	☒
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? **Comment** *According to FEMA Flood Insurance Rate Maps, this site is not within a 100-year flood hazard area; thus no impact.*	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow? **Comment** *The project site is not located within a 100-year flood hazard area, is located approximately 2 miles inland from the San Francisco Bay shoreline, and is approximately 34 to 38 feet above mean sea level; thus, no impact.*	☐	☐	☐	☒
X. LAND USE AND PLANNING -- Would the project:				
a) Physically divide an established community? **Comment:** *The development is proposed in a developed suburban setting and would not divide an established community; thus, no impact.*	☐	☐	☐	☒
b) 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, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? **Comment** *The project involves construction of 35 new attached and detached single-family homes and is consistent with the designated General Plan density. The project does include a request to modify the zoning designation; however, the Planned Development designation is to allow for flexibility in the development standards, not to accommodate additional density not anticipated by the General Plan, thus no impact.*	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan? **Comment** *The project site is not covered by any habitat conservation plan or natural community conservation plan; thus, no impact.*	☐	☐	☐	☒
XI. MINERAL RESOURCES -- Would the project:				
a) Result in the loss of availability of a known	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
mineral resource that would be of value to the region and the residents of the state? **Comment** *There are no known mineral resources on the project site; thus no impact.*				
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? **Comment** *There are no known mineral resources on the project site; thus no impact.*	☐	☐	☐	☒
XII. NOISE - - Would the project result in:				
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? **Comment:** *A noise monitoring survey was conducted between March 11, 2014 and March 14, 2014 by the project's acoustical consultant, Illingworth & Rodkin, Inc. The survey indicates short-term measurement readings taken near the midpoint of the northern boundary of the site, 60 feet south of the center of Montevina Way of 43 to 64 dBA. Aircraft overflights and traffic noise along Saklan Road generated were the predominant sources for these measurements. Calculated day-night average noise levels including both traffic and aircraft noise along Eden Avenue was 64 to 65 dBA L_{dn} and along Saklan Road was 63 to 64 dBA L_{dn}. The report indicates interior noise levels at the facades of the homes along Eden Avenue and Saklan Road would be less than 45 dBA L_{dn} and would comply with the City's standard of 45 dBA L_{dn} with windows kept closed, with typical California construction techniques. This would include "an appropriate forced-air mechanical ventilation system, satisfactory to the local building official to provide a habitable interior environment". The remaining units on site would also meet the 45 dBA L_{dn} with the windows open. However, because the noise environment includes single event noise from aircraft overflights, the consultant recommends that mechanical ventilation be installed throughout the project to allow residents to keep their windows closed to minimize exterior noise. The City's Hazards Element of the General Plan, Table HAZ-1, indicates normally acceptable outdoor noise levels for single family residential units is 60 dBA Ldn.* *The project is a residential development and will not involve an increase in the ambient noise levels above standards established in the General Plan; thus, no impact.*	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? **Comment:** *No significant vibration impacts are anticipated for the project site; thus, no impact.*	☐	☐	☐	☒
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? **Comment** *The project is a residential development and will not involve an increase in the ambient noise levels in the area; thus, no impact.*	☐	☐	☐	☒
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? **Comment** *Existing residential development will experience a slight increase in ambient noise levels during the construction of the proposed project. Construction is limited to the allowable hours per the City's Noise Ordinance; thus the impact is considered less-than-significant and no mitigation is required.*	☐	☐	☒	☐
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? **Comment:** *Pursuant to the Hayward Executive Airport Land Use Compatibility Plan, the development site lies within Safety Compatibility Zone No. 6. Construction of new single family homes within this plan zone is permitted. New home residents may experience some increased level of noises associated with airport operations, however, this impact would be a less than significant impact and no mitigation is required.*	☐	☐	☒	☐
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? **Comment** *The project is not located within the vicinity of a private air strip; thus, no impact*	☐	☐	☐	☒
XIII. POPULATION AND HOUSING -- Would the project:				
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)? **Comment** *The project involves the construction of 35 new residential units, however, the*	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
residential development is consistent with the density established by the City's General Plan; thus, no impact.				
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? **Comment:** *The project involves the demolition of 3 homes and several outbuildings on approximately 1 acre lots in order to construct an additional 35 attached and detached single family units; however, because of the large lot sizes, the majority of the project site is vacant and the impact is considered less than significant.*	☐	☐	☒	☐
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? **Comment:** *The project involves the demolition of 3 homes and outbuildings in order to construct 35 attached and detached single family units; therefore the impact is considered less than significant.*	☐	☐	☒	☐
XIV. PUBLIC SERVICES --				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental 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:				
Fire protection? **Comment:** *No such facilities are required and therefore, no such impacts are expected to occur.*	☐	☐	☐	☒
Police protection? **Comment:** *No such facilities are required and therefore, no such impacts are expected to occur.*	☐	☐	☐	☒
Schools? **Comment:** *The project site is within the Eden Gardens Elementary School, Ochoa Middle School and Mt. Eden High School attendance areas of the Hayward Unified School District. The developer will be required to pay school impact mitigation fees, which, per State law, is considered full mitigation, thus the impact is considered less then significant.*	☐	☐	☒	☐
Parks? **Comment:** *The project proponent would be required to pay park dedication in-lieu fees. Such measures would reduce such impacts to levels of insignificance.*	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Other public facilities? **Comment** *Approval of the project may impact long-term maintenance of roads, streetlights and other public facilities; however, the project does not exceed density envisioned by the General Plan thus the impact is considered less than significant.*	☐	☐	☒	☐
XV. RECREATION --				
a) Would the project 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? **Comment** *Each new single family home will have private open space and access to common open space within the development. The development is also located near Greenwood Park and future residents will be able to utilize this facility. In addition, the developer will be required to pay applicable park in-lieu fees; thus the impact is considered less-than-significant.*	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? **Comment** *Each new single family home will have private open space and access to common open space within the development. The development is also located near Greenwood Park and future residents will be able to utilize this facility. In addition, the developer will be required to pay applicable park in-lieu fees; thus the impact is considered less-than-significant.*	☐	☐	☒	☐
XVI. TRANSPORTATION/TRAFFIC -- Would the project:				
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 relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? **Comment:** *Hexagon Transportation Consultants, Inc. prepared a Traffic Operations Report for the proposed project and the project will not conflict with any applicable plans, ordinance, nor policies related to the circulation system; thus no impact.*	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 designated roads or highways **Comment:** *No level of service will be impacted by the construction of the additional residential units on an existing in-fill site; thus, no impact.*	☐	☐	☐	☒
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? **Comment** *The project involves no change to air traffic patterns; thus, no impact.*	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?)? **Comment** *The project has been designed to meet all City requirements, including site distance and will not increase any hazards; thus no impact.*	☐	☐	☐	☒
e) Result in inadequate emergency access? **Comment** *The project is on an in-fill site completely accessible and will not result in inadequate emergency access; thus, no impact.*	☐	☐	☐	☒
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? **Comment** *The project does not involve any conflicts or changes to policies, plans or programs related to public transit, bicycle or pedestrian facilities; thus, no impact.*	☐	☐	☐	☒
XVII. UTILITIES AND SERVICE SYSTEMS -- Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? **Comment** *The project will not exceed wastewater treatment requirements; thus no impact.*	☐	☐	☐	☒
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? **Comment** *There is sufficient capacity to accommodate the proposed project; thus, no impact.*	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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? **Comment** *There is sufficient capacity to accommodate the proposed project; thus, no impact.*	☐	☐	☐	☒
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? **Comment** *There is sufficient capacity to accommodate the proposed project; thus, no impact.*	☐	☐	☐	☒
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? **Comment** *There is sufficient capacity to accommodate the proposed project; thus, no impact.*	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? **Comment** *There is sufficient capacity to accommodate the proposed project; thus, no impact.*	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste? **Comment** *There is sufficient capacity to accommodate the proposed project; thus, no impact.*	☐	☐	☐	☒
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE --				
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, 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? **Comment:** *As discussed under the Biological Resources section, the project would entail removal of a substantial number of protected trees, as defined by the City of Hayward's Tree Preservation Ordinance. Mitigation measures have been identified to reduce such impacts to levels of insignificance.*	☐	☒	☐	☐
b) Does the project have impacts that are	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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)? ***Comment:*** *The proposed 35-lot development is consistent with the density of development identified in the City's General Plan; therefore, no such impacts are anticipated.*				
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? ***Comment:*** *As discussed under the Biological Resources section, the project would entail removal of some protected trees, as defined by the City of Hayward's Tree Preservation Ordinance. Mitigation measures, including installation of tree protection measures for preserved trees and replacement of all removed trees, have been identified to reduce such impacts to levels of insignificance. As discussed in the Geology/Soils section, the site soil may be susceptible to liquefaction. Mitigation measures include having the applicant conduct a design level geotechnical evaluation for review and approval incorporating any recommendations for building safety into the final home design reducing the identified impacts to a less than significant level. Additionally, as discussed under the Air Quality section, while the proposed project and impacts caused by construction activities will not violate any air quality standards, implementation of BAAQMD's "Basic Construction Mitigation Measures" are required to reduce fugitive dust and exhaust emissions.*	☐	☒	☐	☐

Eden Pointe

Mitigation Monitoring and Reporting Program

Zone Change Application No. PL-2014-0083 and Vesting Tentative Tract Map Application No. PL-2014-0084 (8172); Douglas Rich, Valley Oak Partners (Applicant/Owner)

August 22, 2014

Mitigation 1

Significant environmental Impact:

Based on the Bay Area Air Quality Management District's (BAAQMD) established screening criteria for potentially significant air quality impacts, construction of the proposed project would not violate any air quality standards. However, implementation of BAAQMD "Basic Construction Mitigation Measures" are recommended, as follows:

Mitigation Measure 1[1]

The Project shall adhere to the following Bay Area Air Quality Management District (BAAQMD) "Basic Construction Mitigation Measures".

i) All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.

ii) All haul trucks transporting soil, sand, or other loose material off-site shall be covered.

iii) All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.

iv) All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

v) Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]).

1 BAAQMD's recommendation to require, "All vehicle speeds on unpaved roads shall be limited to 15 mph" has not been included with Air-1 since the Project would not result in unpaved roads or surfaces where vehicles could exceed 15 mph.

Clear signage shall be provided for construction workers at all access points.

vi) All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

vii) Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Implementation Responsibility: Project developer
Monitoring Responsibility: City of Hayward Planning and Building Divisions
Timing: During project construction

Mitigation 2

Significant environmental Impact:

The project site contains mature trees that will be impacted and the applicant proposes removal of 36 trees to accommodate 35 new homes. Preservation and/or protection of trees on adjacent properties are suggested as part of the project. Arbor Resouces prepared an arborist report and tree appraisal dated July 22, 2014 identifying methods for tree preservation and tree replacement to mitigate for the potential impacts. The following requirements will reduce impacts to a level of insignificance.

Mitigation Measure:

The applicant shall implement all recommendations in the tree evaluation report including protection of all trees adjacent to the project site to be preserved during all phases of the development:

Before Demolition, Grading and Construction

- Tree protective fencing shall be established to restrict access within tree protection zones (TPZs), and should consist of six-foot high chain link mounted on two-inch diameter steel posts that are driven into the ground 24 inches deep. An alternate fencing type includes five- to six-foot tall chain link panels mounted on metal stands or concrete blocks, and the panels secured together. Where appropriate, perimeter fencing can double as tree fencing.

- The staging area and routes of access shall be established beyond TPZs.

- A four- to five-inch layer of coarse wood chips (¼- to ¾-inch in size) shall be manually spread on exposed ground beneath tree canopies (but not piled against a tree's trunk); the chips should remain throughout construction.

- Supplemental water for retained trees shall begin prior to demolition and continue throughout construction. It should be supplied every three weeks by either soaker hoses or filling a basin formed by a 12-inch high berm around a TPZ or farther. The rate should be roughly five gallons per inch of trunk diameter.

- Immediately south and five feet from #32's trunk, the section of roadway apron shall be manually dug to the required subgrade depth for exposing all roots two inches and greater in diameter; great care must be taken during the process to avoid damaging the roots until they can be observed by me to ascertain the extent of impacts to #32. Following this, the roots can be manually pruned at a 90-degree angle to the direction of root growth at the cut line and by using sharp cutting tools (e.g. loppers or handsaw).

During Demolitions, Grading and Construction

- During demolition, great care shall be taken during removal of existing features to avoid excavating the ground and large roots within a TPZ. Removal of existing base material within the TPZs of #31 and 32 shall be carefully performed to avoid excavating roots during the process (or those roots reviewed with me beforehand).

- The future sidewalk (including base material, edging and forms) within the TPZs of #31 and 32 shall retain roots two inches and greater in diameter, or should they require removal, reviewed with Arborist beforehand.

- Any required digging and trenching within a TPZ shall be reviewed onsite with Arborist beforehand, and manually performed to allow retention of sizeable roots, one-inch and greater in diameter for trees #23 thru 25, and two inches and greater in diameter for #31 and 32. Roots less than those diameters can be cleanly severed at a 90-degree angle to the direction of root growth at the cut line, and by using sharp cutting tools.

- Spoils created during approved digging shall not be piled or spread within a TPZ; if necessary, they can be temporarily piled on plywood or a tarp.

- Tree trunks shall not be used as winch supports for moving or lifting heavy loads.

- Digging holes for any posts or bollards within a TPZ shall be manually performed using a post-hole digger or shovel, and in the event a root or two inches and greater in diameter is encountered during the process, the hole should be shifted over by 12 inches and the process repeated.

- Tree pruning is anticipated for the western edges of #31's and 32's canopies to achieve clearance for constructing the home on lot 35. The work shall be performed by a

California state-licensed tree service company (D-49 classification) that has an ISA (International Society of Arboriculture) certified arborist in a supervisory role, carries General Liability and Worker's Compensation insurance, and abides by in accordance with ANSI A300-2001 (Pruning) and ANSI Z133.1-2006 (Safety Operations) standards.

- Great care shall be taken by equipment operators to position their equipment to avoid the trunks and branches of trees, including exhaust that can scorch foliage.

- Dust accumulating on trunks and canopies during dry weather periods may require being periodically washed away (e.g. every three to four months).

- The disposal of harmful products (such as cement, paint, chemicals, oil and gasoline) is prohibited beneath canopies or anywhere on site that allows drainage beneath or near TPZs. Herbicides shall not be used with a TPZ; where used on site, they shall be labeled for safe use near trees.

Implementation Responsibility: Project developer
Monitoring Responsibility: City of Hayward Planning Division
Timing: Prior to any project construction and during project construction

Mitigation 3

Significant environmental Impact:

The site is located within an area that may be susceptible to liquefaction. A design level geotechnical evaluation shall be conducted and submitted for review and approval prior to issuance of building permits and if liquefaction is determined to be probable, measures as recommended by the project geotechnical consultant shall be implemented. Such measures, such as special foundation construction as recommended by Cornerstone Earth Group in their Preliminary Geotechnical Investigation report dated March 21, 2014, will reduce the significance of liquefaction-related impacts to a level of insignificance.

Mitigation Measure:

Prior to issuance of a Building Permit for the project, the applicant shall conduct a design level geotechnical evaluation and submit that for review and approval and any recommendations shall be incorporated into the final design of the project.

Implementation Responsibility: Project developer
Monitoring Responsibility: City of Hayward Building Division
Timing: Prior issuance of a Building Permit for the project

Mitigation 4

Significant environmental Impact:

According to the Cornerstone Earth Group in their Preliminary Geotechnical Investigation report dated March 21, 2014, highly expansive clay soils were observed on the surface of the project site. The assessment recommends specific criteria be followed for all earthwork, subgrade preparation, foundation construction, compaction in structural areas and drainage be observed, controlled and approved by the project Geotechnical Engineer. Implementation of the recommendations in the soil investigation report will mitigate the impacts of the expansive soils to a less than significant level.

Mitigation Measure:

A full design-level geotechnical evaluation shall be conducted and measures as recommended by the project geotechnical consultant shall be implemented. Such measures will reduce the significance of impacts related to expansive soils to a level of insignificance.

Implementation Responsibility: Project developer
Monitoring Responsibility: City of Hayward Building Division & Department of Public Works
Timing: Prior to issuance of a Grading and/or Building Permit for the project

©BKF

TENTATIVE TRACT MAP #8172

EDEN POINTE
VALLEY OAK PARTNERS

CITY OF HAYWARD, ALAMEDA COUNTY, CALIFORNIA

Attachment VI

SHEET INDEX

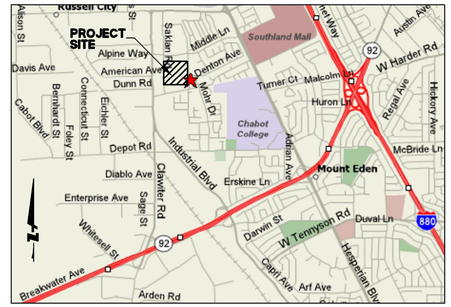
CIVIL SHEET NO	DESCRIPTION
C1	TITLE SHEET
C2	EXISTING AERIAL GENERAL PLAN AND ZONING
C3	GRAPHIC INDEX
C4	EXISTING CONDITIONS AND DEMOLITION PLAN – WEST
C5	EXISTING CONDITIONS AND DEMOLITION PLAN – EAST
C6	PROPOSED SITE PLAN – WEST
C7	PROPOSED SITE PLAN – EAST
C8	PROPOSED GRADING PLAN – WEST
C9	PROPOSED GRADING PLAN – EAST
C10	PROPOSED UTILITY PLAN – WEST
C11	PROPOSED UTILITY PLAN – EAST
C12	PRELIMINARY STORMWATER CONTROL PLAN
C13	PARKING EXHIBIT
C14	FIRE ACCESS AND SERVICE EXHIBIT
C15	NOTES AND DETAILS
C16	TENTATIVE MAP INTENT

LANDSCAPE SHEET NO	DESCRIPTION
L-1	LANDSCAPE PLAN
L-1.1	FENCING PLAN
L-1.2	TREE SURVEY PLAN
L-1.3	TREE MITIGATION PLAN
L-2	HYDROZONE PLAN
L-3	PARK ENLARGEMENT
L-4	PLANT PLATTE
L-5	LANDSCAPE DETAILS

ARCHITECTURAL SHEET NO	DESCRIPTION
T.1	TITLE SHEET
A0.1	SAKLAN ROAD STREETSCAPE RENDERING
A2.0	PLAN 2 ELEVATIONS
A2.1	PLAN 2 FLOOR PLANS
A2.2	PLAN 2 ROOF PLAN & ELEVATIONS – ELEVATION A
A2.3	PLAN 2 ROOF PLAN & ELEVATIONS – ELEVATION C
A2.4	PLAN 2 ROOF PLAN & ELEVATIONS – ELEVATION D
A3.0	PLAN 3 ELEVATIONS
A3.1	PLAN 3 FLOOR PLANS
A3.2	PLAN 3 ROOF PLAN & ELEVATIONS – ELEVATION A
A3.3	PLAN 3 ROOF PLAN & ELEVATIONS – ELEVATION C
A3.4	PLAN 3 ROOF PLAN & ELEVATIONS – ELEVATION D
A4.0	PLAN 4 ELEVATIONS
A4.1	PLAN 4 FLOOR PLANS
A4.2	PLAN 4 ROOF PLAN & ELEVATIONS – ELEVATION A
A4.3	PLAN 4 ROOF PLAN & ELEVATIONS – ELEVATION C
A4.4	PLAN 4 ROOF PLAN & ELEVATIONS – ELEVATION D
A5.0	PLAN 5 ELEVATIONS
A5.1	PLAN 5 FIRST & SECOND FLOOR PLANS
A5.2	PLAN 5 THIRD FLOOR PLAN
A5.3	PLAN 5 ROOF PLAN & ELEVATIONS – ELEVATION A
A5.4	PLAN 5 ROOF PLAN & ELEVATIONS – ELEVATION C
A5.5	PLAN 5 ROOF PLAN & ELEVATIONS – ELEVATION D
A6.0	PLAN 6 ELEVATIONS
A6.1	PLAN 6 FLOOR PLANS
A6.2	PLAN 6 ROOF PLAN & ELEVATIONS – ELEVATION A
A6.3	PLAN 6 ROOF PLAN & ELEVATIONS – ELEVATION C
A6.4	PLAN 6 ROOF PLAN & ELEVATIONS – ELEVATION D
A7.0	PLAN 7 ELEVATIONS
A7.1	PLAN 7 FLOOR PLANS
A7.2	PLAN 7 ROOF PLAN & ELEVATIONS – ELEVATION A
A7.3	PLAN 7 ROOF PLAN & ELEVATIONS – ELEVATION C
A7.4	PLAN 7 ROOF PLAN & ELEVATIONS – ELEVATION D
DRY UTILITY SHEET NO	
SL1	STREET LIGHTING TITLE SHEET
SL2	STREET LIGHTING SITE PLAN
1 OF 1	PHOTOMETRIC STUDY

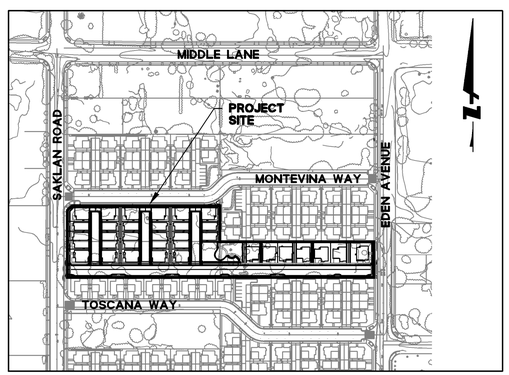
VICINITY MAP

NTS



LOCATION MAP

NTS



SITE PLAN

SCALE 1"=200'

PROPOSED PRELIMINARY EARTHWORK QUANTITIES

CUT: 587 CUBIC YARDS

FILL: 5,322 CUBIC YARDS

NET, FILL: 4,735 CUBIC YARDS

ENGINEER'S STATEMENT

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

REGISTERED PROFESSIONAL ENGINEER
CHARLES J. HUMPAL
No. 53325
CIVIL
STATE OF CALIFORNIA

CHARLES J. HUMPAL DATE
P.E. #C53325
BKF ENGINEERS

OWNER'S STATEMENT

I (WE) _____ AGREE TO THE FILING OF SAID MAP AND AGREE TO COMPLY WITH THE PROVISIONS OF THE CITY OF HAYWARD SUBDIVISION ORDINANCE AND THE STATE MAP ACT AS THEY APPLY TO THE PROCESSING AND APPROVAL OF SAID MAP.

APN: 441-0100-001-02

OWNER: SANDRA GUDIEL DATE

I (WE) _____ AGREE TO THE FILING OF SAID MAP AND AGREE TO COMPLY WITH THE PROVISIONS OF THE CITY OF HAYWARD SUBDIVISION ORDINANCE AND THE STATE MAP ACT AS THEY APPLY TO THE PROCESSING AND APPROVAL OF SAID MAP.

APN: 441-0100-002-02

OWNER: FERNANDO RAMIREZ DATE

I (WE) _____ AGREE TO THE FILING OF SAID MAP AND AGREE TO COMPLY WITH THE PROVISIONS OF THE CITY OF HAYWARD SUBDIVISION ORDINANCE AND THE STATE MAP ACT AS THEY APPLY TO THE PROCESSING AND APPROVAL OF SAID MAP.

APN: 441-0100-003-02

OWNER: TATSUMI HIRAKAWA DATE

I (WE) _____ AGREE TO THE FILING OF SAID MAP AND AGREE TO COMPLY WITH THE PROVISIONS OF THE CITY OF HAYWARD SUBDIVISION ORDINANCE AND THE STATE MAP ACT AS THEY APPLY TO THE PROCESSING AND APPROVAL OF SAID MAP.

APN: 441-0100-001-02, 441-0100-002-02, 441-0100-003-02

SUBDIVIDER: VALLEY OAK PARTNERS, LLC DATE
MARK RUSSELL

BENCHMARK

NGS BENCHMARK N 1370
IN TOP OF THE WEST EDGE OF THE CONCRETE CATCH BASIN ON THE NORTHEAST CORNER OF THE INTERSECTION OF CLAWITER ROAD AND WEST WINTON AVENUE, DISK STAMPED "N 1370 1983"

ELEVATION = 33.41' DATUM: NGVD 29

BASIS OF BEARING

THE BEARING SOUTH 2°24'00" EAST ALONG THE EASTERLY LINE OF SAKLAN ROAD AS SHOWN ON THAT CERTAIN MAP ENTITLED "GARDEN OF EDEN", RECORDED ON MAY 22, 1926 IN BOOK 3 OF MAPS AT PAGE 84, ALAMEDA COUNTY RECORDS, WAS TAKEN AS THE BASIS OF BEARINGS FOR THIS PROJECT.

GENERAL NOTES

TENTATIVE MAP:

1. THIS TENTATIVE MAP IS BEING FILED IN ACCORDANCE WITH CHAPTER 3, ARTICLE 2, SECTION 66452 AND CHAPTER 4.5 OF THE SUBDIVISION MAP ACT AND WITH ARTICLE 3, CHAPTER 10 OF THE CITY OF HAYWARD MUNICIPAL CODE.

BUILDINGS:

2. THE BUILDING FOOTPRINTS SHOWN ARE FOR INFORMATION. BUILDING FOOTPRINTS WILL BE FINALIZED PRIOR TO APPLICATION FOR BUILDING PERMITS.
3. HOME OWNERS ASSOCIATION WILL OWN AND MAINTAIN ALL COMMON LOTS, PRIVATE DRIVEWAYS, THE PRIVATE ACCESS ROAD, PRIVATE STREET LIGHTS, PRIVATE STORM DRAIN SYSTEM, WATER QUALITY TREATMENT FACILITIES, AND COMMON AMENITIES.

BENEFIT DISTRICT:

4. PROPOSED DEVELOPMENT IS WITHIN THE BENEFIT DISTRICT 411-06, FORMED ON JANUARY 16, 2007. THE DEVELOPER/SUBDIVIDER SHALL BE OBLIGATED TO PAY A BENEFIT DISTRICT FEE IN THE AMOUNT OF $10,008 PER UNIT PLUS $300 PER EACH UNIT TO COVER THE COST OF COLLECTING AND ADMINISTERING THE BENEFIT DISTRICT.

PROJECT SUMMARY

OWNERS: SANDRA GUDIEL (C/O LAIF McCLELLAN) SERENO GROUP 2407 PORTER STREET, #150 SOQUEL, CA 95073 FAX: (831)-515-5287

FERNANDO RAMIREZ 1210 GILMAN AVENUE SAN FRANCISCO, CA 94124 (C/O LAIF McCLELLAN) FAX: (831) 515-5287 CONTACT: FERNANDO RAMIREZ

TATSUMI HIRAKAWA (C/O LAIF McCLELLAN) SERENO GROUP 2407 PORTER STREET, #150 SOQUEL, CA 95073 FAX: (831)-515-5287

SUBDIVIDER: VALLEY OAK PARTNERS, LLC 734 THE ALAMEDA SAN JOSE, CA 95126 (408) 282-0995 CONTACT: DOUG RICH

ENGINEER: BKF ENGINEERS 255 SHORELINE DRIVE, SUITE NO. 200 REDWOOD CITY, CA 94065 (650) 482-6300 CONTACT: CHUCK HUMPAL

GEOTECHNICAL ENGINEER: CORNERSTONE EARTH GROUP 1259 OAKMEAD PARKWAY SUNNYVALE, CA 94085 (408) 245-4600 CONTACT: NICK ZOETEWEY

AREA: 2.94 ACRES

TYPE OF CONSTRUCTION: TYPE 5

ASSESSOR PARCEL NOs: SEE LOWER LEFT

EXISTING ZONING: RM/MEDIUM DENSITY RESIDENTIAL

PROPOSED ZONING: PD/PLANNED DEVELOPMENT

EXISTING LAND USE: 3 SEPARATE PARCELS WITH PUBLIC STREET FRONTAGES

PROPOSED LAND USE: 40 PARCELS TOTAL – INCLUDES: 35 RESIDENTIAL PARCELS (28 OF WHICH CONTAIN PRIVATE DRIVEWAYS), 1 PARCEL FOR GROUP OPEN SPACE AND STORMWATER TREATMENT, 1 PARCEL FOR A PROPOSED PRIVATE ACCESS ROAD, AND 3 PARCELS FOR PRIVATE DRIVEWAYS/COURTS A, B, AND C.

PARKING: SEE PARKING EXHIBIT ON SHEET C13

DENSITY: 11.9 UNITS / ACRE

IMPERVIOUSNESS: SEE PRELIMINARY STORMWATER CONTROL PLAN ON SHEET C12

SITE ACCESS: EDEN AVENUE AND SAKLAN ROAD WILL PROVIDE ACCESS TO THE SITE AND ARE PUBLIC CITY STREETS.

PRIVATE STREETS: ACCESS ROAD AND DRIVEWAYS A,B, & C WILL BE OWNED AND MAINTAINED BY THE HOME OWNERS ASSOCIATION AND WILL INCLUDE PUBLIC ACCESS EASEMENTS, EMERGENCY VEHICLE ACCESS EASEMENTS AND PUBLIC UTILITY EASEMENTS.

PRIVATE DRIVEWAYS: ACCESS AND UTILITY SERVICE TO REAR LOADED HOMES WILL BE PROVIDED VIA PRIVATE DRIVEWAYS, WHICH WILL BE OWNED AND MAINTAINED BY THE HOME OWNERS ASSOCIATION AND WILL INCLUDE PUBLIC ACCESS EASEMENTS, EMERGENCY VEHICLE ACCESS EASEMENTS AND PUBLIC UTILITY EASEMENTS.

FEMA ZONE: FLOOD ZONE X (OUTSIDE OF 0.2% ANNUAL CHANCE FLOODPLAIN) PER FIRM NO. 06001C0288G DATED 8/3/2009

UTILITIES:

WATER SUPPLY: WATER FACILITIES WITHIN PUBLIC UTILITY EASEMENTS, UP TO AND INCLUDING WATER METERS, WILL BE OWNED AND MAINTAINED BY THE CITY OF HAYWARD.

FIRE PROTECTION: CITY OF HAYWARD

SEWAGE DISPOSAL: SANITARY SEWER FACILITIES SHALL BE PUBLIC, OWNED AND MAINTAINED BY THE CITY OF HAYWARD. IF THE SEWER MAINS ARE LOCATED IN A PRIVATE ROADWAY, EITHER THE ENTIRE ROADWAY SHALL BE A PUBLIC UTILITY EASEMENT OR A MINIMUM 10' WIDE EASEMENT SHALL BE GRANTED TO THE CITY.

STORM DRAIN: ON-SITE – PRIVATE
OFF-SITE – CITY OF HAYWARD

GAS: PACIFIC GAS & ELECTRIC

ELECTRIC: PACIFIC GAS & ELECTRIC

TELEPHONE: SBC

CABLE TELEVISION: COMCAST

BKF
255 SHORELINE DRIVE, SUITE 200
REDWOOD CITY, CA 94065
650/482-6300
650/482-6399 (FAX)
ENGINEERS | SURVEYORS | PLANNERS

EDEN POINTE – VALLEY OAK PARTNERS
TENTATIVE TRACT MAP #8172
TITLE SHEET
ALAMEDA COUNTY
HAYWARD CALIFORNIA

No.	Revisions	Date
1	TENTATIVE TRACT MAP COMMENT REVISIONS	6/10/14
2	TENTATIVE TRACT MAP COMMENT REVISIONS – 2ND ROUND	7/28/14
3	TENTATIVE TRACT MAP COMMENT REVISIONS – 3RD ROUND	8/21/14

Date 2/4/14
Scale N/A
Design LW
Drawn KM
Approved CH
Job No 20040060-17

Sheet Number:
C1

DRAWING NAME: K:\ENG04\040060-17\DWG\TM\Plotted Sheets\C1 Title Sheet.dwg
PLOT DATE: 08-29-14 PLOTTED BY: alam

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LEGEND:

- SUBDIVISION BOUNDARY
- GENERAL PLAN DESIGNATION BOUNDARY
- ZONING DESIGNATION BOUNDARY (WHEN VARYING FROM GENERAL PLAN)

ZONING ABBREVIATIONS:

CN	NEIGHBORHOOD COMMERCIAL ZONE
I	INDUSTRIAL ZONE
LM	LIGHT MANUFACTURING ZONE
MH	MOBILE HOME PARK ZONE
PD	PLANNED DEVELOPMENT ZONE
RM	MEDIUM DENSITY RESIDENTIAL ZONE
RS	SINGLE FAMILY RESIDENTIAL ZONE

NOTE:

AREA LABELS CONSIST OF GENERAL PLAN DESIGNATION AND ZONING ABBREVIATION IN PARENTHESIS.

GRAPHIC SCALE
100 0 100 200

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255 SHORELINE DRIVE, SUITE 200
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EDEN POINTE – VALLEY OAK PARTNERS
TENTATIVE TRACT MAP #8172
EXISTING AERIAL GENERAL PLAN AND ZONING
HAYWARD ALAMEDA COUNTY CALIFORNIA

No.	Revisions	Date
1	TENTATIVE TRACT MAP COMMENT REVISIONS	6/10/14
2	TENTATIVE TRACT MAP COMMENT REVISIONS – 2ND ROUND	7/28/14
3	TENTATIVE TRACT MAP COMMENT REVISIONS – 3RD ROUND	8/21/14

Date 2/4/14
Scale 1"=100'
Design LW
Drawn KM
Approved CJH
Job No 20040060-17

Sheet Number:
C2

DRAWING NAME: K:\ENG04\040060-17\DWG\TM\Plotted Sheets\C2 Aerial General Plan.dwg
PLOT DATE: 08-29-14
PLOTTED BY: alam

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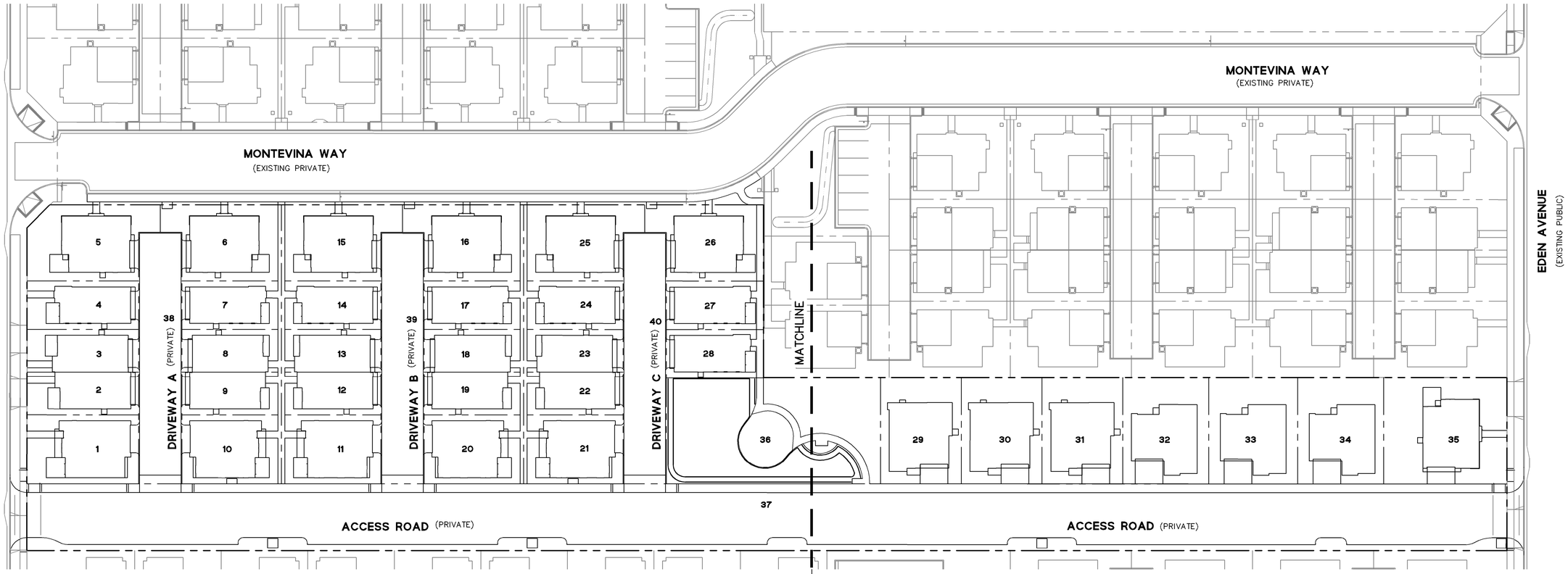

CIVIL SHEET INDEX – WEST DIVISION OF PROPOSED SITE

C4 EXISTING SITE AND DEMOLITION PLAN
C6 PROPOSED SITE PLAN
C8 PROPOSED GRADING PLAN
C10 PROPOSED UTILITY PLAN

CIVIL SHEET INDEX – EAST DIVISION OF PROPOSED SITE

C5 EXISTING SITE AND DEMOLITION PLAN
C7 PROPOSED SITE PLAN
C9 PROPOSED GRADING PLAN
C11 PROPOSED UTILITY PLAN

CIVIL SHEET INDEX – FULL SITE

C12 PRELIMINARY STORMWATER CONTROL PLAN
C13 PARKING EXHIBIT
C14 FIRE ACCESS AND SERVICE EXHIBIT
C15 NOTES AND DETAILS
C16 TENTATIVE MAP INTENT

GRAPHIC SCALE
30 0 30 60

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255 SHORELINE DRIVE, SUITE 200
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650/482-6300
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EDEN POINTE – VALLEY OAK PARTNERS
TENTATIVE TRACT MAP #8172
GRAPHIC INDEX

ALAMEDA COUNTY
HAYWARD
CALIFORNIA

No.	Revisions	Date
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2	TENTATIVE TRACT MAP COMMENT REVISIONS – 2ND ROUND	7/28/14
3	TENTATIVE TRACT MAP COMMENT REVISIONS – 3RD ROUND	8/21/14

Date 2/4/14
Scale 1"=30'
Design LW
Drawn KM
Approved CH
Job No 20040060-17

Sheet Number:
C3

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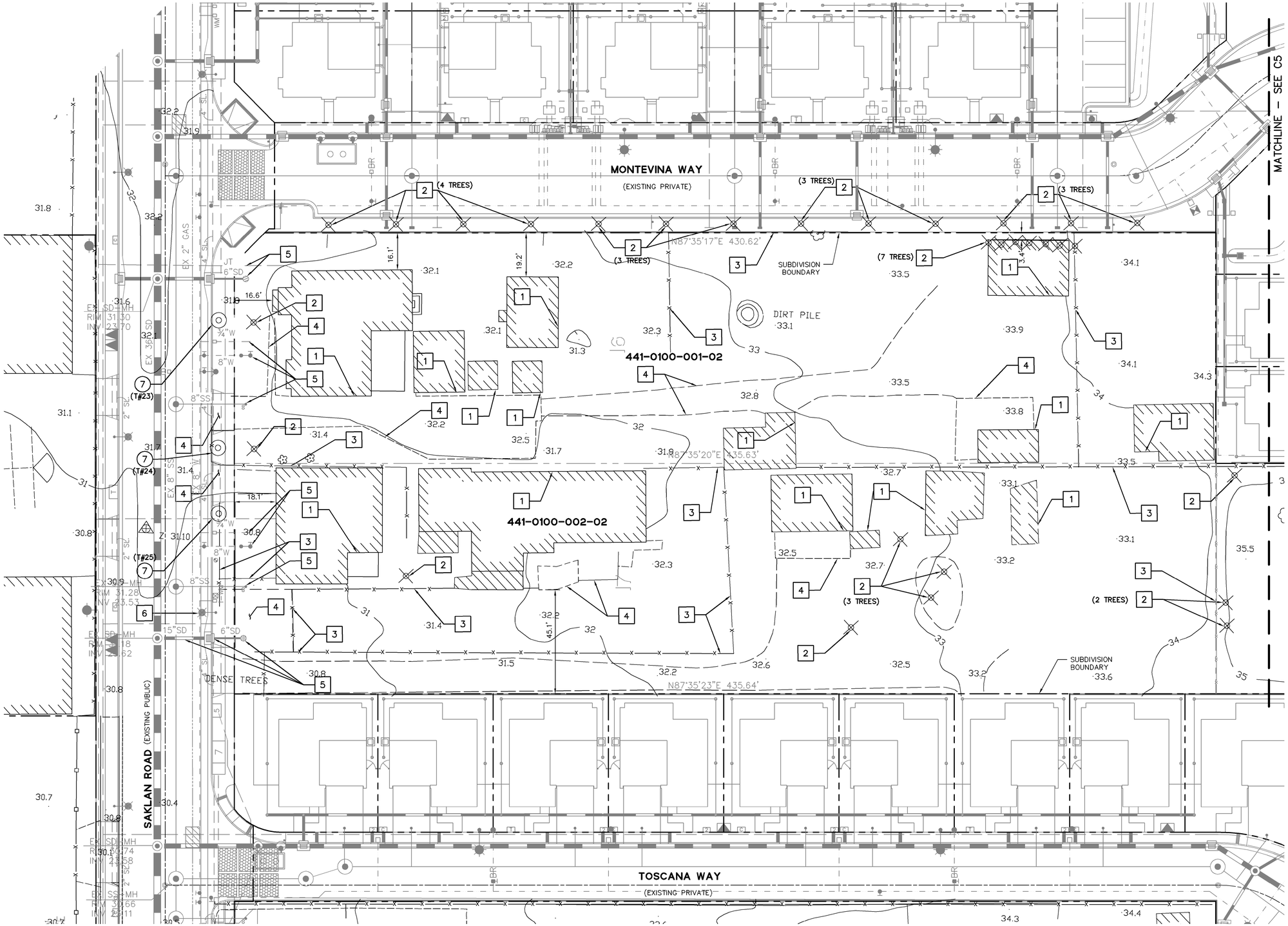

TREE NOTES:

1. REFER TO TREE SURVEY REPORT FOR 23830 & 23836 SAKLAN ROAD AND 24137 EDEN AVENUE PREPARED BY ARBOR RESOURCES ON JANUARY 17, 2014. IN ADDITION, SEE TREE PROTECTION MEASURES CREATED ON JULY 22, 2014.
2. ALL EXISTING, UNUSED LINES OR PIPES WITHIN A TREE PROTECTION ZONE SHALL BE ABANDONED AND CUT OFF AT EXISTING SOIL GRADE (RATHER THAN BEING DUG UP AND CAUSING SUBSEQUENT ROOT DAMAGE).
3. ALL TRENCHING WITHIN TREE PROTECTION ZONE SHALL BE DONE UNDER THE FIELD SUPERVISION OF THE PROJECT ARBORIST.
4. TREE PROTECTIVE FENCING INSTALLATION SHALL BE DONE UNDER THE FIELD SUPERVISION OF THE PROJECT ARBORIST.
5. SEE ARBORIST'S RECOMMENDATION FOR TREE PROTECTION MEASURES BEFORE & DURING DEMOLITION, GRADING AND CONSTRUCTION ON SHEET C15.
6. TREE LOCATIONS ARE APPROXIMATE.

DEMOLITION LEGEND:

1. BUILDING / STRUCTURE TO BE REMOVED
2. TREES TO BE REMOVED
3. FENCE TO BE REMOVED OR REPLACED
4. PAVEMENT TO BE REMOVED
5. UNDERGROUND UTILITY TO BE REMOVED. EXISTING WATER SERVICES NO LONGER IN USE TO BE ABANDONED BY CITY WATER DISTRIBUTION PERSONNEL AT THE DEVELOPER'S EXPENSE
6. UTILITY TO BE RELOCATED
7. PROTECT EXISTING TREE

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EDEN POINTE – VALLEY OAK PARTNERS
TENTATIVE TRACT MAP #8172
EXISTING CONDITIONS AND DEMOLITION PLAN–WEST
HAYWARD ALAMEDA COUNTY CALIFORNIA

No.	Revisions	Date
1	TENTATIVE TRACT MAP COMMENT REVISIONS	6/10/14
2	TENTATIVE TRACT MAP COMMENT REVISIONS – 2ND ROUND	7/28/14
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Date 2/4/14
Scale 1"=20'
Design LW
Drawn KM
Approved CH
Job No 20040060-17

Sheet Number:
C4

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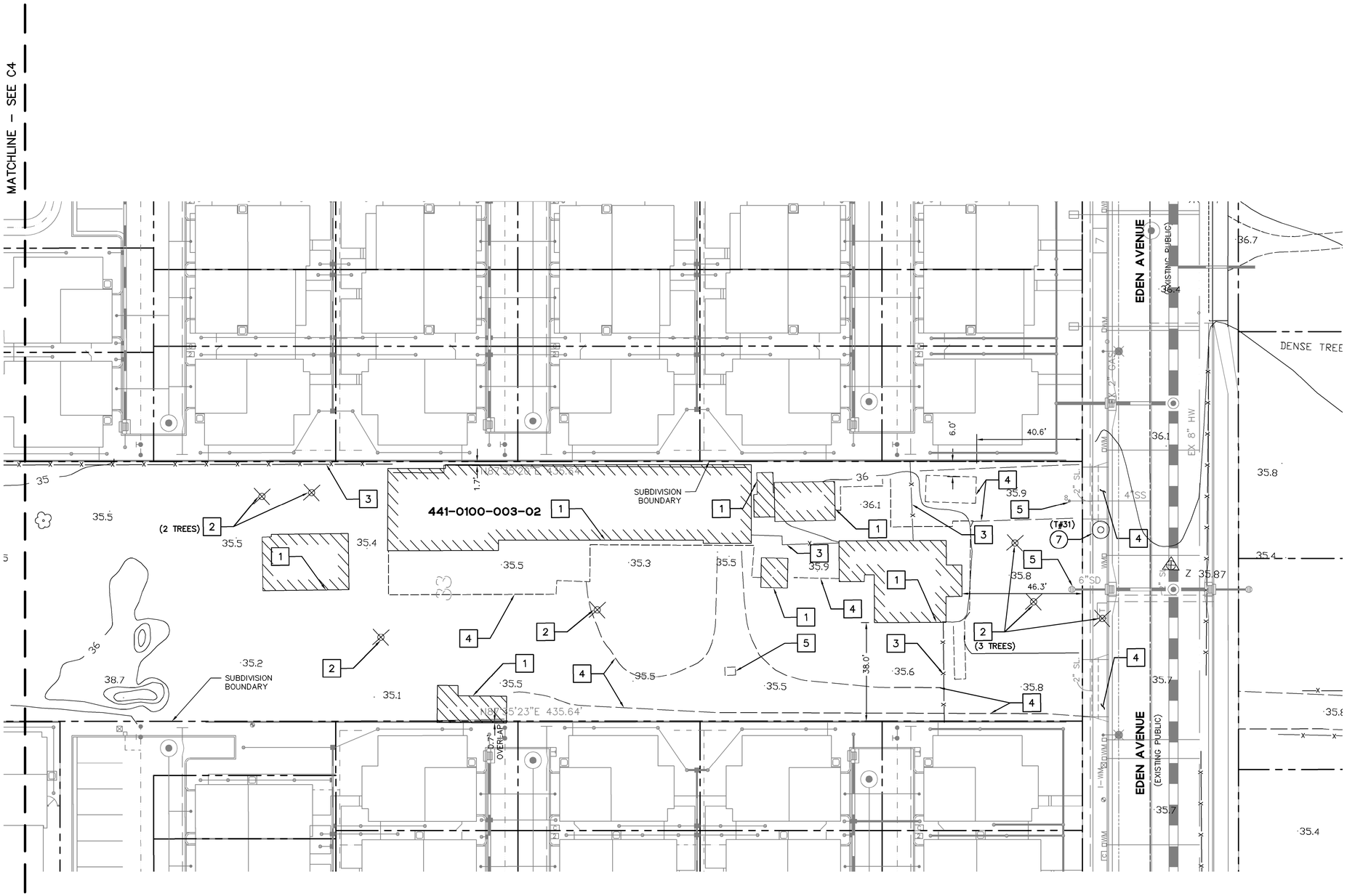

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4. PAVEMENT TO BE REMOVED
5. UNDERGROUND UTILITY TO BE REMOVED. EXISTING WATER SERVICES NO LONGER IN USE TO BE ABANDONED BY CITY WATER DISTRIBUTION PERSONNEL AT THE DEVELOPER'S EXPENSE
6. UTILITY TO BE RELOCATED
7. PROTECT EXISTING TREE

GRAPHIC SCALE
20 0 20 40

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EDEN POINTE – VALLEY OAK PARTNERS
TENTATIVE TRACT MAP #8172
EXISTING CONDITIONS AND DEMOLITION PLAN–EAST
HAYWARD ALAMEDA COUNTY CALIFORNIA

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Date 2/4/14
Scale 1"=20'
Design LW
Drawn KM
Approved CH
Job No 20040060-17

Sheet Number:
C5

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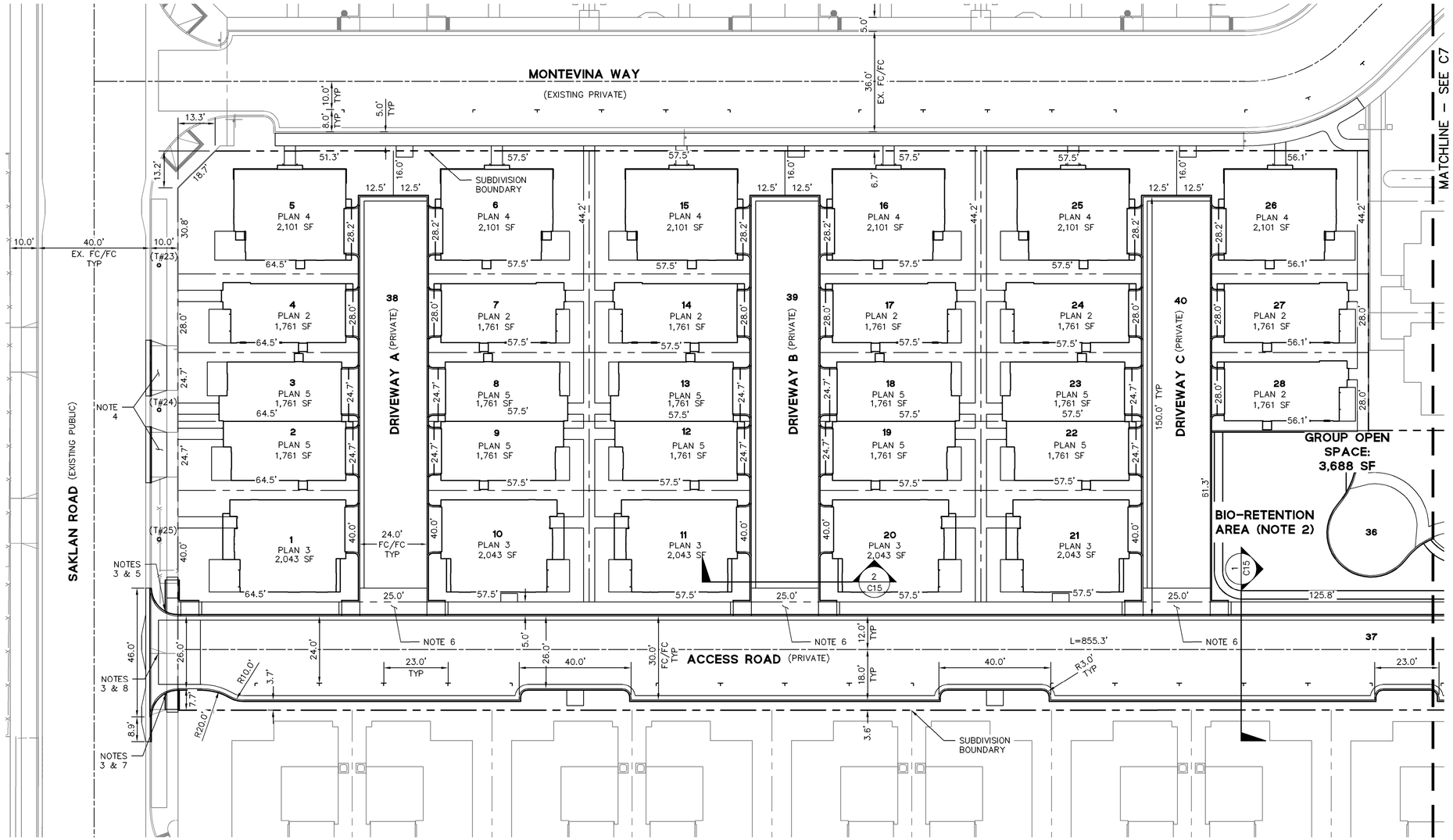

SQUARE FOOTAGE, PRIVATE OPEN SPACE, AND PERCENT COVERAGE PER LOT

LOT NO	AREA (SF)	OPEN (SF)	COVERAGE (%)	LOT NO	AREA (SF)	OPEN (SF)	COVERAGE (%)
1	2580.00	310.40	51.2	21	2300.00	277.17	57.4
2	1591.00	208.30	55.9	22	1418.33	183.55	62.7
3	1591.00	202.38	55.9	23	1418.33	160.47	62.7
4	1806.00	212.68	49.1	24	1610.00	179.57	55.0
5	2954.54	355.91	42.7	25	2737.68	348.42	46.1
6	2734.65	348.42	46.1	26	2678.15	355.66	47.1
7	1610.00	332.15	55.0	27	1671.60	305.83	56.4
8	1418.33	160.47	62.7	28	1571.66	193.89	56.4
9	1418.33	183.55	62.7	29	2868.88	1009.13	46.3
10	2300.00	278.18	57.4	30	2869.30	1000.64	46.3
11	2300.00	277.17	57.4	31	2869.72	992.05	46.3
12	1418.33	183.55	62.7	32	3056.72	1168.94	40.6
13	1418.33	160.47	62.7	33	3161.77	1239.44	39.2
14	1610.00	179.73	55.0	34	3057.69	1191.61	40.6
15	2735.66	348.42	46.1	35	4381.58	1433.46	28.8
16	2736.67	348.42	46.1	36	7600.00	N/A	N/A
17	1610.00	179.56	55.0	37	32994.00	N/A	N/A
18	1418.33	160.47	62.7	38	4035.60	N/A	N/A
19	1418.33	183.55	62.7	39	4036.30	N/A	N/A
20	2300.00	278.18	57.4	40	4037.00	N/A	N/A

OPEN SPACE:

GROUP: MINIMUM = 100 SF / UNIT x 35 UNITS
= 3,500 SF
PROVIDED = 3,688 SF
PRIVATE: SEE TABLE TO THE LEFT
DIMENSIONS: PRIVATE OPEN SPACE AREAS ARE SHOWN AND DIMENSIONED IN DETAIL ON SHEET C15.

NOTES:

1. PARKING STRIPING INDICATIVE OF PROPOSED PARKING SPOTS. PAVEMENT NOT TO BE STRIPED. SEE SHEET C13 FOR PARKING EXHIBIT.
2. REFER TO C12 FOR INFORMATION RELATED TO STORMWATER TREATMENT AREA.
3. CITY OF HAYWARD SD–110 DRIVEWAY, WITH MODIFIED CURB RETURN RADIUS OF 10'.
4. EXISTING DRIVEWAYS NO LONGER IN USE SHALL BE REMOVED AND REPLACED WITH CITY OF HAYWARD SD–108 CURB & GUTTER AND PLANTING PER LANDSCAPE PLANS.
5. CITY OF HAYWARD SD–108 CURB RAMPS; A COMBINATION OF CASES C AND F.
6. CITY OF HAYWARD SD–108A, ALTERNATE A CURB RAMPS AND DRIVEWAY.
7. CITY OF HAYWARD SD–108 CURB RAMP; CASE F.
8. ENTRANCES WILL BE ENHANCED WITH AT LEAST 10' OF RAISED DECORATIVE PAVING AND BE CAPABLE OF SUPPORTING A 75,000 GVW LOAD.
9. TRAFFIC CALMING DEVICES WILL BE INSTALLED IN THE FUTURE IF NEEDED AS DETERMINED BY THE HOA.
10. REFER TO C16 FOR EASEMENTS.

GRAPHIC SCALE
20 0 20 40

BKF
255 SHORELINE DRIVE, SUITE 200
REDWOOD CITY, CA 94065
650/482–6300
650/482–6399 (FAX)
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EDEN POINTE – VALLEY OAK PARTNERS
TENTATIVE TRACT MAP #8172
PROPOSED SITE PLAN–WEST

HAYWARD ALAMEDA COUNTY CALIFORNIA

No.	Revisions	Date
1	TENTATIVE TRACT MAP COMMENT REVISIONS	6/10/14
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3	TENTATIVE TRACT MAP COMMENT REVISIONS – 3RD ROUND	8/21/14

Date 2/4/14
Scale 1"=20'
Design LW
Drawn KM
Approved C.H
Job No 20040060–17

Sheet Number:
C6

DRAWING NAME: J:\ENG04\040060-17\DWG\TM\Plotted Sheets\C6-C7 Proposed Site Plan.dwg
PLOT DATE: 08-29-14 PLOTTED BY: alam

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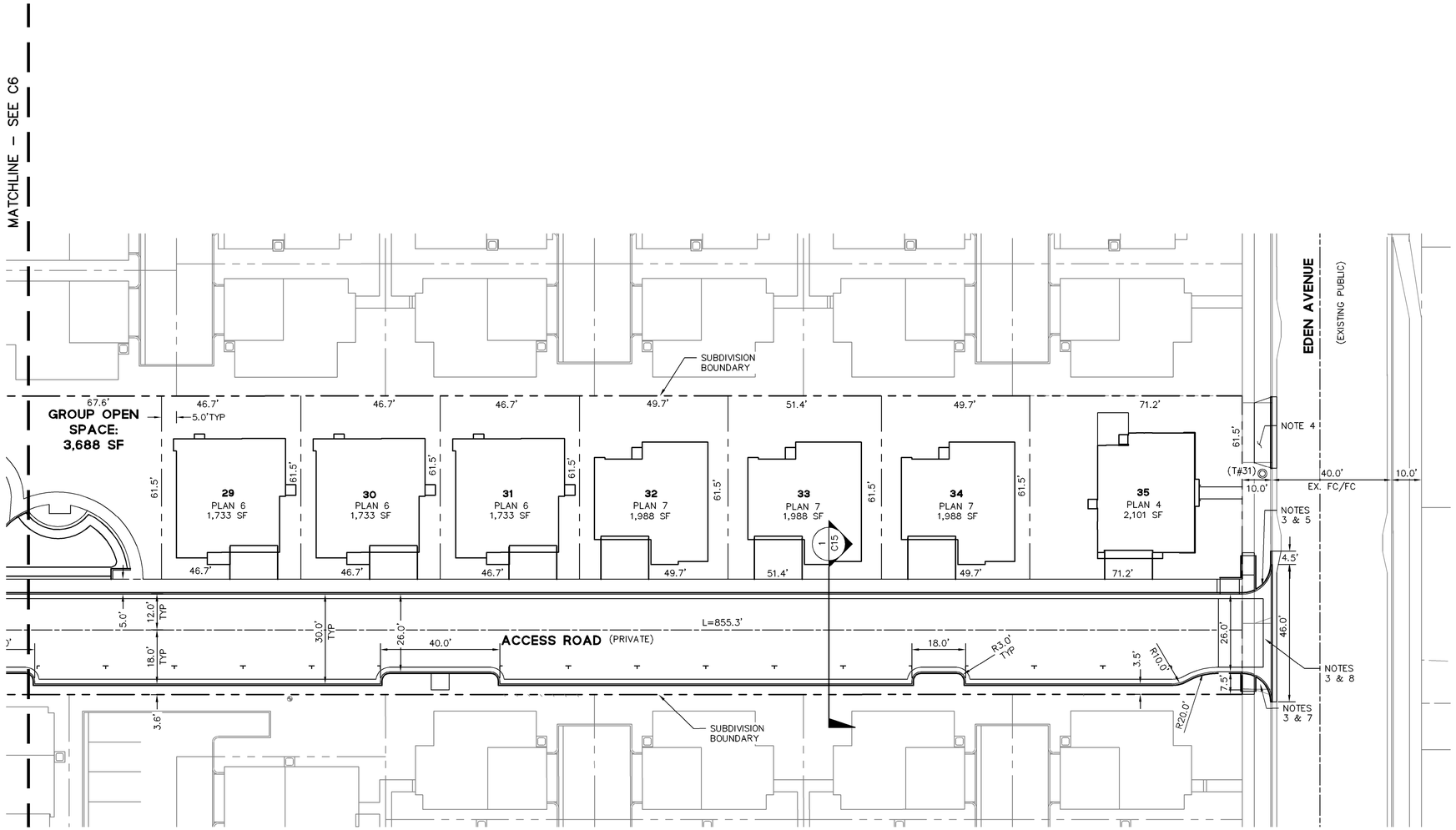

SQUARE FOOTAGE, PRIVATE OPEN SPACE, AND PERCENT COVERAGE PER LOT

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19	1418.33	183.55	62.7	39	4036.30	N/A	N/A
20	2300.00	278.18	57.4	40	4037.00	N/A	N/A

OPEN SPACE:

GROUP: MINIMUM = 100 SF / UNIT x 35 UNITS
= 3,500 SF
PROVIDED = 3,688 SF
PRIVATE: SEE TABLE TO THE LEFT
DIMENSIONS: PRIVATE OPEN SPACE AREAS ARE SHOWN AND DIMENSIONED IN DETAIL ON SHEET C15.

NOTES:

1. PARKING STRIPING INDICATIVE OF PROPOSED PARKING SPOTS. PAVEMENT NOT TO BE STRIPED. SEE SHEET C13 FOR PARKING EXHIBIT.
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10. REFER TO C16 FOR EASEMENTS.

GRAPHIC SCALE
20 0 20 40

BKF
ENGINEERS | SURVEYORS | PLANNERS
255 SHORELINE DRIVE, SUITE 200
REDWOOD CITY, CA 94065
650/482–6300
650/482–6399 (FAX)

EDEN POINTE – VALLEY OAK PARTNERS
TENTATIVE TRACT MAP #8172
PROPOSED SITE PLAN–EAST

HAYWARD ALAMEDA COUNTY CALIFORNIA

No.	Revisions	Date
1	TENTATIVE TRACT MAP COMMENT REVISIONS	6/10/14
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3	TENTATIVE TRACT MAP COMMENT REVISIONS – 3RD ROUND	8/21/14

Date 2/4/14
Scale 1"=20'
Design LW
Drawn KM
Approved C&H
Job No 20040060–17

Sheet Number:
C7

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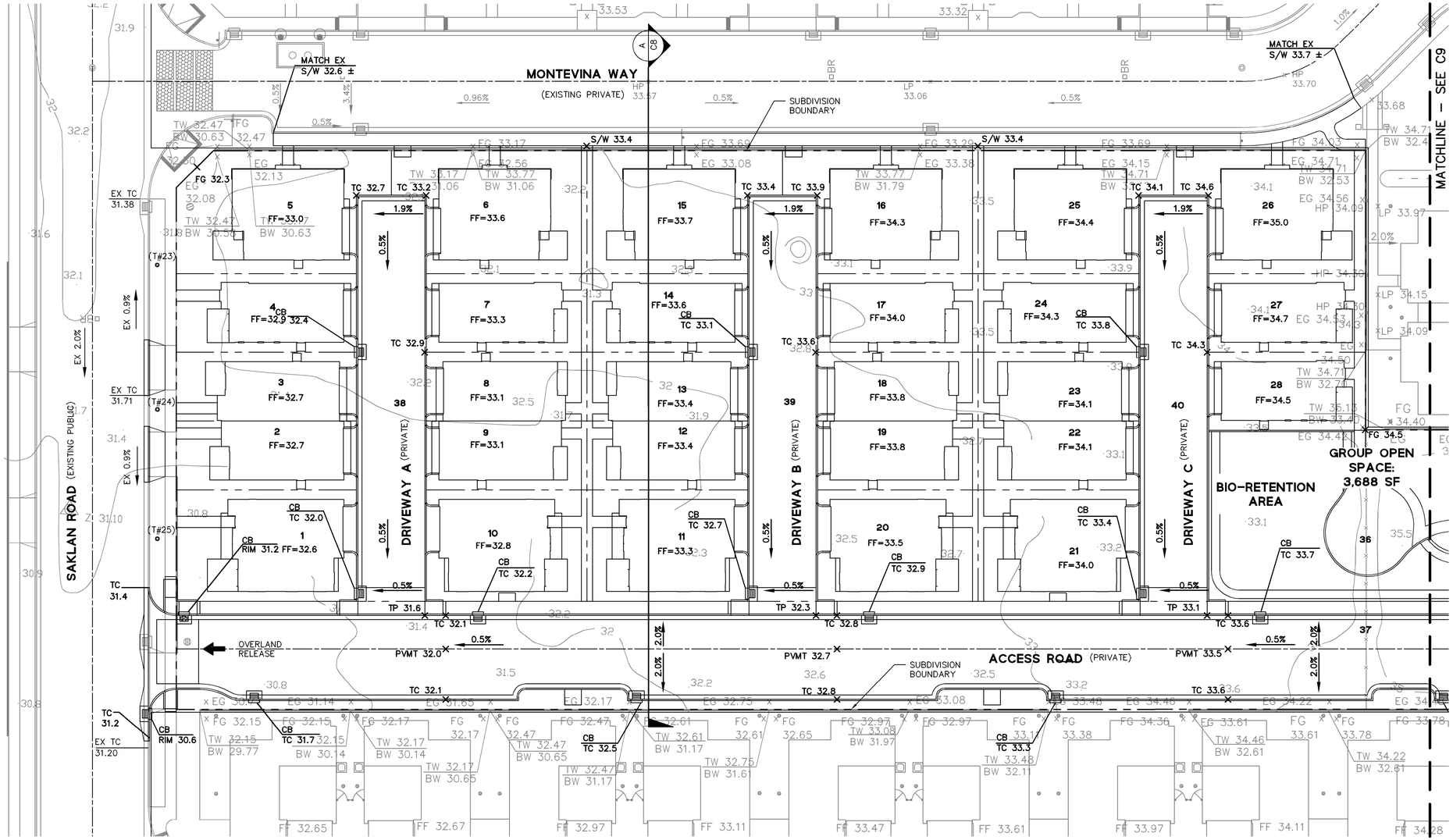
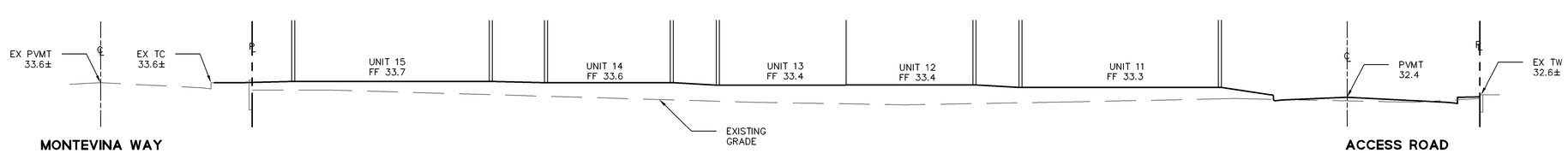


PROPOSED PRELIMINARY EARTHWORK QUANTITIES

CUT: 587 CUBIC YARDS

FILL: 5,322 CUBIC YARDS

NET, FILL: 4,735 CUBIC YARDS



GRADING SECTION A

H: 1"=10' V: 1"=5'

GRAPHIC SCALE

20 0 20 40

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255 SHORELINE DRIVE, SUITE 200
REDWOOD CITY, CA 94065
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EDEN POINTE – VALLEY OAK PARTNERS
TENTATIVE TRACT MAP #8172
PROPOSED GRADING PLAN-WEST

HAYWARD ALAMEDA COUNTY CALIFORNIA

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Scale 1"=20'
Design LW
Drawn KM
Approved CH
Job No 20040060-17

Sheet Number: C8

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PLOTTED BY: alam
PLOT DATE: 08-29-14

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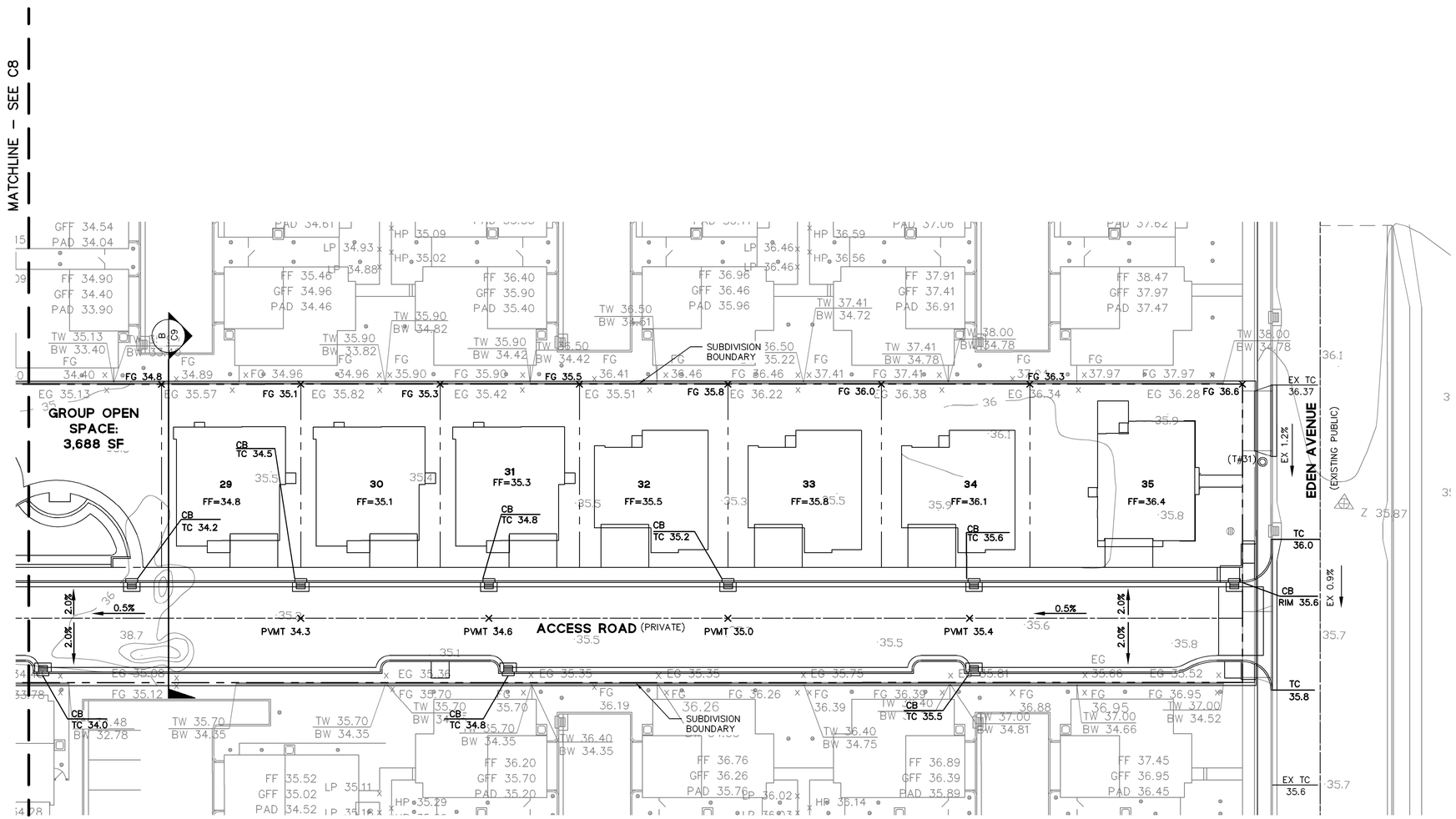

PROPOSED PRELIMINARY EARTHWORK QUANTITIES

CUT: 587 CUBIC YARDS

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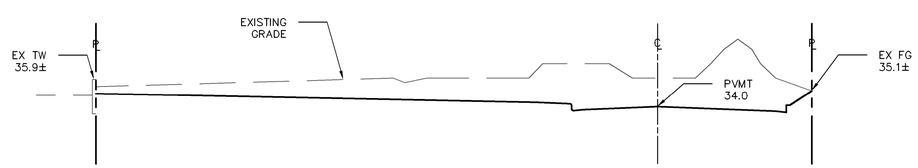

GRADING SECTION B

H: 1"=10' V: 1"=5'

GRAPHIC SCALE

20 0 20 40

DRAWING NAME: J:\ENG04\040060-17\DWG\TM\Plotted Sheets\C8-C9 Proposed Grading Plan.dwg
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EDEN POINTE – VALLEY OAK PARTNERS
TENTATIVE TRACT MAP #8172
PROPOSED GRADING PLAN–EAST

ALAMEDA COUNTY CALIFORNIA

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1	TENTATIVE TRACT MAP COMMENT REVISIONS	6/10/14
2	TENTATIVE TRACT MAP COMMENT REVISIONS – 2ND ROUND	7/28/14
3	TENTATIVE TRACT MAP COMMENT REVISIONS – 3RD ROUND	8/21/14

Date 2/4/14
Scale 1"=20'
Design LW
Drawn KM
Approved CH
Job No 20040060-17

Sheet Number:

C9

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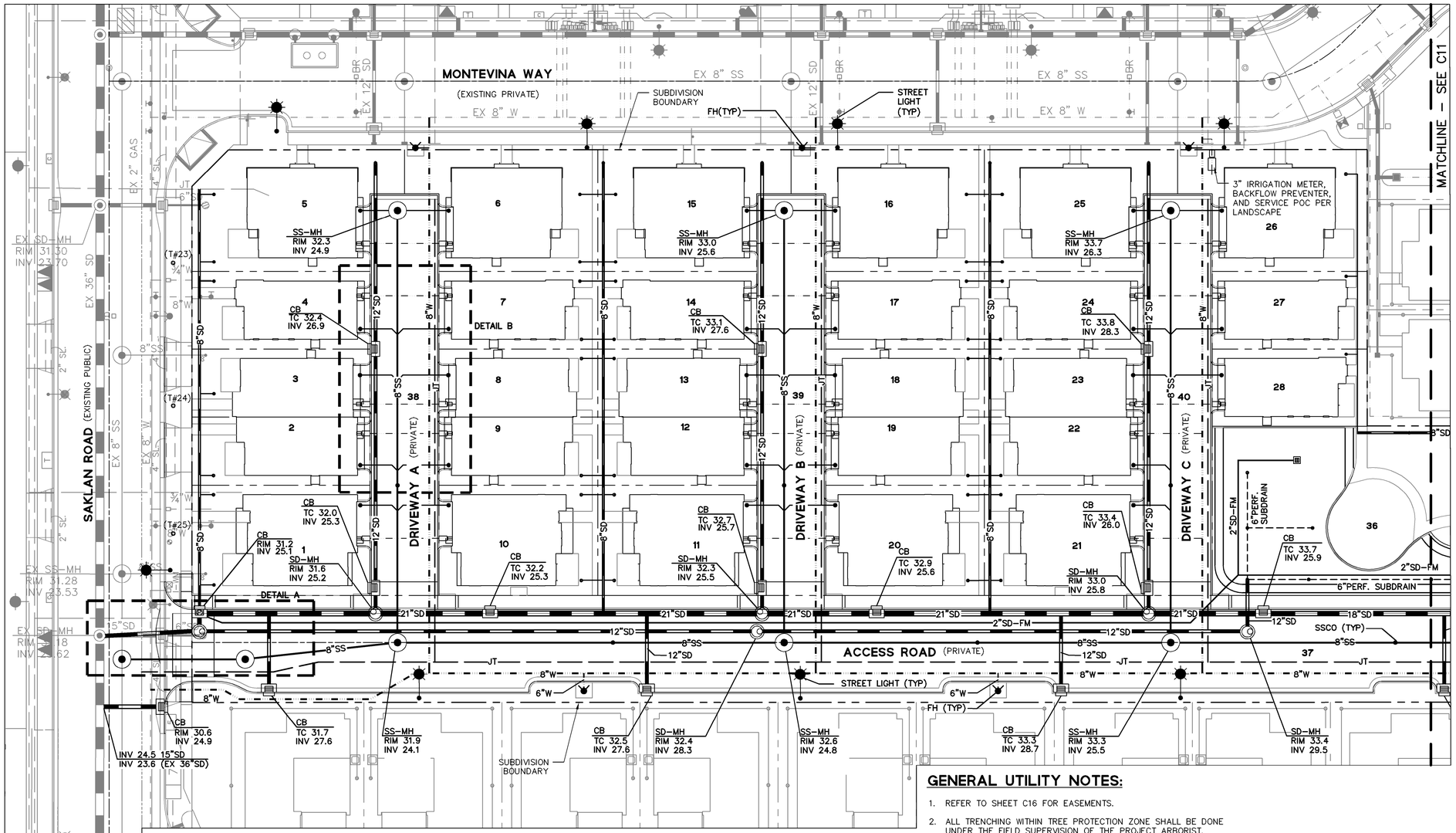
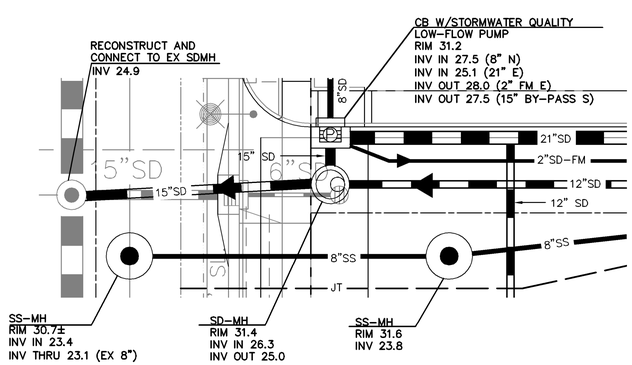


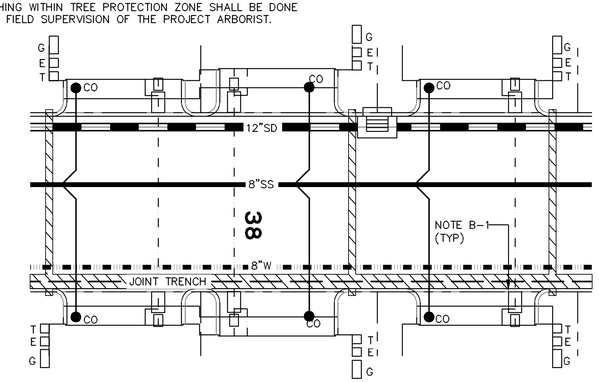
GENERAL UTILITY NOTES:

1. REFER TO SHEET C16 FOR EASEMENTS.
2. ALL TRENCHING WITHIN TREE PROTECTION ZONE SHALL BE DONE UNDER THE FIELD SUPERVISION OF THE PROJECT ARBORIST.



DETAIL A

SCALE: 1"=10'



NOTES:

1. COMBINED 1.5" FIRE AND ¾" DOMESTIC WATER SERVICES WITH DUAL BOX PER CITY OF HAYWARD SD-216, SHEET 3 OF 3, DETAIL 2.

DETAIL B – ROTATED 90 DEGREES CW

SCALE: 1"=10'

GRAPHIC SCALE

20 0 20 40

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255 SHORELINE DRIVE, SUITE 200
REDWOOD CITY, CA 94065
650/482-6300
650/482-6399 (FAX)
ENGINEERS | SURVEYORS | PLANNERS

EDEN POINTE – VALLEY OAK PARTNERS
TENTATIVE TRACT MAP #8172
PROPOSED UTILITY PLAN-WEST

HAYWARD CALIFORNIA
ALAMEDA COUNTY

No.	Revisions	Date
1	TENTATIVE TRACT MAP COMMENT REVISIONS	6/10/14
2	TENTATIVE TRACT MAP COMMENT REVISIONS – 2ND ROUND	7/28/14
3	TENTATIVE TRACT MAP COMMENT REVISIONS – 3RD ROUND	8/21/14

Date 1/31/14
Scale 1"=20'
Design LW
Drawn KM
Approved CJH
Job No 20040060-17

Sheet Number:
C10

DRAWING NAME: J:\ENG04\040060-17\DWG\TM\Plotted Sheets\C10-C11 Proposed Utility Plan.dwg
PLOT DATE: 08-29-14
PLOTTED BY: alam

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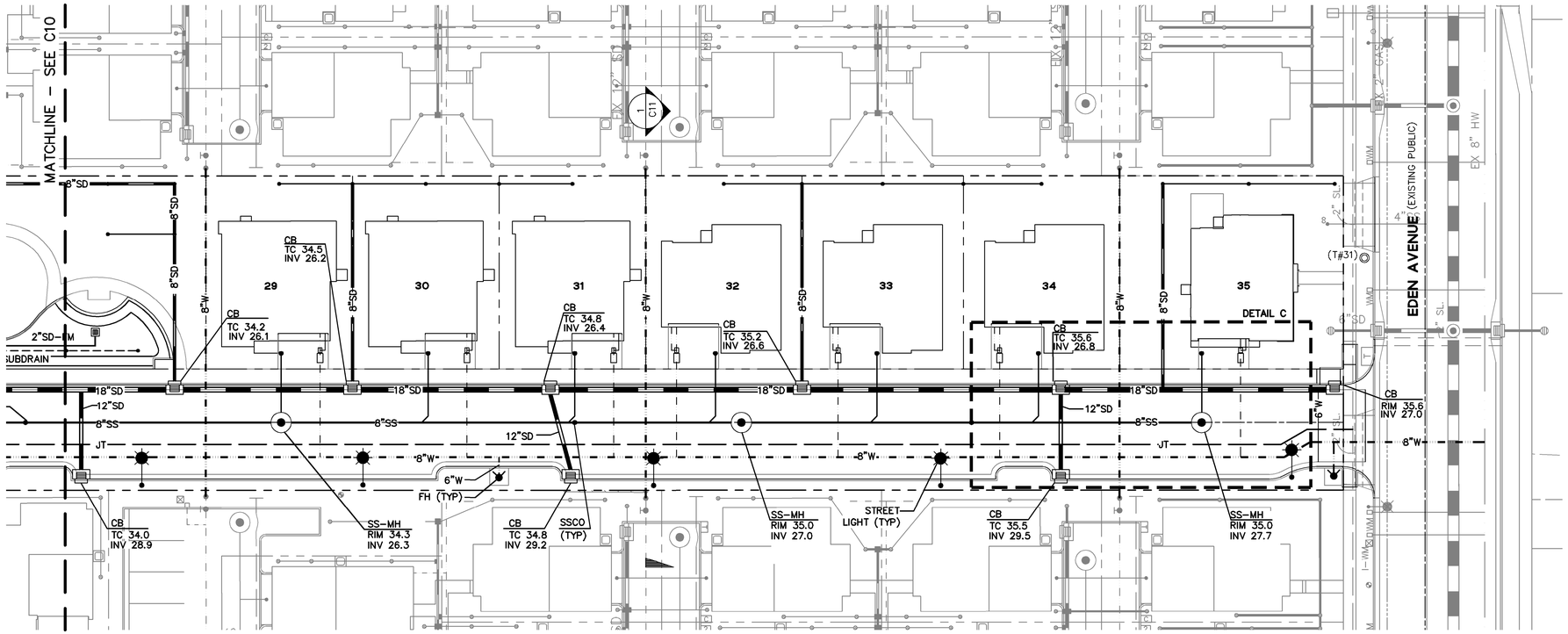
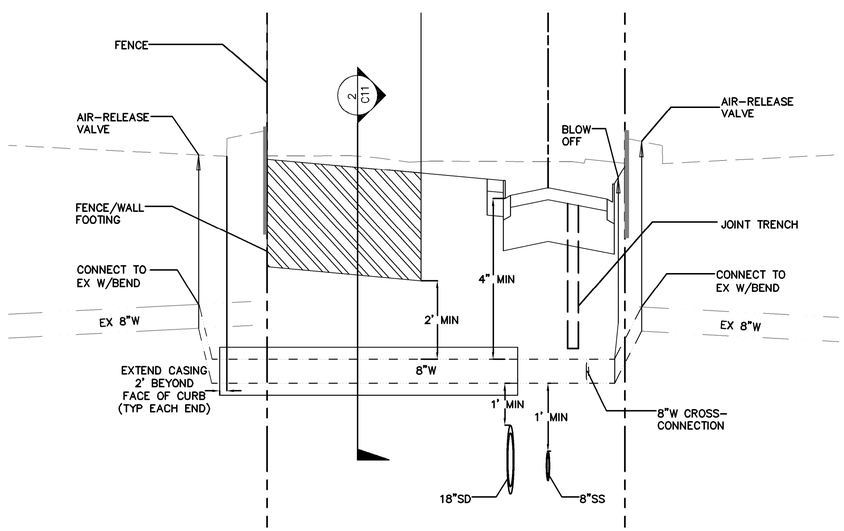


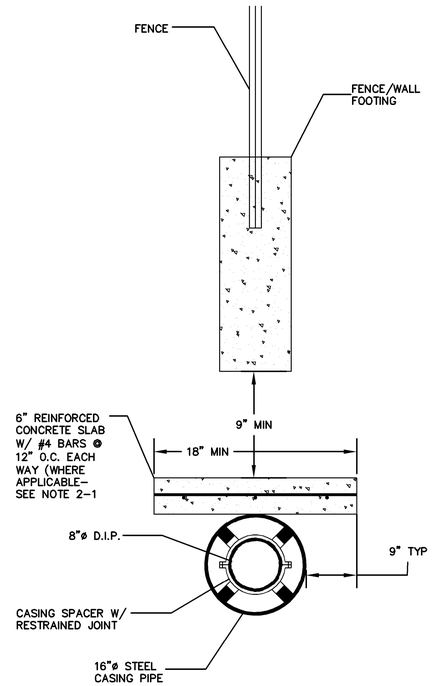
GENERAL UTILITY NOTES:

1. REFER TO SHEET C16 FOR EASEMENTS.
2. ALL TRENCHING WITHIN TREE PROTECTION ZONE SHALL BE DONE UNDER THE FIELD SUPERVISION OF THE PROJECT ARBORIST.



SECTION 1 – TYPICAL 3 LOCATIONS

SCALE: HORIZONTAL: 1"=20'
VERTICAL: 1"=2'

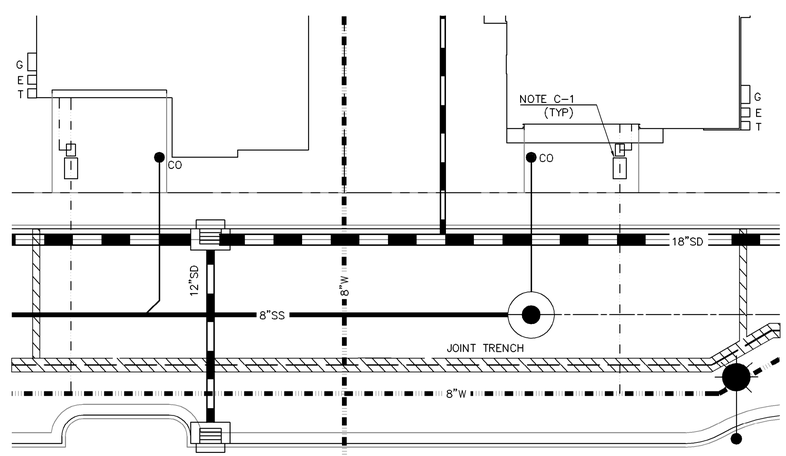


NOTES:

1. CONCRETE SLAB IS REQUIRED WHEN 2' MIN CLEARANCE IS NOT AVAILABLE BETWEEN BOTTOM OF FENCE/WALL FOOTING AND TOP OF 8" D.I.P.

SECTION 2

SCALE: 1"=1'



NOTES:

1. COMBINED 1.5" FIRE AND ¾" DOMESTIC WATER SERVICES WITH DUAL BOX PER CITY OF HAYWARD SD–216, SHEET 3 OF 3, DETAIL 2.

DETAIL C

SCALE: 1"=10'

GRAPHIC SCALE
20 0 20 40

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255 SHORELINE DRIVE, SUITE 200
REDWOOD CITY, CA 94065
650/482–6300
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EDEN POINTE – VALLEY OAK PARTNERS
TENTATIVE TRACT MAP #8172
PROPOSED UTILITY PLAN–EAST

HAYWARD ALAMEDA COUNTY CALIFORNIA

No.	Revisions	Date
1	TENTATIVE TRACT MAP COMMENT REVISIONS	6/10/14
2	TENTATIVE TRACT MAP COMMENT REVISIONS – 2ND ROUND	7/28/14
3	TENTATIVE TRACT MAP COMMENT REVISIONS – 3RD ROUND	8/21/14

Date 1/31/14
Scale 1"=20'
Design LW
Drawn KM
Approved CJH
Job No 20040060–17

Sheet Number:
C11

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PLOT DATE: 08-29-14 PLOTTED BY: alam

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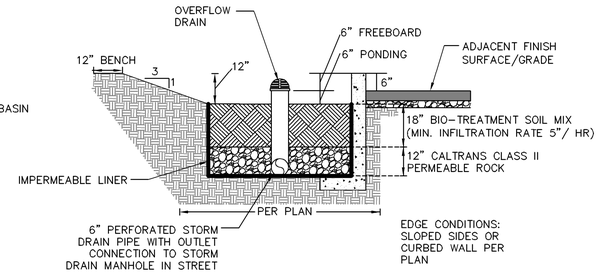
LEGEND

- PERVIOUS AREA
- IMPERVIOUS AREA
- STORMWATER TREATMENT BIO-RETENTION AREA
- PROJECT AREA/DRAINAGE MANAGEMENT AREA
- STORM DRAIN MANHOLE
- STORM DRAIN INLET/CATCH BASIN
- OVERFLOW/AREA DRAIN
- FLOW-THROUGH PLANTER POP-UP EMITTER/BUBBLER
- STORM DRAIN FORCE MAIN
- GRAVITY STORM DRAIN
- PERFORATED STORM SUBDRAIN



TYPICAL BIO-RETENTION AREA SECTION

N.T.S.

AREA CALCULATIONS

EXISTING CONDITION

AREA TYPE	AREA (SF)	AREA (AC)	RUNOFF FACTOR, C
ROOF	21,880	0.502	0.85
CONCRETE	9,871	0.227	0.90
ASPHALT	7,305	0.168	0.85
LANDSCAPE	88,991	2.043	0.20
TOTAL / AVERAGE	128,047	2.940	0.40
TOTAL IMPERVIOUS AREA	39,056	0.897	0.86

PROPOSED CONDITION

AREA TYPE	AREA (SF)	AREA (AC)	RUNOFF FACTOR, C
ROOF	40,727	0.935	0.85
CONCRETE	18,540	0.426	0.90
ASPHALT	31,280	0.718	0.85
LANDSCAPE	37,500	0.861	0.20
TOTAL / AVERAGE	128047	2.940	0.67
TOTAL IMPERVIOUS AREA	90,547	2.079	0.86

COMBINATION FLOW AND VOLUME SIZING CALCULATIONS OF BIO-RETENTION AREA

STEP 1	**MEAN ANNUAL PRECIPITATION (MAP)**	
	PROJECT SITE MAP (IN):	16
	IF SITE MAP > 16.4, USE SAN JOSE AIRPORT MAP = 14.4. OTHERWISE USE OAKLAND AIRPORT MAP = 18.35. AIRPORT SITE MAP (IN):	14.4
	MAP ADJUSTMENT FACTOR:	1.11
STEP 2	**PERCENT IMPERVIOUSNESS AND DRAINAGE MANAGEMENT AREA (DMA)**	
	IMPERVIOUS AREA (SF):	90,547
	10% OF THE PERVIOUS AREA IS CONSIDERED TO BE CONTRIBUTING PERVIOUS AREA (SF):	3750
	EFFECTIVE IMPERVIOUS AREA (SF):	94,297
STEP 3	**UNIT BASIN STORAGE VOLUME**	
	UNIT BASIN DEPTH = 0.56 IN IF USING SAN JOSE AIRPORT GAUGE / MAP; UNIT BASIN DEPTH = 0.67 IN IF USING OAKLAND AIRPORT. UNIT BASIN DEPTH (IN):	0.56
	MULTIPLY MAP ADJUSTMENT FACTOR BY UNIT BASIN DEPTH TO OBTAIN ADJUSTED UNIT BASIN DEPTH (IN):	0.62
	USE THE EFFECTIVE IMPERVIOUS AREA AND ADJUSTED UNIT BASIN DEPTH TO DETERMINE THE REQUIRED CAPTURE VOLUME (CF):	4,889
STEP 4	**DURATION OF RAIN EVENT**	
	USE THE ADJUSTED UNIT BASIN DEPTH AND A CONSTANT RAINFALL INTENSITY OF 0.2 IN/HR TO OBTAIN THE DURATION OF THE RAIN EVENT (HR):	3.11
STEP 5	**PRELIMINARY ESTIMATE OF THE SURFACE AREA OF THE FACILITY**	
	TAKE 4% OF THE EFFECTIVE IMPERVIOUS AREA FOR A PRELIMINARY BIO-RETENTION AREA ESTIMATE (SF):	3,772
	AS AN INITIAL GUESS, REDUCE THE BIO-RETENTION AREA ESTIMATE BY 30% (SF):	2640
	USE THE REDUCED PLANTER AREA ESTIMATE AND A SOIL INFILTRATION RATE OF 5 IN/HR TO CALCULATE THE VOLUME OF RUNOFF THAT FILTERS THROUGH THE BIO-RETENTION SOIL (CF):	3,422
STEP 6	**SECONDARY ADJUSTMENT OF DEPTH OF SURFACE PONDING AREA**	
	SUBTRACT THE FILTERED VOLUME OF RUNOFF FROM THE REQUIRED CAPTURE VOLUME TO CALCULATE THE REMAINING VOLUME TO TREAT (CF):	1,467
	DIVIDE THE REMAINING TREATMENT VOLUME BY THE REDUCED BIO-RETENTION AREA ESTIMATE TO CALCULATE THE AVERAGE PONDING DEPTH (IN):	6.67
	IS THE AVERAGE PONDING DEPTH BETWEEN 6 AND 12 INCHES? IF YES, USE THE REDUCED BIO-RETENTION AREA ESTIMATE. IF NOT, REPEAT STEPS 5 AND 6.	YES
STEP 7	**OPTIMIZE THE SIZE OF THE TREATMENT MEASURE**	
	IS THE BIO-RETENTION AREA AT LEAST 3% OF THE EFFECTIVE IMPERVIOUS AREA? IF YES, PROCEED WITH AREA. IF NO, USE 3% AREA SIZING.	2.80%
	3% BIO-RETENTION AREA SIZING (SF):	**2,829**

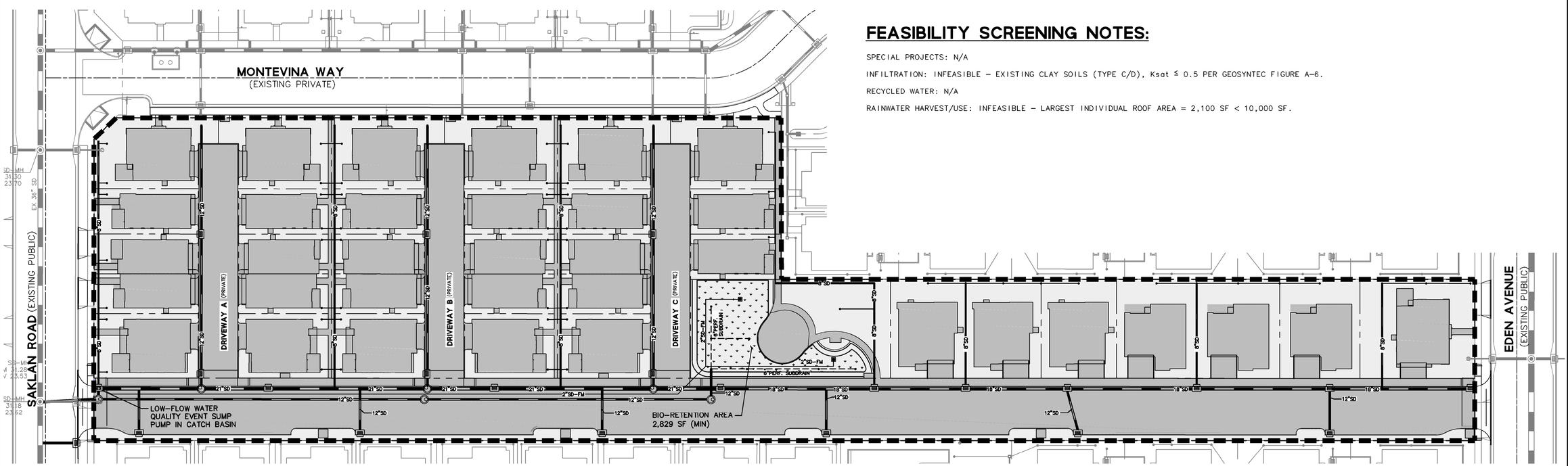
PRELIMINARY HYDROMODIFICATION CALCULATIONS

EXISTING CONDITION BASED ON TIME OF CONCENTRATION OF 12 MINUTES					
RECURRENCE INTERVAL (YRS)	5	10	15	25	100
FREQUENCY FACTOR, K	0.719	1.339	1.684	2.108	3.211
RAINFALL INTENSITY, i (IN/HR)	1.42	1.70	1.85	2.04	2.53
PEAK DISCHARGE, Q (CFS)	1.671	1.995	2.176	2.397	2.974
PROPOSED CONDITION BASED ON TIME OF CONCENTRATION OF 10 MINUTES					
RECURRENCE INTERVAL (YRS)	5	10	15	25	100
FREQUENCY FACTOR, K	0.719	1.339	1.684	2.108	3.211
RAINFALL INTENSITY, i (IN/HR)	1.57	1.88	2.05	2.26	2.80
PEAK DISCHARGE, Q (CFS)	3.09	3.69	4.02	4.43	5.49
REQUIRED STORAGE, V (CF)	845	1008	1100	1212	1503
DETENTION OPTIONS IN OVERSIZED PIPING BASED ON 100-YEAR REQUIRED STORAGE VOLUME					
DIAMETER, D (IN)	12	15	18	21	24
AREA, Ap (SF)	0.7854	1.2272	1.7671	2.4053	3.1416
REQUIRED LENGTH, L (FT)	1914	1225	851	625	479

*NOTE: AN ALLOWANCE IS MADE IN THE PIPE CAPACITY FOR FLOW AND STORAGE REQUIREMENTS.

GRAPHIC SCALE

30 0 30 60



FEASIBILITY SCREENING NOTES:

SPECIAL PROJECTS: N/A

INFILTRATION: INFEASIBLE – EXISTING CLAY SOILS (TYPE C/D), Ksat ≤ 0.5 PER GEOSYNTEC FIGURE A-6.

RECYCLED WATER: N/A

RAINWATER HARVEST/USE: INFEASIBLE – LARGEST INDIVIDUAL ROOF AREA = 2,100 SF < 10,000 SF.

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ENGINEERS | SURVEYORS | PLANNERS

EDEN POINTE – VALLEY OAK PARTNERS
TENTATIVE TRACT MAP #8172
PRELIMINARY STORMWATER CONTROL PLAN

HAYWARD ALAMEDA COUNTY CALIFORNIA

No.	Revisions	Date
1	TENTATIVE TRACT MAP COMMENT REVISIONS	6/10/14
2	TENTATIVE TRACT MAP COMMENT REVISIONS – 2ND ROUND	7/28/14
3	TENTATIVE TRACT MAP COMMENT REVISIONS – 3RD ROUND	8/21/14

Date 2/4/14
Scale AS SHOWN
Design LW
Drawn KM
Approved CH
Job No 20040060-17

Sheet Number:
C12

DRAWING NAME: J:\ENG04\040060-17\DWG\TM\Plotted Sheets\C12 Preliminary Stormwater Control Plan.dwg
PLOT DATE: 08-29-14
PLOTTED BY: alam

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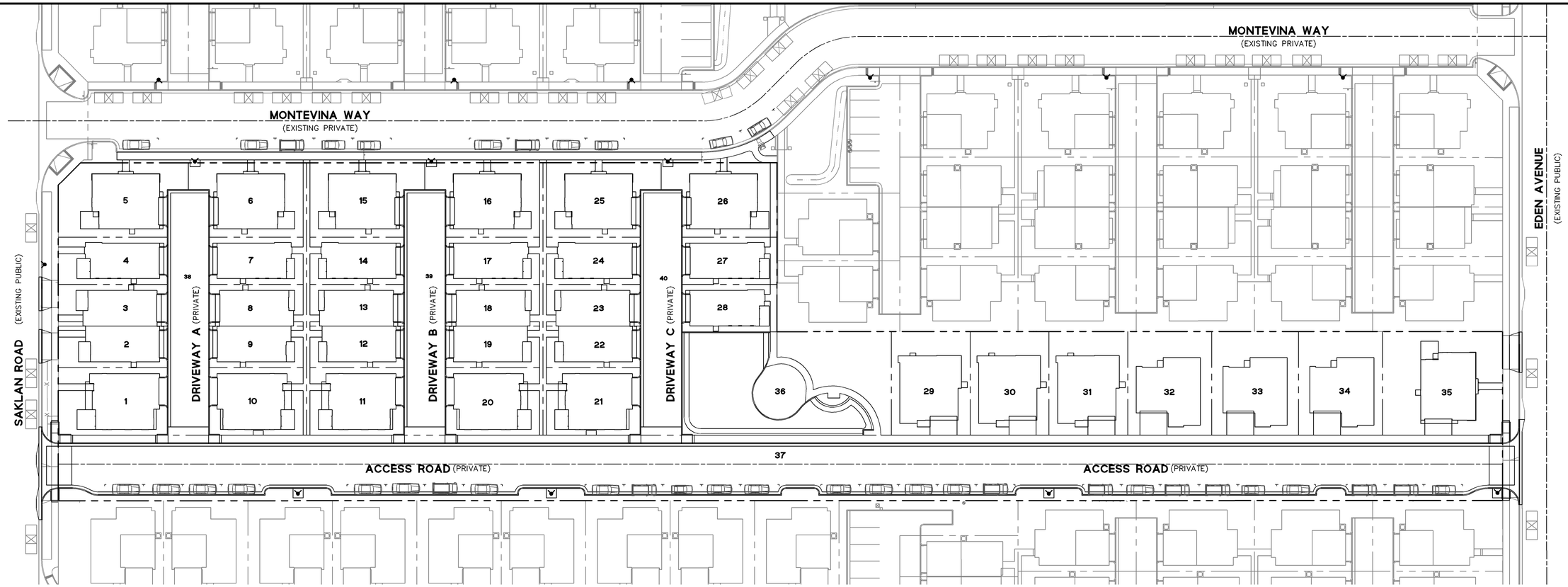

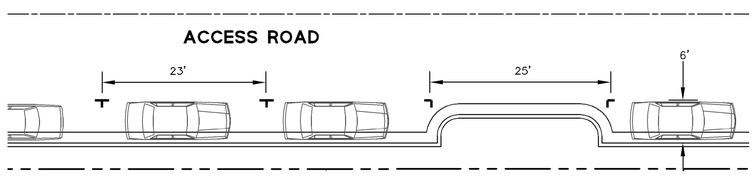

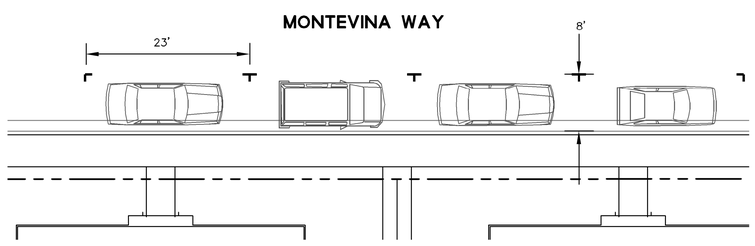

TYPICAL PARKING STALLS
SCALE 1"=10'

GRAPHIC SCALE
30 0 30 60

PARKING ANALYSIS

PROVIDED PARKING

GARAGE 35 x 2 = 70
MONTEVINA WAY STREET PARKING = 11
ACCESS ROAD STREET PARKING = 27

TOTAL PARKING SPACES = 108

LEGEND

FIRE HYDRANT LOCATION

PROPOSED PARKING SPACE (SHOWN OCCUPIED)

EXISTING PARKING SPACE (SHOWN FOR REFERENCE)

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255 SHORELINE DRIVE, SUITE 200
REDWOOD CITY, CA 94065
650/482-6300
650/482-6399 (FAX)

EDEN POINTE – VALLEY OAK PARTNERS
TENTATIVE TRACT MAP #8172
PARKING EXHIBIT

HAYWARD ALAMEDA COUNTY CALIFORNIA

No.	Revisions	Date
1	TENTATIVE TRACT MAP COMMENT REVISIONS	6/10/14
2	TENTATIVE TRACT MAP COMMENT REVISIONS – 2ND ROUND	7/28/14
3	TENTATIVE TRACT MAP COMMENT REVISIONS – 3RD ROUND	8/21/14

Date 2/4/14
Scale 1"=30'
Design LW
Drawn KM
Approved CJH
Job No 20040060-17

Sheet Number:
C13

DRAWING NAME: J:\ENGDA\040060-17\DWG\TM\Plotted Sheets\C13 Parking Exhibit.dwg
PLOT DATE: 08-29-14 PLOTTED BY: alam

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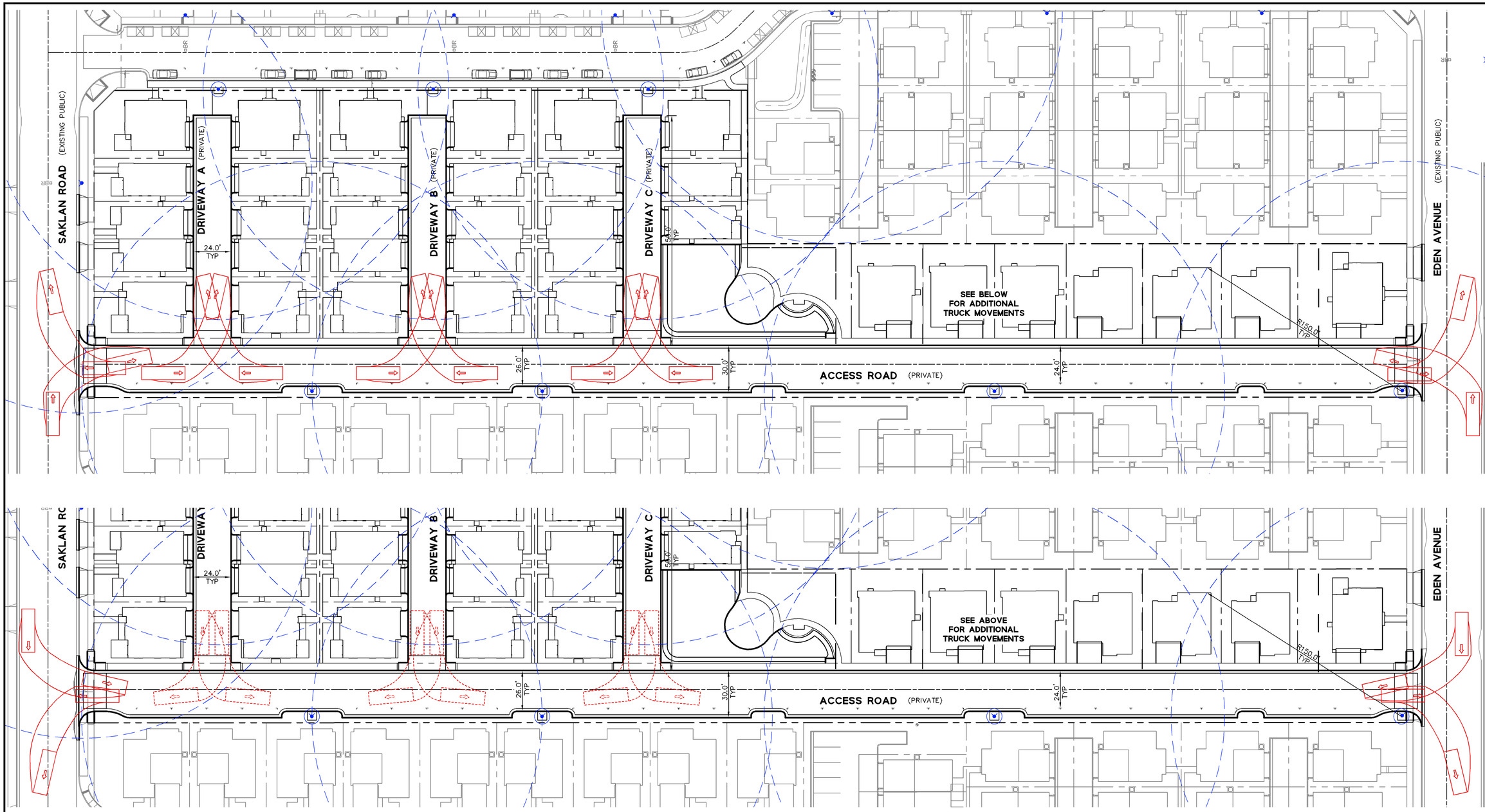
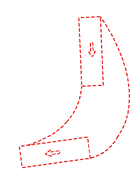


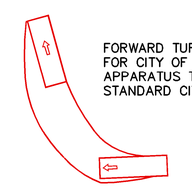
NOTES:

1. CITY OF HAYWARD ORDINANCE 10–14, APPENDIX C, TABLE C105.1 REQUIRES FOR MEDIUM DENSITY RESIDENTIAL A 150' MAXIMUM DISTANCE FROM A HYDRANT TO ANY POINT ON STREET FRONTAGE.

LEGEND



BACKWARD TURNING MOVEMENT FOR CITY OF HAYWARD FIRE APPARATUS TURNING PER STANDARD CITY TEMPLATE



FORWARD TURNING MOVEMENT FOR CITY OF HAYWARD FIRE APPARATUS TURNING PER STANDARD CITY TEMPLATE

PROPOSED FIRE HYDRANT

EXISTING FIRE HYDRANT

GRAPHIC SCALE

30 0 30 60

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255 SHORELINE DRIVE, SUITE 200
REDWOOD CITY, CA 94065
650/482–6300
650/482–6399 (FAX)
ENGINEERS | SURVEYORS | PLANNERS

EDEN POINTE – VALLEY OAK PARTNERS
TENTATIVE TRACT MAP #8172
FIRE ACCESS AND SERVICES EXHIBIT

HAYWARD ALAMEDA COUNTY CALIFORNIA

No.	Revisions	Date
1	TENTATIVE TRACT MAP COMMENT REVISIONS	6/10/14
2	TENTATIVE TRACT MAP COMMENT REVISIONS – 2ND ROUND	7/28/14
3	TENTATIVE TRACT MAP COMMENT REVISIONS – 3RD ROUND	8/21/14

Date 2/4/14
Scale 1"=30'
Design LW
Drawn KM
Approved CJH
Job No 20040060-17

Sheet Number:
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ABBREVIATIONS

SYMBOL	DESCRIPTION
AB	AGGREGATE BASE
AC	ASPHALT CONCRETE
AD	AREA DRAIN
APPROX	APPROXIMATE
BLDG	BUILDING
BM	BENCH MARK
BO	BLOWOFF
BW	BACK OF WALK
CTV	CABLE TELEVISION
CB	CATCH BASIN
CDS	CDS TECHNOLOGIES, INC
C&G	CURB & GUTTER
CI	CURB INLET
℄, CL	CENTERLINE
CO	HOUSE CLEANOUT
COR	CORNER
CONC	CONCRETE
DI	DROP INLET, DUCTILE IRON
D/W, DWY	DRIVEWAY
E	EAST, ELECTRIC
EA	EACH
EVAE	EMERGENCY VEHICLE ACCESS EASEMENT
EB	ELECTRICAL BOX
EG	EXISTING GRADE
EL	ELEVATION
EP	EDGE OF PAVEMENT
ESMT	EASEMENT
ETW	EDGE OF TRAVELED WAY
EUC	EUCALYPTUS
EX	EXISTING
EXP	EXPOSED
(F)	FUTURE
FC	FACE OF CURB
FF	FINISHED FLOOR ELEVATION
FG	FINISHED GRADE
FH	FIRE HYDRANT
FL	FLOW LINE
FP	FINISHED PAVEMENT
FT	FEET

SYMBOL	DESCRIPTION
G	GAS
GB	GRADE BREAK
GE	GARAGE ELEVATION
GFF	GARAGE FINISH FLOOR
GND	GROUND
GV	GATE VALVE
HC	HANDICAPPED
HCR	HANDICAPPED RAMP
HP	HIGH POINT
HW	HAYWARD WATER SERVICE
INV, I	INVERT
IRR	IRRIGATION
JP	JUNCTION POLE
JT	JOINT TRENCH
L	LENGTH
LF	LINEAR FEET
LG	LIP OF GUTTER
LP	LOW POINT
L/S	LANDSCAPE
LT	LEFT
MAX	MAXIMUM
MH	MANHOLE
MIN	MINIMUM
MON	MONUMENT
MW	MOHRLAND WATER SERVICE
N	NORTH
NO, #	NUMBER
NTS	NOT TO SCALE
OC	ON CENTER
PAE	PUBLIC ACCESS EASEMENT
PCC	PORTLAND CEMENT CONCRETE
PG&E	PACIFIC GAS AND ELECTRIC
POC	POINT OF CONNECTION
PROP, PR	PROPOSED
PT	POINT
PUE	PUBLIC UTILITY EASEMENT
PVMT	PAVEMENT
R	RADIUS
RCP	REINFORCED CONCRETE PIPE

SYMBOL	DESCRIPTION
RIM	RIM ELEVATION
RT	RIGHT
R/W	RIGHT OF WAY
S	SOUTH, SLOPE
SD	STORM DRAIN
SDCB	STORM DRAIN CATCH BASIN
SDE	STORM DRAIN EASEMENT
SDMH	STORM DRAIN MANHOLE
SERV	SERVICE
SHT	SHEET
SL	STREET LIGHT
SS	SANITARY SEWER
SSCO	MAIN LINE SANITARY SEWER CLEAN OUT
SSMH	SANITARY SEWER MANHOLE
ST	STREET
STD	STANDARD
STL	STEEL
S/W	SIDEWALK
TB	TELEPHONE BOX
TC	TOP OF CURB
TEMP	TEMPORARY
TEL	TELEPHONE
TG	TOP OF GRATE
TMH	TELEPHONE MANHOLE
TP	TOP OF PAVEMENT
TPZ	TREE PROTECTION ZONE
TYP	TYPICAL
USA	UNDERGROUND SERVICE ALERT
VLT	VAULT
W	WEST, WATER
W/	WITH
WC	WHEEL CHAIR RAMP
WL	WATERLINE
WM	WATER METER
W/O	WITHOUT
WV	WATER VALVE

LEGEND

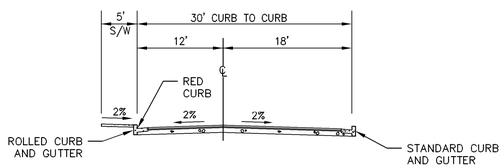
DESCRIPTION	PROPOSED	EXISTING
SUBDIVISION BOUNDARY		
CONTOUR LINE		105
STORM DRAIN MAIN	SD	SD
MANHOLE		
FIRE HYDRANT		
DROP INLET		
STREET LIGHT		
GAS VALVE		
WATER VALVE		
BLOW OFF VALVE		
STORM DRAIN MANHOLE		
STORM DRAIN INLET/CATCH BASIN		
OVERFLOW/AREA DRAIN		
FLOW-THROUGH PLANTER POP-UP EMITTER/BUBBLER		
STORM DRAIN FORCE MAIN		
PERFORATED STORM SUBDRAIN		

DESCRIPTION	PROPOSED
SANITARY SEWER	SS
WATER MAIN	W
JOINT TRENCH	JT
FIRE HYDRANT	
EXISTING TREE TO BE PROTECTED	(T#23)

PAVEMENT DESIGN CHART

DESIGN TRAFFIC INDEX	ASPHALT CONCRETE TYPE B (IN)	AGGREGATE BASE CLASS II (IN)	TOTAL THICKNESS (IN)
5.0	3.0	12.0	15.0
6.0	4.0	14.0	18.0

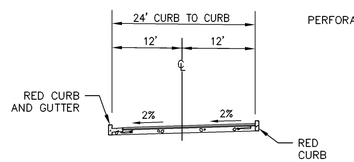
* Aggregate Base R-Value=78
** Aggregate Subbase R-Value=50



NOTE: TI=6.0

1 PRIVATE ROAD WITH PARKING ON ONE SIDE

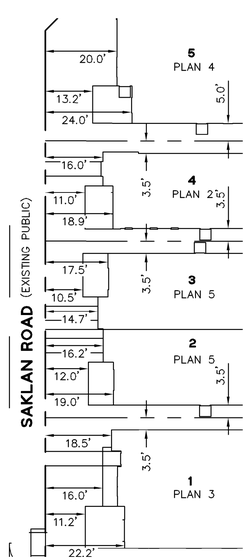
SCALE: 1"=10'



NOTE: TI=5.0

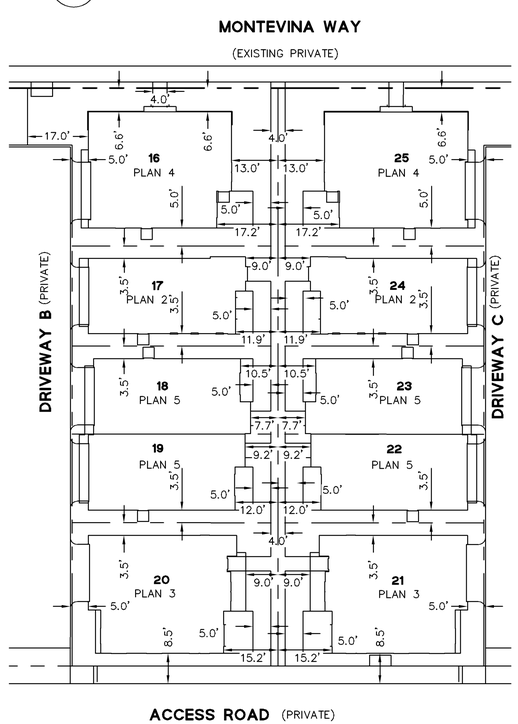
2 PRIVATE DRIVE WITHOUT PARKING

SCALE: 1"=10'



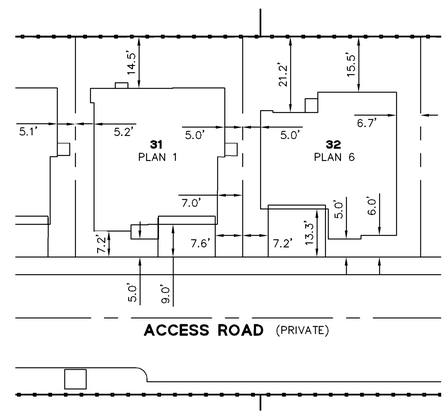
3 SETBACK DETAIL

SCALE: 1"=20'



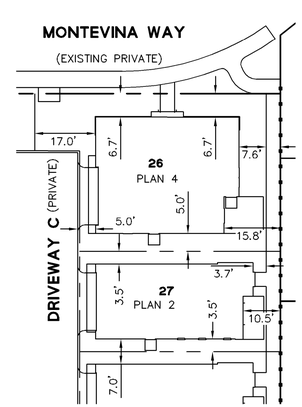
4 SETBACK DETAIL

SCALE: 1"=20'



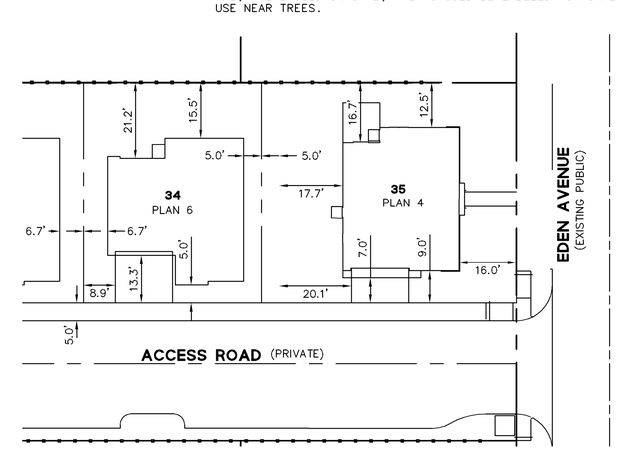
6 SETBACK DETAIL

SCALE: 1"=20'



5 SETBACK DETAIL

SCALE: 1"=20'



7 SETBACK DETAIL

SCALE: 1"=20'

TREE PROTECTION MEASURES

BEFORE DEMOLITION, GRADING, AND CONSTRUCTION

10. TREE PROTECTIVE FENCING SHALL BE ESTABLISHED TO RESTRICT ACCESS WITHIN TPZS, AND SHOULD CONSIST OF SIX-FOOT HIGH CHAIN LINK MOUNTED ON TWO-INCH DIAMETER STEEL POSTS THAT ARE DRIVEN INTO THE GROUND 24 INCHES DEEP. AN ALTERNATE FENCING TYPE INCLUDES FIVE- TO SIX-FOOT TALL CHAIN LINK PANELS MOUNTED ON METAL STANDS OR CONCRETE BLOCKS, AND THE PANELS SECURED TOGETHER. WHERE APPROPRIATE, PERIMETER FENCING CAN DOUBLE AS TREE FENCING.

11. THE STAGING AREA AND ROUTES OF ACCESS SHOULD BE ESTABLISHED BEYOND TPZS.

12. A FOUR- TO FIVE-INCH LAYER OF COARSE WOOD CHIPS (1/4 TO 3/4 INCH IN SIZE) SHOULD BE MANUALLY SPREAD ON EXPOSED GROUND BENEATH TREE CANOPIES (BUT NOT PILED AGAINST A TREE'S TRUNK); THE CHIPS SHOULD REMAIN THROUGHOUT CONSTRUCTION.

13. SUPPLEMENTAL WATER FOR RETAINED TREES SHOULD BEGIN PRIOR TO DEMOLITION AND CONTINUE THROUGHOUT CONSTRUCTION. IT SHOULD BE SUPPLIED EVERY THREE WEEKS BY EITHER SOAKER HOSES OR FILLING A BASIN FORMED BY A 12-INCH HIGH BERM AROUND A TPZ OR FARTHER. THE RATE SHOULD BE ROUGHLY FIVE GALLONS PER INCH OF TRUNK DIAMETER.

AFTER DEMOLITION, GRADING, AND CONSTRUCTION

15. DURING DEMOLITION, GREAT CARE MUST BE TAKEN DURING REMOVAL OF EXISTING FEATURES TO AVOID EXCAVATING THE GROUND AND LARGE ROOTS WITHIN A TPZ. REMOVAL OF EXISTING BASE MATERIAL WITHIN THE TPZ OF #31 SHOULD BE CAREFULLY PERFORMED TO AVOID EXCAVATING ROOTS DURING THE PROCESS (OR THOSE ROOTS REVIEWED WITH ME BEFOREHAND).

16. THE FUTURE SIDEWALK (INCLUDING BASE MATERIAL, EDGING AND FORMS) WITHIN THE TPZ OF #31 SHOULD RETAIN ROOTS TWO INCHES AND GREATER IN DIAMETER, OR SHOULD THEY REQUIRE REMOVAL, REVIEWED WITH ARBOR RESOURCES BEFOREHAND.

17. ANY REQUIRED DIGGING AND TRENCHING WITHIN A TPZ SHOULD BE REVIEWED ONSITE WITH ARBOR RESOURCES BEFOREHAND, AND MANUALLY PERFORMED TO ALLOW RETENTION OF SIZEABLE ROOTS, ONE-INCH AND GREATER IN DIAMETER FOR TREES #23 THRU 25, AND TWO INCHES AND GREATER IN DIAMETER FOR #31. ROOTS LESS THAN THOSE DIAMETERS CAN BE CLEANLY SEVERED AT A 90-DEGREE ANGLE TO THE DIRECTION OF ROOT GROWTH AT THE CUT LINE, AND BY USING SHARP CUTTING TOOLS.

18. SPOILS CREATED DURING APPROVED DIGGING MUST NOT BE PILED OR SPREAD WITHIN A TPZ; IF NECESSARY, THEY CAN BE TEMPORARILY PILED ON PLYWOOD OR A TARP.

19. TREE TRUNKS MUST NOT BE USED AS WINCH SUPPORTS FOR MOVING OR LIFTING HEAVY LOADS.

20. DIGGING HOLES FOR ANY POSTS OR BOLLARDS WITHIN A TPZ SHOULD BE MANUALLY PERFORMED USING A POST-HOLE DIGGER OR SHOVEL, AND IN THE EVENT A ROOT OF TWO INCHES AND GREATER IN DIAMETER IS ENCOUNTERED DURING THE PROCESS, THE HOLE SHOULD BE SHIFTED OVER BY 12 INCHES AND THE PROCESS REPEATED.

21. TREE PRUNING IS ANTICIPATED FOR THE WESTERN EDGE OF #31'S CANOPY TO ACHIEVE CLEARANCE FOR CONSTRUCTING THE HOME ON LOT 35. THE WORK SHALL BE PERFORMED BY A CALIFORNIA STATE-LICENSED TREE SERVICE COMPANY (D-49 CLASSIFICATION) THAT HAS AN ISA (INTERNATIONAL SOCIETY OF ARBORICULTURE) CERTIFIED ARBORIST IN A SUPERVISORY ROLE, CARRIES GENERAL LIABILITY AND WORKER'S COMPENSATION INSURANCE, AND ABIDES BY IN ACCORDANCE WITH ANSI A300-2001 (PRUNING) AND ANSI Z133.1-2006 (SAFETY OPERATIONS) STANDARDS.

22. GREAT CARE MUST BE TAKEN BY EQUIPMENT OPERATORS TO POSITION THEIR EQUIPMENT TO AVOID THE TRUNKS AND BRANCHES OF TREES, INCLUDING EXHAUST THAT CAN SCORCH FOLIAGE.

23. DUST ACCUMULATING ON TRUNKS AND CANOPIES DURING DRY WEATHER PERIODS MAY REQUIRE BEING BE PERIODICALLY WASHED AWAY (E.G. EVERY THREE TO FOUR MONTHS).

24. THE DISPOSAL OF HARMFUL PRODUCTS (SUCH AS CEMENT, PAINT, CHEMICALS, OIL AND GASOLINE) IS PROHIBITED BENEATH CANOPIES OR ANYWHERE ON SITE THAT ALLOWS DRAINAGE BENEATH OR NEAR TPZS. HERBICIDES SHOULD NOT BE USED WITHIN A TPZ; WHERE USED ON SITE, THEY SHOULD BE LABELED FOR SAFE USE NEAR TREES.

BKF
ENGINEERS | SURVEYORS | PLANNERS
255 SHORELINE DRIVE, SUITE 200
REDWOOD CITY, CA 94065
650/482-6300
650/482-6399 (FAX)

EDEN POINTE - VALLEY OAK PARTNERS
TENTATIVE TRACT MAP #8172
NOTES AND DETAILS

HAYWARD ALAMEDA COUNTY CALIFORNIA

No.	Revisions	Date
1	TENTATIVE TRACT MAP COMMENT REVISIONS	6/10/14
2	TENTATIVE TRACT MAP COMMENT REVISIONS - 2ND ROUND	7/28/14
3	TENTATIVE TRACT MAP COMMENT REVISIONS - 3RD ROUND	8/21/14

Date 2/4/14
Scale AS SHOWN
Design LW
Drawn KM
Approved CH
Job No 20040060-17

Sheet Number: C15

DRAWING NAME: J:\ENG04\040060-17\DWG\TM\Plotted Sheets\C15 Notes and Details.dwg
PLOT DATE: 08-29-14 PLOTTED BY: olam

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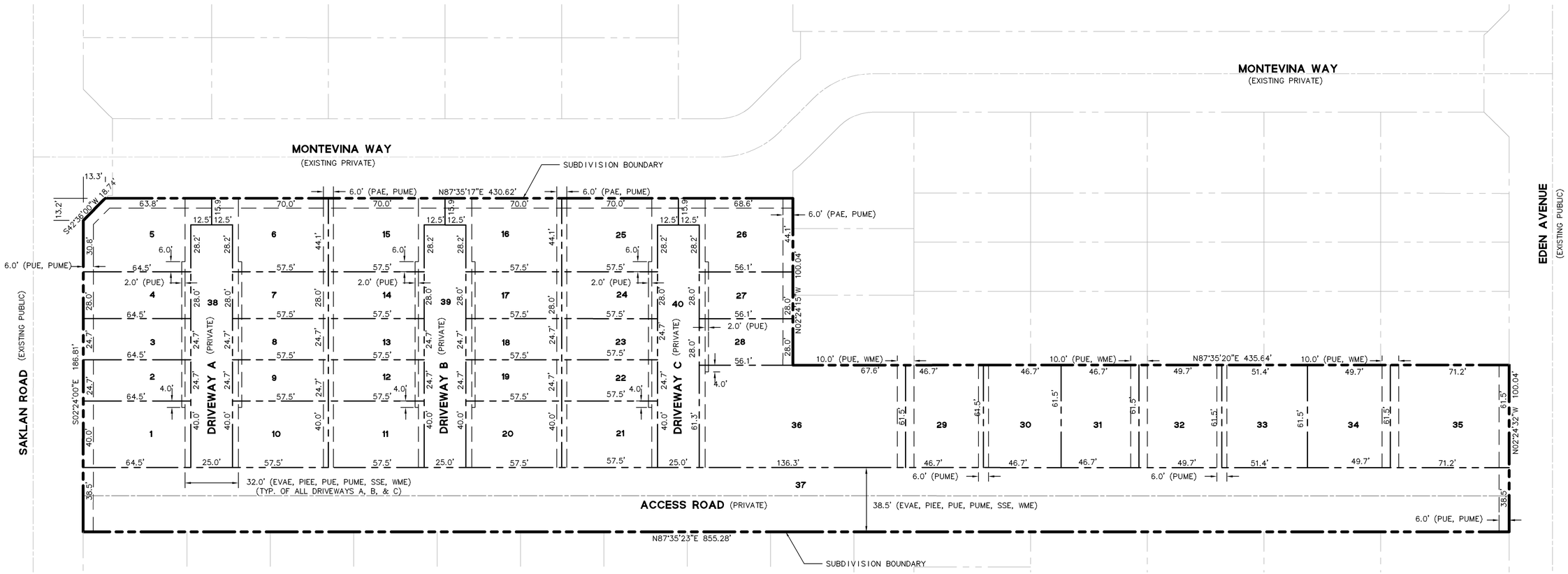


PROPOSED LAND USE

- 35 RESIDENTIAL LOTS
- 1 PARCEL FOR GROUP OPEN SPACE AND STORMWATER TREATMENT (LOT #36)
- 1 PARCEL FOR PROPOSED PRIVATE ACCESS ROAD (LOT #37)
- 3 PARCELS FOR PRIVATE DRIVEWAYS/COURTS A (LOT #38), B (LOT #39), AND C (LOT #40).

ABBREVIATIONS

EVAE	EMERGENCY VEHICLE ACCESS EASEMENT
PAE	PEDESTRIAN ACCESS EASEMENT
PIEE	PRIVATE INGRESS EGRESS EASEMENT
PUE	PUBLIC UTILITY EASEMENT
PUME	PRIVATE UTILITY AND MAINTENANCE EASEMENT
SSE	SANITARY SEWER EASEMENT
WME	WATER MAIN EASEMENT

BASIS OF BEARING

THE BEARING SOUTH 2°24'00" EAST ALONG THE EASTERLY LINE OF SAKLAN ROAD AS SHOWN ON THAT CERTAIN MAP ENTITLED "GARDEN OF EDEN", RECORDED ON MAY 22, 1926 IN BOOK 3 OF MAPS AT PAGE 84, ALAMEDA COUNTY RECORDS, WAS TAKEN AS THE BASIS OF BEARINGS FOR THIS SURVEY.

LEGEND

— — —	SUBDIVISION BOUNDARY
— — —	PARCEL/LOT BOUNDARY
— — —	EASEMENT
— — —	CENTERLINE
22	PARCEL/LOT NUMBER

GRAPHIC SCALE

30 0 30 60

BKF
255 SHORELINE DRIVE, SUITE 200
REDWOOD CITY, CA 94065
650/482-6300
650/482-6399 (FAX)
ENGINEERS | SURVEYORS | PLANNERS

EDEN POINTE – VALLEY OAK PARTNERS
TENTATIVE TRACT MAP #8172
TENTATIVE MAP INTENT

ALAMEDA COUNTY CALIFORNIA

HAYWARD

No.	Revisions	Date
1	TENTATIVE TRACT MAP COMMENT REVISIONS	6/10/14
2	TENTATIVE TRACT MAP COMMENT REVISIONS – 2ND ROUND	7/28/14
3	TENTATIVE TRACT MAP COMMENT REVISIONS – 3RD ROUND	8/21/14

Date 7/18/2014
Scale 1"=30'
Design LM
Drawn KCC
Approved CH
Job No 20040060-17

Sheet Number:
C16

DRAWING NAME: J:\ENG04\040060-17\DWG\TM\Plotted Sheets\C16 Tentative Map Intent.dwg
PLOT DATE: 08-29-14 PLOTTED BY: alam

LANDSCAPE CONCEPT STATEMENT

THE LANDSCAPE PLANTING CONCEPT PROVIDES A SMOOTH TRANSITION BETWEEN EDEN POINTE AND THE ADJACENT, EXISTING PROJECT BY MATCHING STREET TREE VARIETIES AND SHRUB PLANT PALETTE ALONG MONTEVINA WAY AND SAKLAN ROAD. PLANTING FOR THIS DEVELOPMENT CONSIDERS THE REGIONAL CLIMATE, SOLAR ORIENTATION AND EXISTING SOIL CONDITIONS.

THE PROPOSED LANDSCAPE COMPLEMENTS THE ARCHITECTURAL STYLE BY FRAMING THE RESIDENTIAL ENTRIES WITH VERTICAL ACCENT TREES, PROVIDING FLOWERING ACCENT TREES ALONG THE ALLEY DRIVEWAY AND USING THE APPROPRIATE SCALE PLANT MATERIAL IN SHRUB AREAS. DROUGHT TOLERANT PLANT MATERIAL WITH VARIOUS TEXTURE, FORM, FOLIAGE COLOR AND SEASONAL COLOR IS PROPOSED.

THE PARK PROVIDES OPEN GREEN SPACE, A TOT LOT, BENCHES, MEANDERING WALK AND SHADE TREES. BUFFER PLANTING PROVIDES PRIVACY BETWEEN HOMES AND THE PARK.

THE MAIN DRIVEWAY PROVIDES 'BUMP-OUTS' FOR SHADE TREES AND ACCENT SHRUBS BELOW. ALONG THE EXISTING FENCE, VERTICAL SCREENING TREES SHRUBS AND GROUNDCOVERS ARE PROPOSED. ALSO, ALONG THIS DRIVEWAY THE PROPOSED LIGHT POLES ARE COORDINATED WITH THE TREE LAYOUT TO AVOID CONFLICTS.

THE FUTURE LANDSCAPE DESIGN SHOULD CONFORM TO THE FOLLOWING:

a. TILLING, RIPPING AND COMPACTION WITHIN TPZs SHOULD BE AVOIDED
b. BENDER BOARD OR OTHER EDGING MATERIAL PROPOSED BENEATH THE CANOPIES SHOULD BE ESTABLISHED ON TOP OF EXISTING SOIL GRADE (SUCH AS BY USING VERTICAL STAKES).

PROPOSED TREE PALETTE

SYMBOL	BOTANICAL NAME	COMMON NAME	WATER USE	SIZE	QTY
	TREES				
	ACER R. 'RED SUNSET'	RED SUNSET MAPLE	M	24" BOX	14
	LAGERSTROEMIA I. 'TUSCARORA'	CRAPE MYRTLE - PINK	L	24" BOX	40
	LAGERSTROEMIA I. 'NATCHEZ'	CRAPE MYTTLE - WHITE	L	24" BOX	
	PISTACHIA CHINENSIS	CHINESE PISTACHE	L	36" BOX	4
	PRUNUS C. 'KRATER VESUVISUS'	PURPLE LEAF PLUM	L	24" BOX	13
	PYRUS C. 'CAPITAL'	FLOWERING PEAR	M	24" BOX	57
	TRISTANOPSIS LARUNIA	SWAMP MYRTLE	M	24" BOX	
	TILDA C. 'GREENSPIRE'	GREENSPIRE LINDEN	M	24" BOX	14
	EXISTING TREES TO REMAIN				
	QUERCUS VIRGINIANA	SOUTHERN LIVE OAK	L	-	3
	PLATANUS ACERIFOLIA	LONDON PLANE TREE	M	-	2

PROPOSED PLANT PALETTE

SYMBOL	BOTANICAL NAME	COMMON NAME	WATER USE	SIZE	SPACING
	SHRUBS				
	ARCTOSTAPHYLOS D. 'HOWARD MCMINN'	VINE HILL MANZANITA	L	5 GAL	5' O.C.
	CAREX TUMULICOLA	BREKELEY SEDGE	M	1 GAL	2' O.C.
	COLEONEMA PULCHRUM	PINK BREATH OF HEAVEN	M	5 GAL	4' O.C.
	DIETIES SP.	FORTNIGHT LILY	L	1 GAL	3' O.C.
	DODONEA V. 'PURPUREA'	NCN	L	5 GAL	8' O.C.
	ESCALLONIA 'COMPACTA'	ESCALLONIA	M	1 GAL	3' O.C.
	FESTUCA MAREI	ALTAS FESCUE	L	1 GAL	2' O.C.
	GAURA LINDHEIMERI	GAURA	M	1 GAL	3' O.C.
	HEMEROCALLIS HYBRIDS	EVERGREEN DAYLILLY	M	1 GAL	18" O.C.
	LOROPETALUM C. 'RAZZELBERRY'	CHINESE FRINGE FLOWER	M	5 GAL	4' O.C.
	MISCANTHUS S. 'MORNING LIGHT'	EULALIA	M	1 GAL	4' O.C.
	MUHLENBERGIA CAPILLARIS	PINK MUHLY GRASS	L	1 GAL	3' O.C.
	NANDINA D. 'GULF STREAM'	GULF STREAM NANDINA	L	5 GAL	3' O.C.
	NEPETA 'SIX HILLS GIANT'	CAT MINT	M	5 GAL	4' O.C.
	PHORMIUM 'MAORI QUEEN'	NEW ZEALAND FLAX	L	5 GAL	3' O.C.
	PHORMIUM 'JACK SPRATT'	DWARF NEW ZEALAND FLAX	L	1 GAL	18" O.C.
	PITTOSPORUM T. 'TURNER'S DWARF VARIEGATA'	VARIEGATED PITTOSPORUM	M	5 GAL	4' O.C.
	RHAPHIOLEPIS I. 'BALLERINA'	INDIAN HAWTHORNE	L	5 GAL	4' O.C.
	ROSA SPP.	CARPET ROSE	M	2 GAL	3' O.C.
	SALVIA LEUCANTHA	MEXICAN BUSH SAGE	L	5 GAL	4' O.C.
	TEUCRIUM F. 'COMPACTUM'	GERMANDER	L	5 GAL	4' O.C.
	XYLOSMA C. 'COMPACTA'	DWARF XYLOSMA	L	5 GAL	4' O.C.
	GROUNDCOVERS				
	ARCTOSTYAPHYLOS UVI-URSI	BEARBERRY	L	1 GAL	4' O.C.
	ERIGERON KARVINSKIANUS	SANTA BARBARA DAISY	L	1 GAL	18" O.C.
	TRACHELOSPERMUM JASMINOIDIES	STAR JASMINE	M	1 GAL	3' O.C.
	VINES				
	DISTICTUS BUCCINATORIA	BLOOD- RED TRUMPET VINE	M	1 GAL	10' O.C.
	WESTERIA SINENSIS	CHINESE WISTERIA	M	1 GAL	@TRELLIS
	TURF				
	RHIZOMATOUS TALL FESCUE (RTF)	SELF-HEALING TURF	H	SOD	
	BIO RETENTION				
	DESCHAMPSIA CESPITOSA	TUFTED HAIR GRASS	L	1 GAL	2' O.C.
	ELEOCHARIS MACROSTACHYA	SPIKE RUSH	M	1 GAL	2' O.C.
	JUNCUS PATENS	COMMON RUSH	L	1 GAL	2' O.C.
	CAREX NUDATA	CA FLOWERING SEDGE	M	1 GAL	2' O.C.
	BIOFILTRATION SOD	BIO FILTRATION SOD BY DELTA BLUE GRASS	L	SOD	

BARK MULCH

PLANTERS WITH <5'-0" WIDTH TO REMAIN FALLOW AND RECEIVE 3" MINIMUM DEPTH OF SHREDDED RECYCLED WOOD MULCH WITH NATURAL BROWN COLOR ADDED. BARK DYE TO BE 'MULCH MAGIC PF BROWN', AS MANUFACTURED BY BECKER UNDERWOOD. PRE-DYED RECYCLED WOOD MULCH PROVIDED BY RECYCLE AMERICA, A DIVISION OF WASTE MANAGEMENT (916) 452-0142.

NOTE:

LANDSCAPE WILL UTILIZE LOW WATER USE PLANT MATERIALS, HYDRO ZONING AND EMPLOY WATER EFFICIENT LOW VOLUME DRIP IRRIGATION AND SMART CONTROLLERS.

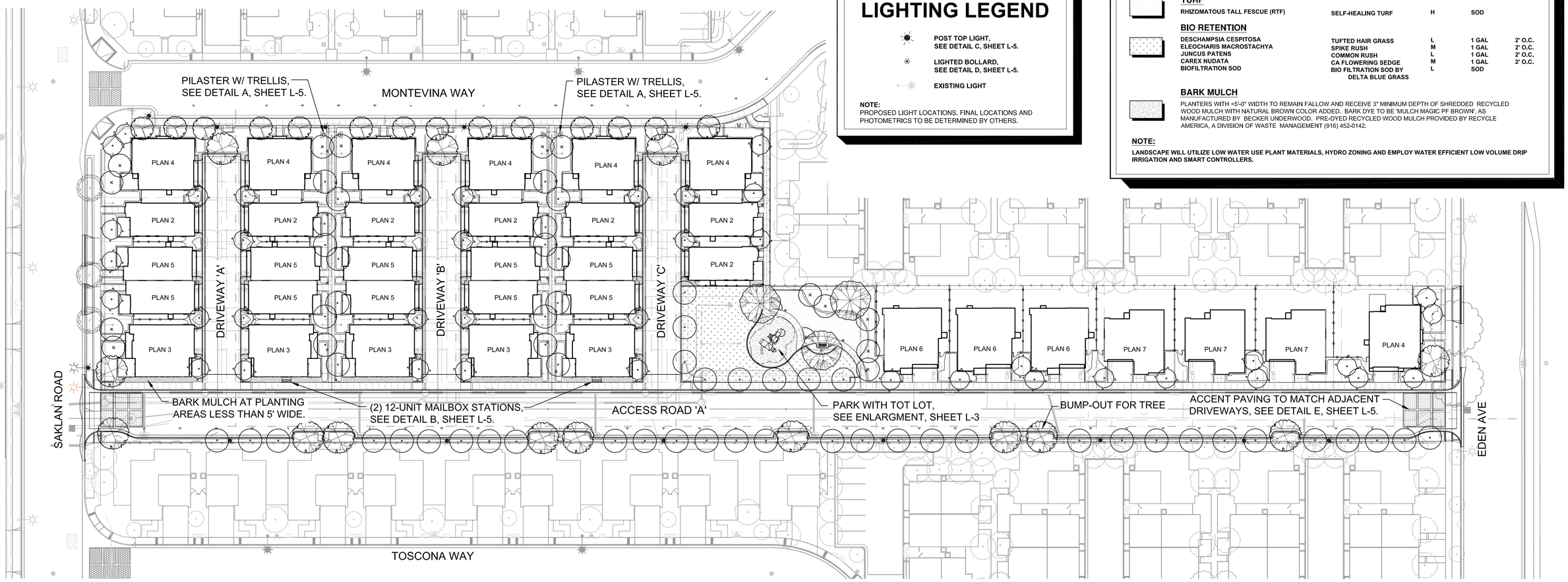
LIGHTING LEGEND

POST TOP LIGHT, SEE DETAIL C, SHEET L-5.

LIGHTED BOLLARD, SEE DETAIL D, SHEET L-5.

EXISTING LIGHT

NOTE:
PROPOSED LIGHT LOCATIONS. FINAL LOCATIONS AND PHOTOMETRICS TO BE DETERMINED BY OTHERS.



VALLEY OAK PARTNERS
734 THE ALAMEDA
SAN JOSE, CA 95126

Landscape Plan

EDEN POINTE

Hayward, California

Conceptual Design

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Walnut Creek: 700 Ygnacio Valley Rd., Suite 275, Walnut Creek, CA 94596, tel: 925.274.1305

0' 15' 30' 60' 120'

Scale: 1" = 30'-0"

August 20, 2014

NORTH

L-1

Project No. 00414

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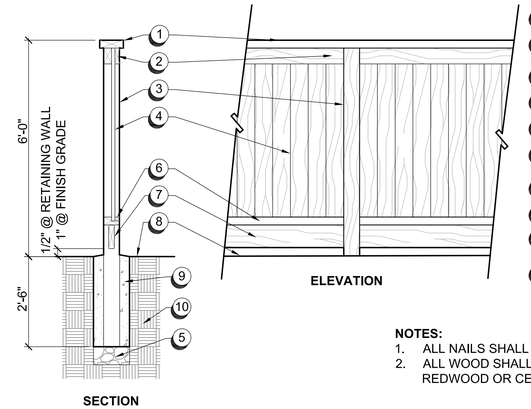
FENCE LEGEND

- 6' HIGH WOOD FENCE SEE DETAIL A, THIS SHEET.
- 48" HIGH TUBE STEEL FENCE SEE DETAIL B, THIS SHEET.
- 36" HIGH SPLIT RAIL WOOD FENCE, SEE DETAIL C, THIS SHEET.
- EXISTING WOOD FENCE TO REMAIN

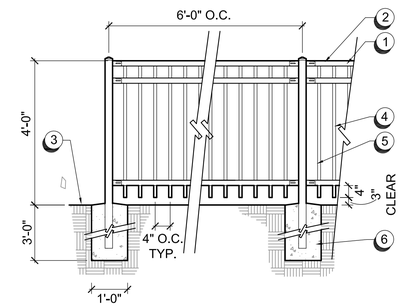


1. 2 x 6 CAP.
2. 2 X 4 IN BACK, 1 X 4 IN FRONT.
3. 4 x 4 POST @ 8' O.C.
4. 1 x 6 FENCE BOARDS.
5. 1 CU. FT. GRAVEL
6. 2 x 4 W/ DADO TO RECEIVE BOARDS.
7. 2 X 8 KICKBOARD.
8. FINISH GRADE.
9. COMPACTED SUBGRADE OR ENGINEER FILL.
10. 12" DIA. CONCRETE FOOTING.

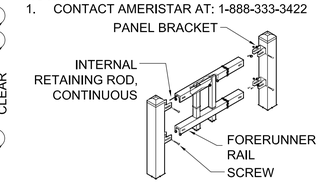
NOTES:
1. ALL NAILS SHALL BE HOT DIPPED GALVANIZED.
2. ALL WOOD SHALL BE CONSTRUCTION GRADE REDWOOD OR CEDAR.

A GOOD NEIGHBOR FENCE
SCALE: 1/2" = 1'-0 "

1. AMERISTAR PRE-FAB. TUBE STEEL FENCE OR EQUAL. STYLE TO BE "MONTAGE MAJESTIC 3-RAIL" PANELS AND POST ARE GALV. STEEL WITH "PERMACOAT" FINISH. COLOR TO BE BLACK.
2. "FORERUNNER" CONNECTION SYSTEM INSTALL PER MANUFACTURER'S RECOMMENDATIONS. SEE DETAIL BELOW FOR REFERENCE.
3. FINISH GRADE.
4. 3/4" SQ. 16 GA PICKET
5. 2 1/2" SQ. 12 GA POST
6. CONCRETE FOOTING, TYP.



NOTES:
1. CONTACT AMERISTAR AT: 1-888-333-3422



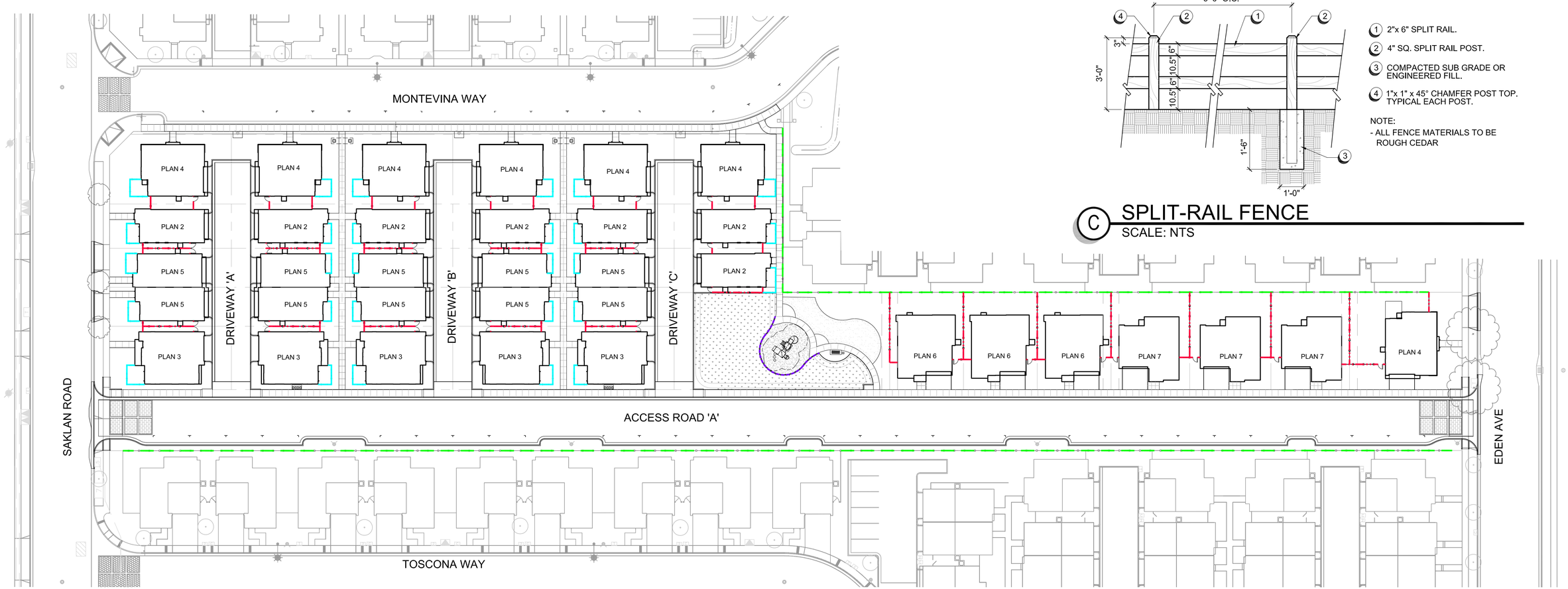
CONNECTION DETAIL

B TUBE STEEL FENCE - AMERISTAR
SCALE: NTS

1. 2"x 6" SPLIT RAIL.
2. 4" SQ. SPLIT RAIL POST.
3. COMPACTED SUB GRADE OR ENGINEERED FILL.
4. 1"x 1" x 45° CHAMFER POST TOP. TYPICAL EACH POST.

NOTE:
- ALL FENCE MATERIALS TO BE ROUGH CEDAR

C SPLIT-RAIL FENCE
SCALE: NTS



VALLEY OAK PARTNERS
734 THE ALAMEDA
SAN JOSE, CA 95126

Fencing Plan

EDEN POINTE
Hayward, California

Conceptual Design

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Rd., Suite 275
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94596
tel: 925.274.1305

0' 15' 30' 60' 120'

Scale: 1" = 30'-0" | August 20, 2014 | NORTH | Project No. 00414

L-1.1

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TREE SURVEY LEGEND

TREES TO BE REMOVED

TREES TO REMAIN

NOTE:
ALL EXISTING TREES WERE SURVEYED BY ARBOR RESOURCES, JANUARY 17, 2014.

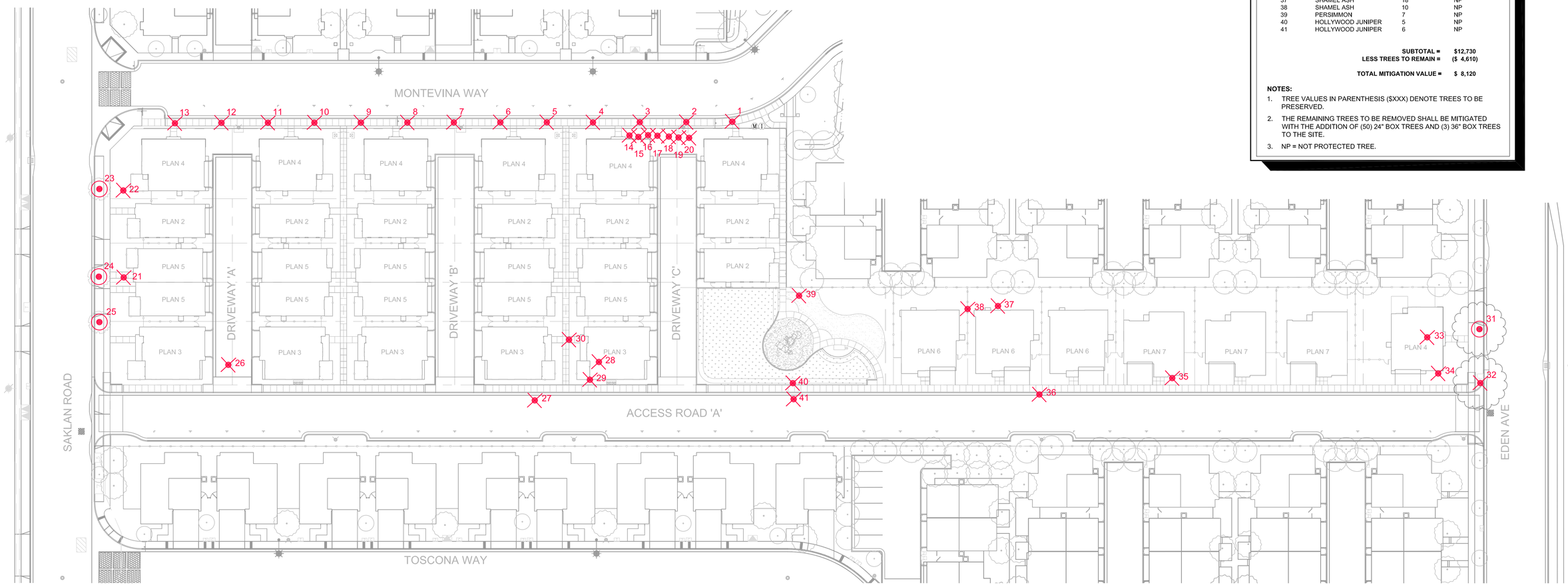
SURVEYED TREES

TREE NO.	SPECIES	TRUNK DIA. (IN.)	VALUE
1	GREENSPIRE LINDEN	3	$190
2	GREENSPIRE LINDEN	3	$230
3	GREENSPIRE LINDEN	3	$190
4	GREENSPIRE LINDEN	3	$210
5	GREENSPIRE LINDEN	4	$310
6	GREENSPIRE LINDEN	3	$190
7	GREENSPIRE LINDEN	4	$280
8	GREENSPIRE LINDEN	3	$210
9	GREENSPIRE LINDEN	3	$210
10	GREENSPIRE LINDEN	3	$230
11	GREENSPIRE LINDEN	3	$230
12	GREENSPIRE LINDEN	4	$310
13	GREENSPIRE LINDEN	4	$360
14	BLACKWOOD ACACIA	5,4	NP
15	BLACKWOOD ACACIA	5,5,4,3	NP
16	BLACKWOOD ACACIA	5	NP
17	BLACKWOOD ACACIA	5	NP
18	BLACKWOOD ACACIA	5,4	NP
19	BLACKWOOD ACACIA	4	NP
20	BLACKWOOD ACACIA	5	NP
21	PLUM	5	NP
22	COAST LIVE OAK	5	$440
23	SOUTHERN LIVE OAK	4	($250)
24	SOUTHERN LIVE OAK	4	($220)
25	SOUTHERN LIVE OAK	4	($320)
26	CAROB	19	NP
27	ALMOND	22	NP
28	ALMOND	17,12	NP
29	YUCCA	12,3	NP
30	YUCCA	10,10,9,8,5,5	NP
31	LONDON PLANE TREE	25	($3,820)
32	LONDON PLANE TREE	27	$4,450
33	SHAMEL ASH	14	$520
34	JAPANESE LOQUAT	6	NP
35	JAPANESE LOQUAT	11	NP
36	SHAMEL ASH	32	NP
37	SHAMEL ASH	18	NP
38	SHAMEL ASH	10	NP
39	PERSIMMON	7	NP
40	HOLLYWOOD JUNIPER	5	NP
41	HOLLYWOOD JUNIPER	6	NP

SUBTOTAL =	**$12,730**
LESS TREES TO REMAIN =	**($ 4,610)**
TOTAL MITIGATION VALUE =	**$ 8,120**

NOTES:

1. TREE VALUES IN PARENTHESIS ($XXX) DENOTE TREES TO BE PRESERVED.
2. THE REMAINING TREES TO BE REMOVED SHALL BE MITIGATED WITH THE ADDITION OF (50) 24" BOX TREES AND (3) 36" BOX TREES TO THE SITE.
3. NP = NOT PROTECTED TREE.



VALLEY OAK PARTNERS

VALLEY OAK PARTNERS
734 THE ALAMEDA
SAN JOSE, CA 95126

Tree Survey Plan

EDEN POINTE

Hayward, California

Conceptual Design

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tel: 925.274.1305

0' 15' 30' 60' 120'

Scale: 1" = 30'-0"

August 20, 2014

NORTH

L-1.2

Project No. 00414

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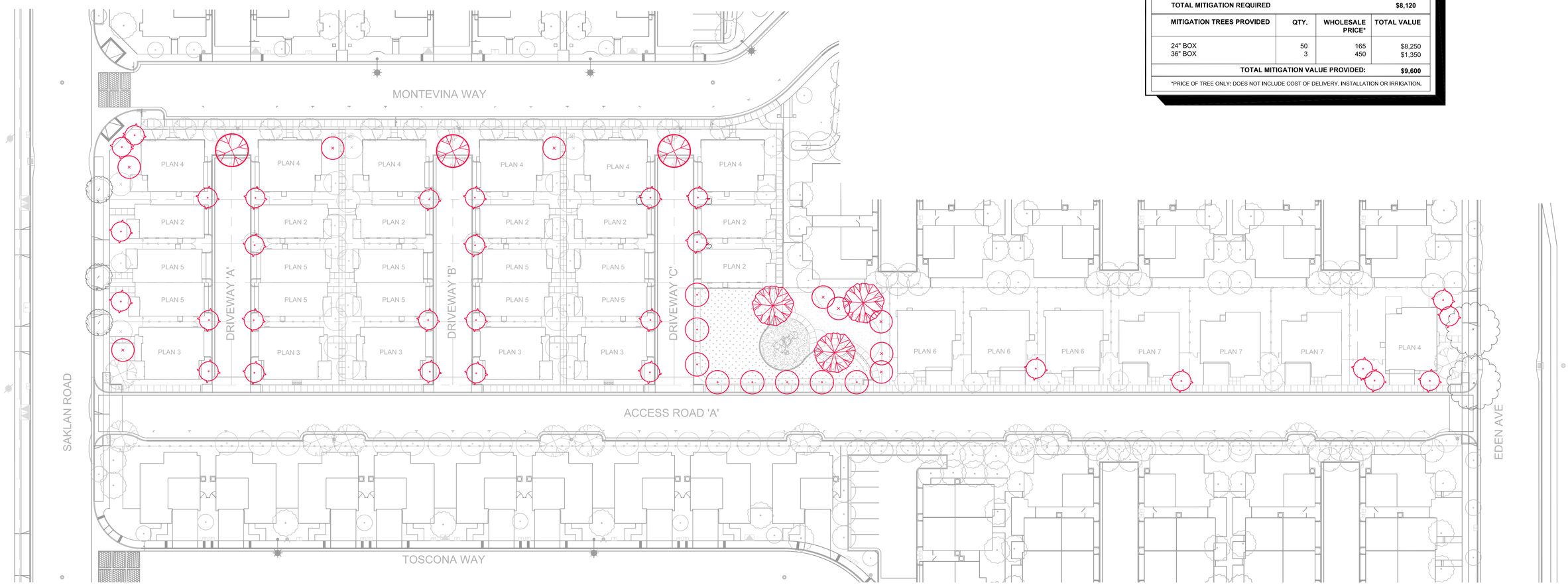
TREE MITIGATION LEGEND

BOTANICAL NAME	COMMON NAME	SIZE	QTY
TREES			
ACER R. 'RED SUNSET'	RED SUNSET MAPLE	24" BOX	3
LAGERSTROEMIA I. 'TUSCARORA' LAGERSTROEMIA I. 'NATCHEZ'	CRAPE MYRTLE - PINK CRAPE MYTTLE - WHITE	24" BOX 24" BOX	30
PISTACHIA CHINENSIS	CHINESE PISTACHE	36" BOX	3
PRUNUS C. 'KRATER VESUVISUS'	PURPLE LEAF PLUM	24" BOX	9
PYRUS C. 'CAPITAL' TRISTANOPSIS LARUNIA	FLOWERING PEAR SWAMP MYRTLE	24" BOX 24" BOX	8

TREE MITIGATION VALUE

TOTAL MITIGATION REQUIRED			$8,120
MITIGATION TREES PROVIDED	QTY.	WHOLESALE PRICE*	TOTAL VALUE
24" BOX	50	165	$8,250
36" BOX	3	450	$1,350
TOTAL MITIGATION VALUE PROVIDED:			$9,600

*PRICE OF TREE ONLY; DOES NOT INCLUDE COST OF DELIVERY, INSTALLATION OR IRRIGATION.



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Tree Mitigation Plan

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HYDROZONE LEGEND

- TREES, SHRUBS & GROUNDCOVERS - SOUTH/ WEST
- TREES, SHRUBS & GROUNDCOVERS - NORTH/ EAST
- TURF & BIOFILTRATION AREA

LANDSCAPE AREA

PLANTING TYPE	IRRIGATION TYPE	SQUARE FOOTAGE	PERCENT OF LANDSCAPE
SHRUB	DRIP	21,777 SF	78%
TURF	MP ROTATOR	995 SF	4%
BIO TREATMENT	MP ROTATOR	3,790 SF	13%
BARK MULCH	NO IRRIGATION	1,501 SF	5%
TOTAL LANDSCAPE AREA		**28,063 SF**	**100%**

IRRIGATION CONCEPT STATEMENT

THE IRRIGATION DESIGN FOR THE SITE SHALL COMPLY WITH THE STATE OF CALIFORNIA MODEL WATER EFFICIENT LANDSCAPE ORDINANCE (TITLE 23 - DIVISION 2-CHAPTER 2.7) AND THE CITY OF HAYWARD WATER EFFICIENT LANDSCAPE STANDARDS.

THE IRRIGATION SYSTEMS WILL BE AUTOMATICALLY CONTROLLED BY AN ET IRRIGATION CONTROLLER CAPABLE OF MULTIPLE PROGRAMMING AND INDEPENDENT TIMING OF INDIVIDUAL IRRIGATION SYSTEMS. THE CONTROLLER WILL HAVE A 24-HOUR CLOCK TO ALLOW MULTIPLE START TIMES AND REPEAT CYCLES TO ADJUST FOR SOIL PERCOLATION RATES.

THE IRRIGATION SYSTEMS WILL CONSIST PRIMARILY OF LOW VOLUME, LOW FLOW BUBBLERS FOR TREES, POINT SOURCE DRIP IRRIGATION FOR SHRUBS AND GROUNDCOVERS, AND MP ROTATOR IRRIGATION FOR TURF PLANTINGS.

PLANTS WILL BE GROUPED ONTO SEPARATE VALVES ACCORDING TO SUN EXPOSURE AND WATER USE TO ALLOW FOR IRRIGATION APPLICATION BY HYDROZONE. THE IRRIGATION SCHEDULING WILL REFLECT THE REGIONAL EVAPO-TRANSPIRATION RATES. THE ENTIRE SITE WILL BE DESIGNED TO RUN DURING NIGHTTIME HOURS WHEN IRRIGATION IS MOST EFFICIENT.

IRRIGATION NOTES

1. IRRIGATION ZONES: ALL LANDSCAPED AREAS HAVE AN IRRIGATION ZONE DESIGNATION OF "SHRUBS / GROUNDCOVERS/ TREES' OR 'TURF." NO IRRIGATION ZONES FOR ANNUALS AND TURFED SLOPES EXCEEDING 10% ARE PROPOSED.

2. DEPTH OF IRRIGATION LINES: ALL ON-GRADE LATERAL LINES SHALL BE BURIED TO A DEPTH OF 18" MIN. ALL ON-GRADE MAINLINES SHALL BE BURIED TO A DEPTH OF 24" MIN.

3. BACKFLOW PREVENTER: BACKFLOW PREVENTER SHALL BE A REDUCED PRESSURE PRINCIPLE BACKFLOW PREVENTER (FEBCO 825Y OR EQUAL) TYPE AS APPROVED BY WATER PURVEYOR.

4. IRRIGATION SPRINKLER TYPES: ALL SPRINKLERS SHALL UTILIZE MATCHED PRECIPITATION, PRESSURE COMPENSATING NOZZLES FOR MAXIMUM UNIFORMITY OF DISTRIBUTION. IRRIGATION SYSTEMS TO BE INSPECTED PERIODICALLY FOR BROKEN OR DEFICIENT EQUIPMENT.

5. IRRIGATION CONTROLLERS: CONTROLLER SHALL BE AN AUTOMATIC ET (EVAPOTRANSPIRATION) WITH MULTIPLE PROGRAMMING CAPABILITY. CONTROLLER TO BE REPROGRAMMED SEASONALLY TO MINIMIZE RUNOFF OR OVER WATERING. MOISTURE SENSING DEVICES SHALL BE UTILIZED TO CONTROL IRRIGATION CYCLES ACCORDING TO SPECIFIC IRRIGATION REQUIREMENTS.

6. CLASS OF IRRIGATION PIPE: ALL MAINLINE SHALL BE CLASS 315 PVC. ALL LATERAL LINE SHALL BE CLASS 200 PVC.

7. IRRIGATION EMITTERS: ALL TURF AREAS SHALL BE IRRIGATED USING SUB-SURFACE DRIP TYPE IRRIGATION SYSTEM. ALL SHRUB/ GROUNDCOVER AREAS SHALL BE IRRIGATED USING DRIP IRRIGATION SYSTEM. ALL TREE AREAS SHALL BE IRRIGATED USING BUBBLER IRRIGATION SYSTEM.

8. RECLAIMED WATER: IRRIGATION SYSTEM SHALL BE DESIGNED TO MEET SOUTH BAY WATER RECYCLING PROGRAM REQUIREMENTS FOR FUTURE RECLAIMED WATER SYSTEM.

WATER USE CALCULATIONS

THE MAXIMUM APPLIED WATER ALLOWANCE (MAWA) IN GALLONS PER YEAR IS BASED ON THE FOLLOWING FORMULA:

MAWA = (ETo)(0.62) [(0.7 x LA) + (0.3 x SLA)]

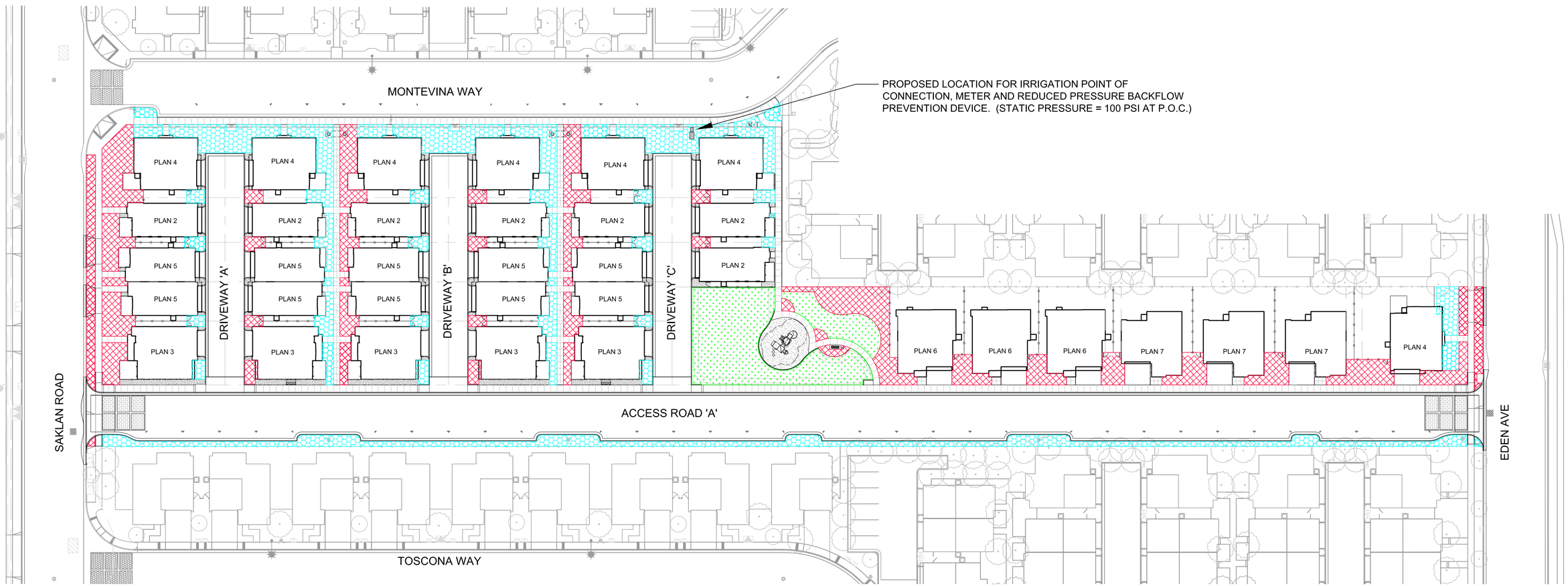
THE ESTIMATED TOTAL WATER USE (ETWU) IS THE SUM TOTAL OF ESTIMATED WATER USE FOR EACH HYDROZONE IN GALLONS PER YEAR AND IS BASED ON THE FOLLOWING FORMULA:

$$ETWU = (ETo)(0.62)\left[\frac{(PF)(HA)}{IE} + SLA\right]$$

ETo = ANNUAL EVAPOTRANSPIRATION RATE
LA = TOTAL LANDSCAPE AREA (INCLUDES SLA)
SLA = SPECIAL LANDSCAPE AREA
HA = HYDROZONE PLANT AREA
PF = PLANT FACTOR
(0.7 FOR TURF & BIOTREATMENT; 0.35 FOR SHRUBS)
IE = IRRIGATION EFFICIENCY FACTOR (0.71 MINIMUM)
0.7 = ET ADJUSTMENT FACTOR
0.62 = CONVERSION FACTOR (TO GALLONS/SQUARE FOOT)
0.3 = ADDITIONAL ADJUSTMENT FACTOR FOR SLA

MAWA = (44.2)(0.62)[(0.7 x 26,562)+(0.0 x 1,501)] = 550,666 GAL/YEAR

$$ETWU = (44.2)(0.62)\left[\frac{(0.35 \times 21{,}777) + (0.7 \times 4{,}086) + (0.0 \times 1{,}434)}{0.71}\right] = 462{,}515 \text{ GAL/YEAR}$$



VALLEY OAK PARTNERS

VALLEY OAK PARTNERS
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Hydrozone Plan

EDEN POINTE

Hayward, California

Conceptual Design

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0' 15' 30' 60' 120'

Scale: 1" = 30'-0"

August 20, 2014

NORTH

L-2

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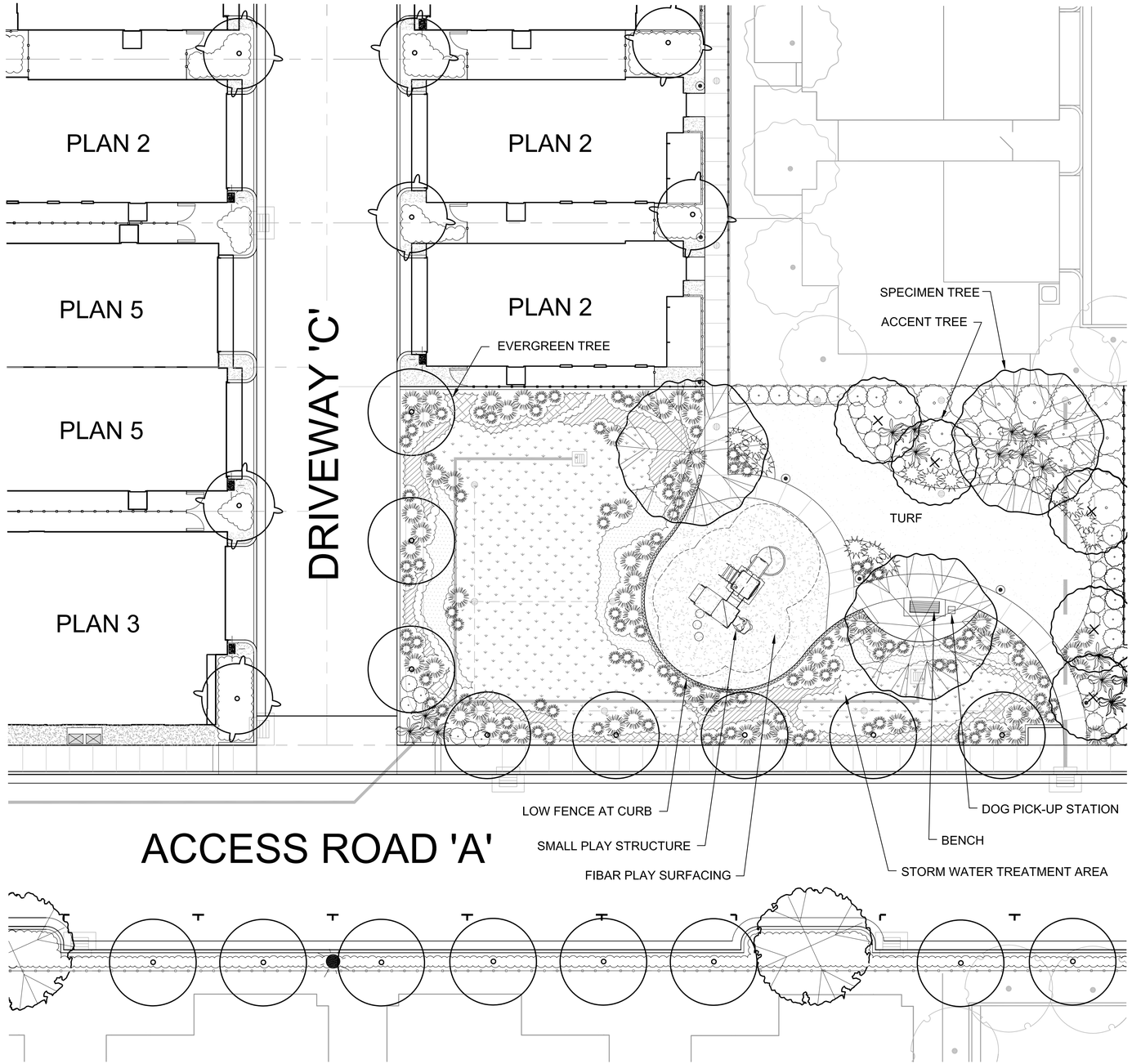

A PLAY STRUCTURE
LANDSCAPE STRUCTURES
PLAY SHAPER, AGES 2-5

B BENCH
DUMOR BENCH 160
COLOR: BRONZE

D DOG PICK-UP STATION
MUTT MITT

VALLEY OAK PARTNERS
734 THE ALAMEDA
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Park Enlargement

EDEN POINTE

Hayward, California

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0' 5' 10' 20' 40'

Scale: 1" = 10'-0"

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PROPOSED TREE PALETTE

SYMBOL	BOTANICAL NAME	COMMON NAME	WATER USE	SIZE	QTY
	TREES				
	ACER R. 'RED SUNSET'	RED SUNSET MAPLE	M	24" BOX	14
	LAGERSTROEMIA I. 'TUSCARORA' LAGERSTROEMIA I. 'NATCHEZ'	CRAPE MYRTLE - PINK CRAPE MYTTLE - WHITE	L L	24" BOX 24" BOX	40
	PISTACHIA CHINENSIS	CHINESE PISTACHE	L	36" BOX	4
	PRUNUS C. 'KRATER VESUVISUS'	PURPLE LEAF PLUM	L	24" BOX	13
	PYRUS C. 'CAPITAL' TRISTANOPSIS LARUNIA	FLOWERING PEAR SWAMP MYRTLE	M M	24" BOX 24" BOX	57
	TILDA C. 'GREENSPIRE'	GREENSPIRE LINDEN	M	24" BOX	14
	EXISTING TREES TO REMAIN				
	QUERCUS VIRGINIANA	SOUTHERN LIVE OAK	L	-	3
	PLATANUS ACERIFOLIA	LONDON PLANE TREE	M	-	2

PROPOSED PLANT PALETTE

SYMBOL	BOTANICAL NAME	COMMON NAME	WATER USE	SIZE	SPACING
	SHRUBS				
	ARCTOSTAPHYLOS D. 'HOWARD MCMINN'	VINE HILL MANZANITA	L	5 GAL	5' O.C.
	CAREX TUMULICOLA	BREKELEY SEDGE	M	1 GAL	2' O.C.
	COLEONEMA PULCHRUM	PINK BREATH OF HEAVEN	M	5 GAL	4' O.C.
	DIETIES SP.	FORTNIGHT LILY	L	1 GAL	3' O.C.
	DODONEA V. 'PURPUREA'	NCN	L	5 GAL	8' O.C.
	ESCALLONIA 'COMPACTA'	ESCALLONIA	M	1 GAL	3' O.C.
	FESTUCA MAREI	ALTAS FESCUE	L	1 GAL	2' O.C.
	GAURA LINDHEIMERI	GAURA	M	1 GAL	3' O.C.
	HEMEROCALLIS HYBRIDS	EVERGREEN DAYLILLY	M	1 GAL	18" O.C.
	LOROPETALUM C. 'RAZZELBERRY'	CHINESE FRINGE FLOWER	M	5 GAL	4' O.C.
	MISCANTHUS S. 'MORNING LIGHT'	EULALIA	M	1 GAL	4' O.C.
	MUHLENBERGIA CAPILLARIS	PINK MUHLY GRASS	L	1 GAL	3' O.C.
	NANDINA D. 'GULF STREAM'	GULF STREAM NANDINA	L	5 GAL	3' O.C.
	NEPETA 'SIX HILLS GIANT'	CAT MINT	M	5 GAL	4' O.C.
	PHORMIUM 'MAORI QUEEN'	NEW ZEALAND FLAX	L	5 GAL	3' O.C.
	PHORMIUM 'JACK SPRATT'	DWARF NEW ZEALAND FLAX	L	1 GAL	18" O.C.
	PITTOSPORUM T. 'TURNER'S DWARF VARIEGATA'	VARIEGATED PITTOSPORUM	M	5 GAL	4' O.C.
	RHAPHIOLEPIS I. 'BALLERINA'	INDIAN HAWTHORNE	L	5 GAL	4' O.C.
	ROSA SPP.	CARPET ROSE	M	2 GAL	3' O.C.
	SALVIA LEUCANTHA	MEXICAN BUSH SAGE	L	5 GAL	4' O.C.
	TEUCRIUM F. 'COMPACTUM'	GERMANDER	L	5 GAL	4' O.C.
	XYLOSMA C. 'COMPACTA'	DWARF XYLOSMA	L	5 GAL	4' O.C.
	GROUNDCOVERS				
	ARCTOSTYAPHYLOS UVI-URSI	BEARBERRY	L	1 GAL	4' O.C.
	ERIGERON KARVINSKIANUS	SANTA BARBARA DAISY	L	1 GAL	18" O.C.
	TRACHELOSPERMUM JASMINOIDIES	STAR JASMINE	M	1 GAL	3' O.C.
	VINES				
	DISTICTUS BUCCINATORIA	BLOOD- RED TRUMPET VINE	M	1 GAL	10' O.C.
	WESTERIA SINENSIS	CHINESE WISTERIA	M	1 GAL	@TRELLIS
	TURF				
	RHIZOMATOUS TALL FESCUE (RTF)	SELF-HEALING TURF	H	SOD	
	BIO RETENTION				
	DESCHAMPSIA CESPITOSA	TUFTED HAIR GRASS	L	1 GAL	2' O.C.
	ELEOCHARIS MACROSTACHYA	SPIKE RUSH	M	1 GAL	2' O.C.
	JUNCUS PATENS	COMMON RUSH	L	1 GAL	2' O.C.
	CAREX NUDATA	CA FLOWERING SEDGE	M	1 GAL	2' O.C.
	BIOFILTRATION SOD	BIO FILTRATION SOD BY DELTA BLUE GRASS	L	SOD	

BARK MULCH

PLANTERS WITH <5'-0" WIDTH TO REMAIN FALLOW AND RECEIVE 3" MINIMUM DEPTH OF SHREDDED RECYCLED WOOD MULCH WITH NATURAL BROWN COLOR ADDED. BARK DYE TO BE 'MULCH MAGIC PF BROWN', AS MANUFACTURED BY BECKER UNDERWOOD. PRE-DYED RECYCLED WOOD MULCH PROVIDED BY RECYCLE AMERICA, A DIVISION OF WASTE MANAGEMENT (916) 452-0142.

NOTE:

LANDSCAPE WILL UTILIZE LOW WATER USE PLANT MATERIALS, HYDRO ZONING AND EMPLOY WATER EFFICIENT LOW VOLUME DRIP IRRIGATION AND SMART CONTROLLERS.

TREES

ACER R. 'RED SUNSET'

PRUNUS C. 'KRATER VESUVIUS'

PISTACHIA CHINENSIS

LAGERSTROEMIA I. 'TUSCARORA'

QUERCUS AGRIFOLIA

PYRUS C. 'CAPITAL'

SHRUBS

MISCANTHUS 'MORNING LIGHT'

ARCTOSTAPHYLOS SPP.

SALVIA LEUCANTHA

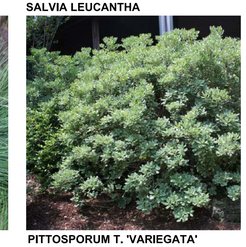
NEPETA 'SIX HILLS GIANT'

DIETES SPP.

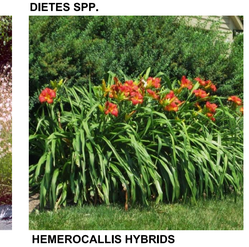
RHAPHIOLEPIS SP.

PHORMIUM 'MAORI QUEEN'

FESTUCA MAREI


PITTOSPORUM T. 'VARIEGATA'

GUARA LINDHEIMERI


HEMEROCALLIS HYBRIDS

ROSA SPP.

GROUNDCOVERS

ARCTOSTAPHYLOS UVA-URSI

ERIGERON KARVINSKIANUS

SOLLYA HETEROPHYLLA

BIO RETENTION

CAREX NUDATA

JUNCUS PATENS

ELEOCHARIS MACROSTACHYA

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Plant Platte

EDEN POINTE

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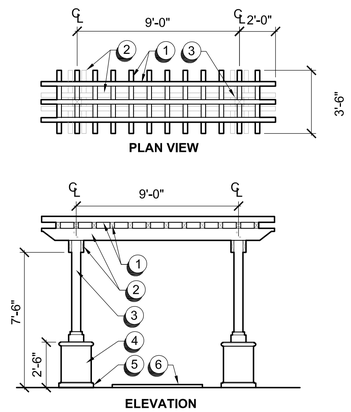


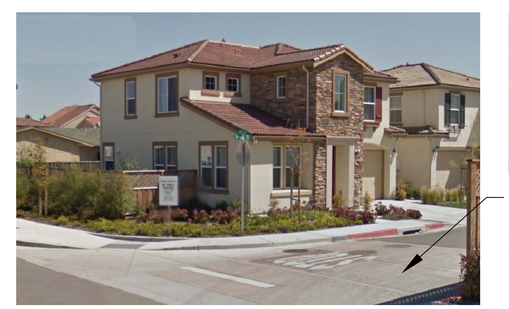
1. 3 X 4 DOUGLAS FIR WOOD LATTICE ON END AT 12" O.C.
2. 2 X 8 DOUGLAS FIR BEAM BOLTED WITH 5/8" MACHINE BOLTS.
3. 6 X 6 DOUGLAS FIR WOOD POST.
4. PILASTER WITH STUCCO TO MATCH ADJACENT ARCHITECTURE.
5. CONCRETE BASE.
6. 5'-0" CONCRETE WALK.

A TRELLIS STRUCTURE
SCALE: 1/4" = 1'-0"

B CLUSTER MAILBOX
SCALE: N.T.S.

C STREET LIGHT
STERNBERG LIGHTING - YALE SERIES LED CAGED ACORN LIGHT A670TSR, COLOR: BLACK

D LIGHTED BOLLARD
PHILIPS GARDCO - BR840 SERIES LED BOLLARD, COLOR: BLACK



ACCENT PAVING TO MATCH ADJACENT PROPERTY, IMAGE OF PAVING AT INTERSECTION OF SAKLAN RD AND TOSCONA WAY.

E VEHICULAR ACCENT PAVING - STAMPED CONC.
PATTERN TO BE: BRICKFORM FM-540 LONDON COBBLE W/ SMOOTH TROWEL BAND, COLOR TO MATCH EXISTING.

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Landscape Details

EDEN POINTE
Hayward, California

Conceptual Design
August 20, 2014

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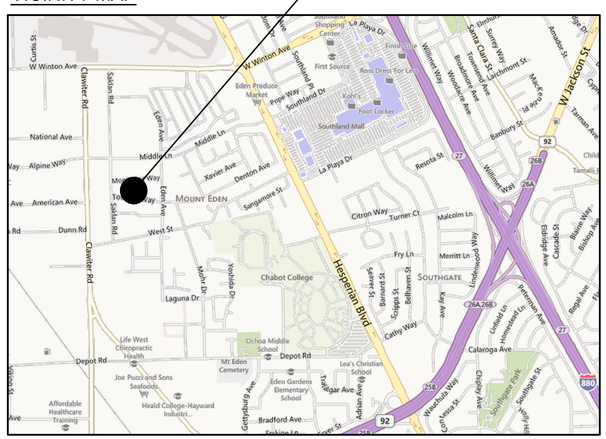
VICINITY MAP

PROJECT SITE



ARCHITECTURAL SHEET INDEX

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A2.1 PLAN 2 FLOOR PLANS
A2.2 PLAN 2 ROOF PLAN & ELEVATIONS - ELEVATION A
A2.3 PLAN 2 ROOF PLAN & ELEVATIONS - ELEVATION C
A2.4 PLAN 2 ROOF PLAN & ELEVATIONS - ELEVATION D

PLAN 3
A3.0 PLAN 3 ELEVATIONS
A3.1 PLAN 3 FLOOR PLANS
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A5.1 PLAN 5 FIRST & SECOND FLOOR PLANS
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A5.4 PLAN 5 ROOF PLAN & ELEVATIONS - ELEVATION C
A5.5 PLAN 5 ROOF PLAN & ELEVATIONS - ELEVATION D

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A6.0 PLAN 6 ELEVATIONS
A6.1 PLAN 6 FLOOR PLANS
A6.2 PLAN 6 ROOF PLAN & ELEVATIONS - ELEVATION A
A6.3 PLAN 6 ROOF PLAN & ELEVATIONS - ELEVATION C
A6.4 PLAN 6 ROOF PLAN & ELEVATIONS - ELEVATION D

PLAN 7
A7.0 PLAN 7 ELEVATIONS
A7.1 PLAN 7 FLOOR PLANS
A7.2 PLAN 7 ROOF PLAN & ELEVATIONS - ELEVATION A
A7.3 PLAN 7 ROOF PLAN & ELEVATIONS - ELEVATION C
A7.4 PLAN 7 ROOF PLAN & ELEVATIONS - ELEVATION D

PLAN 2	
TOTAL LIVING AREA:	1761 sq. ft.
First Floor	403 sq. ft.
Second Floor	867 sq. ft.
Third Floor	491 sq. ft.
Garage:	461 sq. ft.
Porch:	9 sq. ft.
3 BR, 3 BA & DEN	

PLAN 3	
TOTAL LIVING AREA:	2043 sq. ft.
First Floor	801 sq. ft.
Second Floor	1242 sq. ft.
Garage:	452 sq. ft.
Porch:	
Elevation A:	71 sq.ft
Elevation C:	11 sq.ft.
Elevation D:	11 sq. ft.
3 BR, 2.5 BA & LOFT - OPT. BED 4	

PLAN 4	
TOTAL LIVING AREA:	2101 sq. ft.
First Floor	827 sq. ft.
Second Floor	1274 sq. ft.
Garage:	420 sq. ft.
Porch:	
Elevation A:	18 sq.ft.
Elevation C:	15 sq.ft.
Elevation D:	18 sq.ft.
4 BR, 2.5 BA & DEN OPT. LOFT & BED 5	

PLAN 5	
TOTAL LIVING AREA:	1761 sq. ft. (3522 Duet sq. ft.)
First Floor	403 sq. ft.
Second Floor	867 sq. ft.
Third Floor	491 sq. ft.
Garage:	461 sq. ft.
Porch:	9 sq. ft.
3 BR, 3.5 BA & DEN	

PLAN 6	
TOTAL LIVING AREA:	1733 sq. ft.
First Floor	875 sq. ft.
Second Floor	858 sq. ft.
Garage:	411 sq. ft.
Porch:	10 sq. ft.
4 BR, 3 BA & OPT. DEN	

PLAN 7	
TOTAL LIVING AREA:	1988 sq. ft.
First Floor	747 sq. ft.
Second Floor	1241 sq. ft.
Garage:	461 sq. ft.
Porch:	x sq. ft.
4 BR, 2.5 BA & OPT. LOFT	

Title Sheet

VALLEY OAK PARTNERS

EDEN POINTE - HAYWARD, CA

VALLEY OAK PARTNERS

DAHLIN group
5865 Owens Drive
Pleasanton, CA 94588
925-251-7200

JOB NO. 1005.003

DATE 7-23-2014

T.1

PLAN 2 FRONT ELEVATION 'A', ITALIAN

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

PLAN 2 FRONT ELEVATION 'D', SPANISH

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

PLAN 2 FRONT ELEVATION 'C', TUSCAN

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

Plan 2
Elevations

VALLEY OAK PARTNERS

EDEN POINTE - HAYWARD, CA

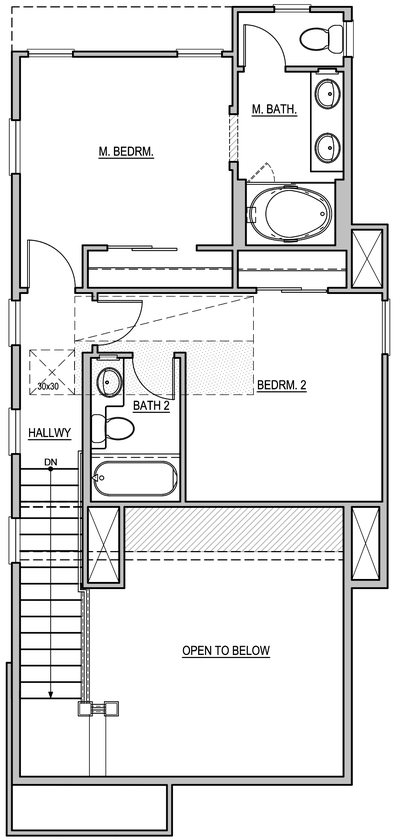
VALLEY OAK PARTNERS

DAHLIN group
5865 Owens Drive
Pleasanton, CA 94588
925-251-7200

JOB NO. 1005.003

DATE 7-23-2014

A2.0



PLAN 2 THIRD FLOOR PLAN
ELEVATION 'A' ITALIAN
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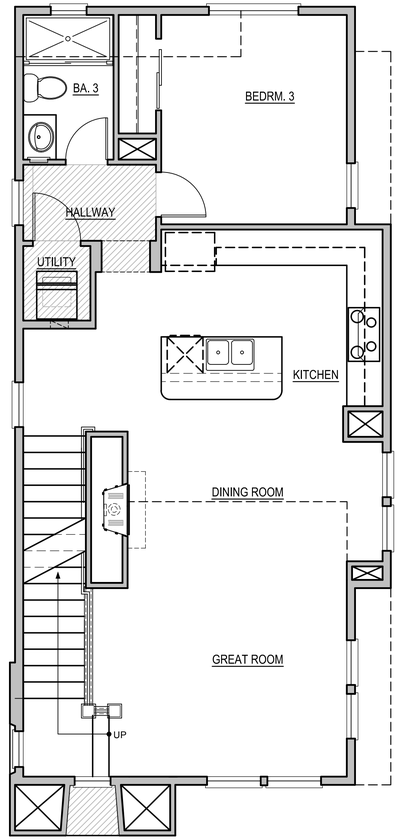
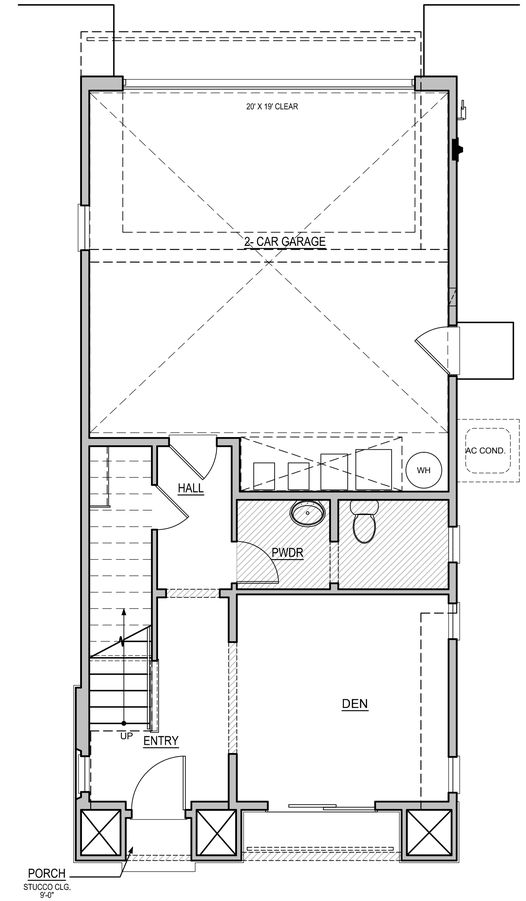


PLAN 2 SECOND FLOOR PLAN
ELEVATION 'A' ITALIAN
SCALE: 1/4" = 1'-0"



PLAN 2 FIRST FLOOR PLAN
ELEVATION 'A' ITALIAN
SCALE: 1/4" = 1'-0"

PLAN 2	
TOTAL LIVING AREA:	1761 sq. ft.
First Floor	403 sq. ft.
Second Floor	867 sq. ft.
Third Floor	491 sq. ft.
Garage:	461 sq. ft.
Porch:	9 sq. ft.
3 BR, 3 BA & DEN	

Plan 2
Floor Plans

VALLEY OAK PARTNERS

EDEN POINTE - HAYWARD, CA

VALLEY OAK PARTNERS

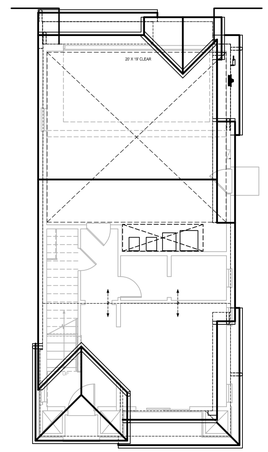
DAHLIN group

5865 Owens Drive
Pleasanton, CA 94588
925-251-7200

JOB NO. 1005.003

DATE 7-23-2014

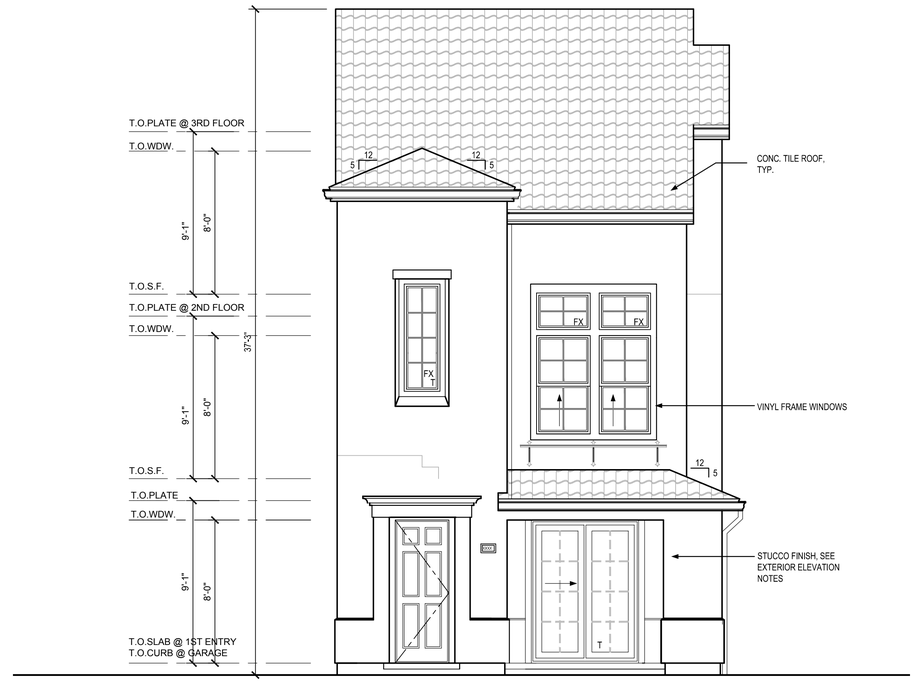
A2.1



PLAN 2 ROOF

ELEVATION 'A' ITALIAN

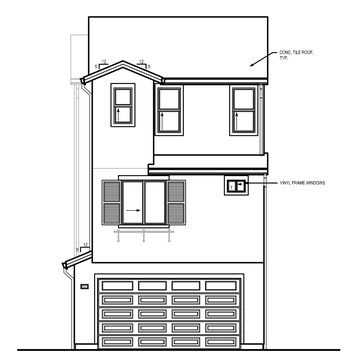
SCALE: 1/8" = 1'-0"



PLAN 2 FRONT ELEVATION 'A', ITALIAN

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

PLAN 2 RIGHT SIDE ELEVATION 'A', ITALIAN



PLAN 2 REAR ELEVATION 'A', ITALIAN

PLAN 2 LEFT SIDE ELEVATION 'A', ITALIAN

EDEN POINTE - HAYWARD, CA

VALLEY OAK PARTNERS

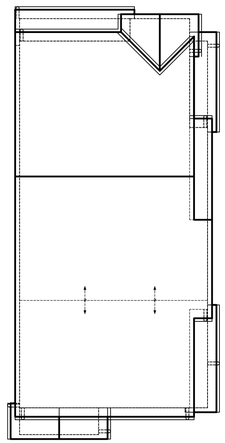
Plan 2
Elevations & Roof Plan
Elevation A
Italian

JOB NO. 1005.003

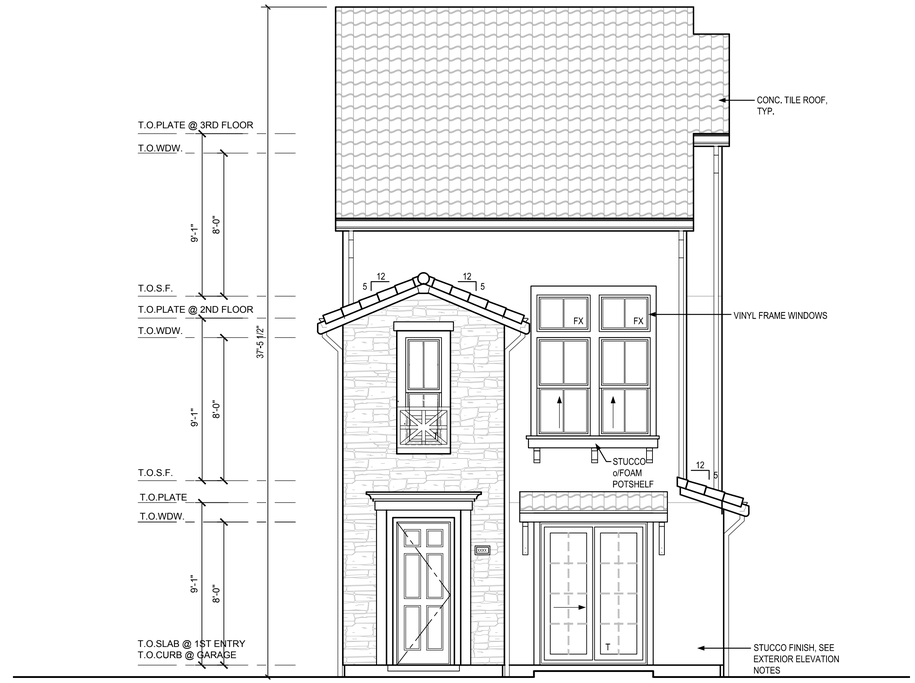
DATE 7-23-2014

A2.2

DAHLIN group
5865 Owens Drive
Pleasanton, CA 94588
925-251-7200

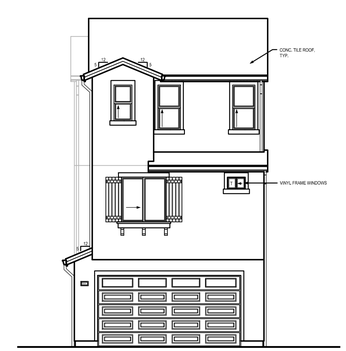


PLAN 2 ROOF PLAN
ELEVATION 'C' TUSCAN
SCALE: 1/8" = 1'-0"

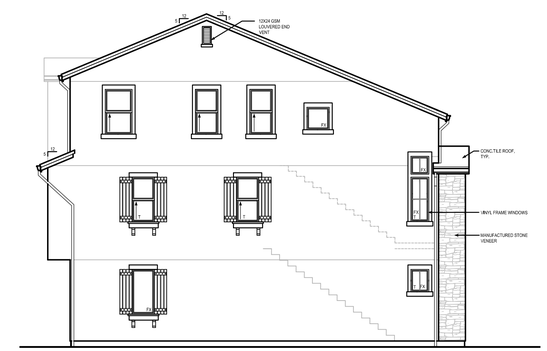


PLAN 2 FRONT ELEVATION 'C', TUSCAN
SCALE: 1/4" = 1'-0"

PLAN 2 RIGHT SIDE ELEVATION 'C', TUSCAN



PLAN 2 REAR ELEVATION 'C', TUSCAN



PLAN 2 LEFT SIDE ELEVATION 'C', TUSCAN

EDEN POINTE - HAYWARD, CA

VALLEY OAK PARTNERS

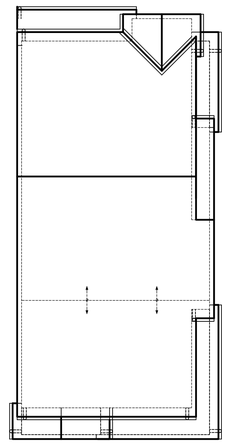
Plan 2
Elevations & Roof Plan
Elevation C
Tuscan

DAHLIN group
5865 Owens Drive
Pleasanton, CA 94588
925-251-7200

JOB NO. 1005.003

DATE 7-23-2014

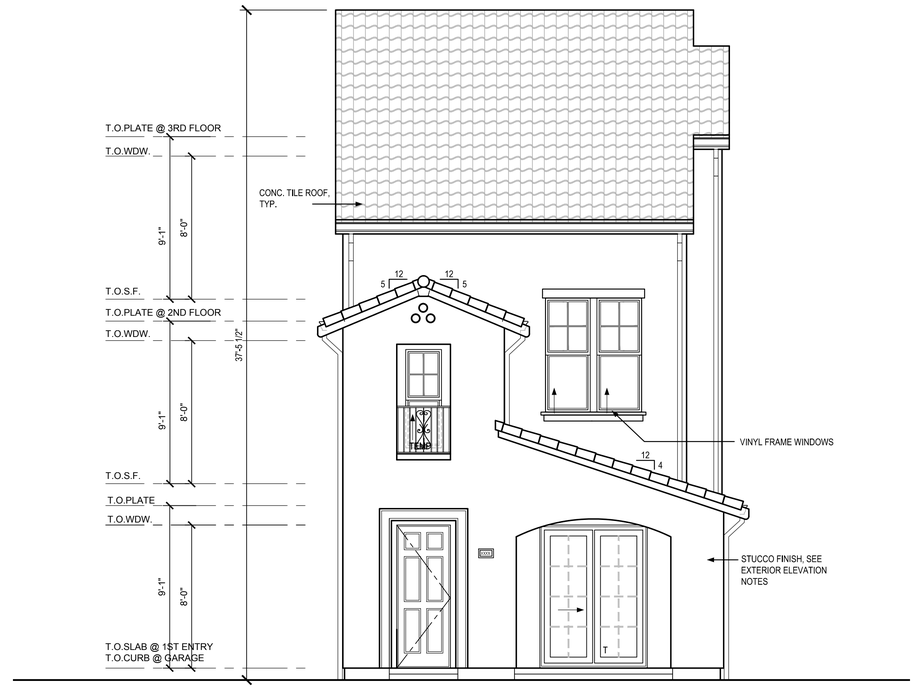
A2.3



PLAN 2 ROOF PLAN

ELEVATION 'D' SPANISH

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



PLAN 2 FRONT ELEVATION 'D', SPANISH

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

PLAN 2 RIGHT SIDE ELEVATION 'D', SPANISH

PLAN 2 REAR ELEVATION 'D', SPANISH

PLAN 2 LEFT SIDE ELEVATION 'D', SPANISH

Plan 2
Elevations & Roof Plan
Elevation D
Spanish

VALLEY OAK PARTNERS

EDEN POINTE - HAYWARD, CA

VALLEY OAK PARTNERS

DAHLIN group

5865 Owens Drive
Pleasanton, CA 94588
925-251-7200

JOB NO. 1005.003

DATE 7-23-2014

A2.4

PLAN 3 FRONT ELEVATION 'A', ITALIAN

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

PLAN 3 FRONT ELEVATION 'D', SPANISH

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

PLAN 3 FRONT ELEVATION 'C', TUSCAN

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

Plan 3
Elevations

VALLEY OAK PARTNERS

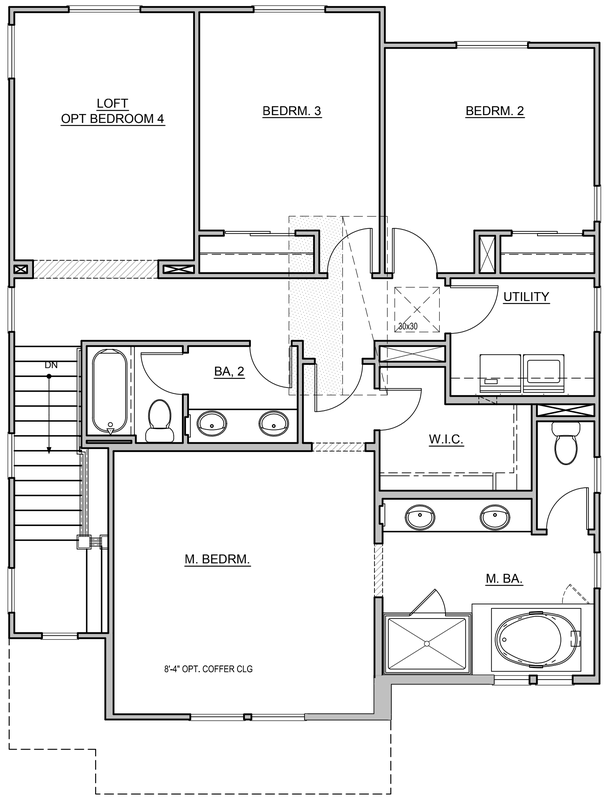
EDEN POINTE - HAYWARD, CA

VALLEY OAK PARTNERS

DAHLIN group
5865 Owens Drive
Pleasanton, CA 94588
925-251-7200

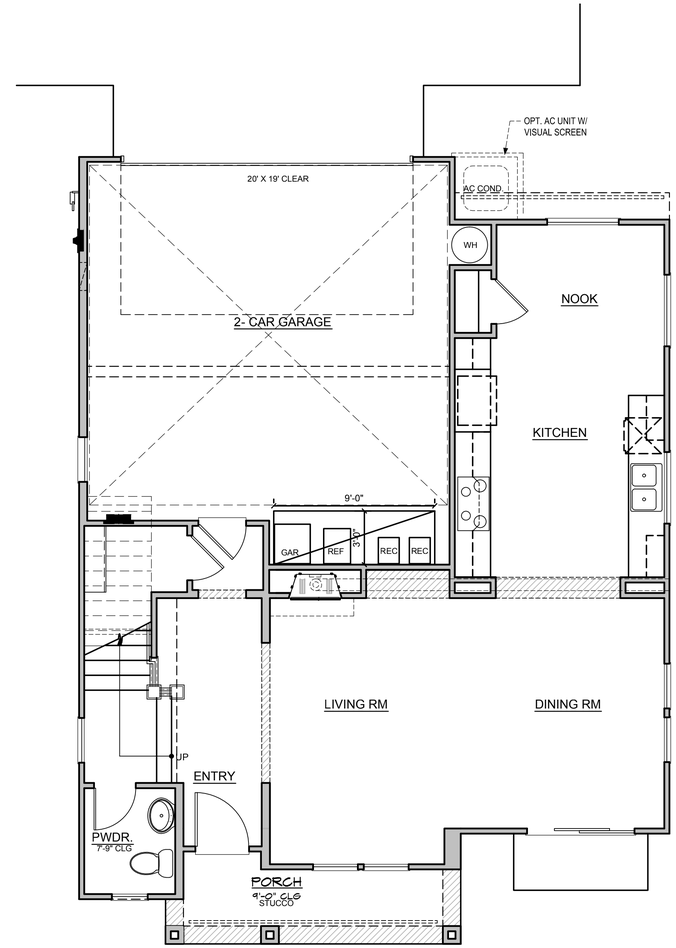
JOB NO.	1005.003
DATE	7-23-2014

A3.0



PLAN 3 SECOND FLOOR PLAN ELEVATION 'A' ITALIAN

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



PLAN 3 FIRST FLOOR PLAN ELEVATION 'A', ITALIAN

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

PLAN 3	
TOTAL LIVING AREA:	2043 sq. ft.
First Floor	801 sq. ft.
Second Floor	1242 sq. ft.
Garage:	452 sq. ft.
Porch:	
Elevation A:	71 sq.ft
Elevation C:	11 sq.ft.
Elevation D:	11 sq. ft.
3 BR, 2.5 BA & LOFT - OPT. BED 4	

Plan 3
Floor Plans

VALLEY OAK PARTNERS

EDEN POINTE - HAYWARD, CA

VALLEY OAK PARTNERS

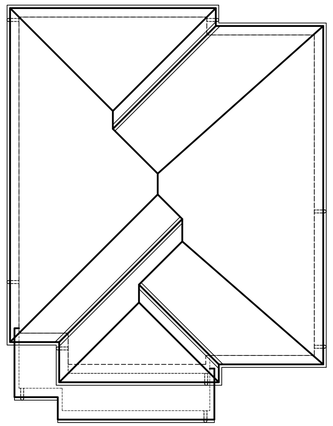
DAHLIN group

5865 Owens Drive
Pleasanton, CA 94588
925-251-7200

JOB NO. 1005.003

DATE 7-23-2014

A3.1



PLAN 3 ROOF PLAN
ELEVATION 'A', ITALIAN

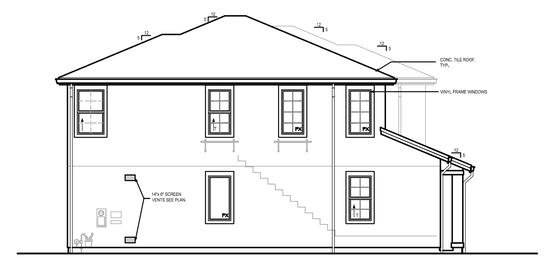
SCALE: 1/8" = 1'-0"

PLAN 3 FRONT ELEVATION 'A', ITALIAN

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

PLAN 3 RIGHT SIDE ELEVATION 'A', ITALIAN

PLAN 3 REAR ELEVATION 'A', ITALIAN



PLAN 3 LEFT SIDE ELEVATION 'A', ITALIAN

Plan 3
Elevations & Roof Plan
Elevation A
Italian

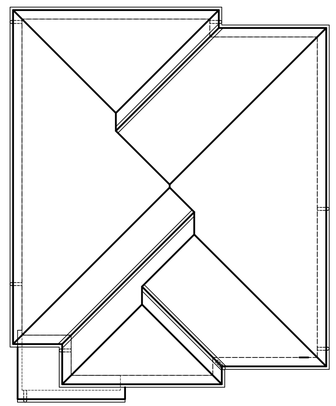
EDEN POINTE - HAYWARD, CA
VALLEY OAK PARTNERS

DAHLIN group
5865 Owens Drive
Pleasanton, CA 94588
925-251-7200

JOB NO. 1005.003

DATE 7-23-2014

A3.2

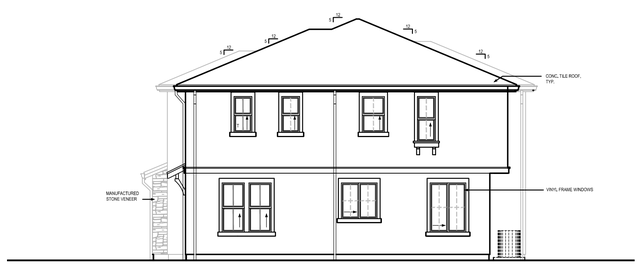


PLAN 3 ROOF PLAN ELEVATION 'C', TUSCAN

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

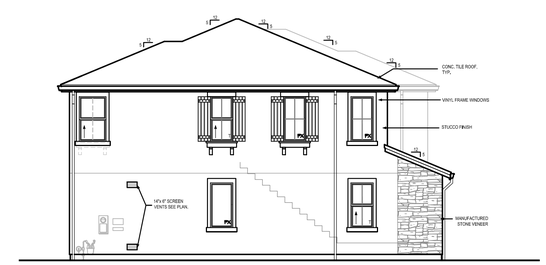
PLAN 3 FRONT ELEVATION 'C', TUSCAN

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



PLAN 3 RIGHT SIDE ELEVATION 'C', TUSCAN

PLAN 3 REAR ELEVATION 'C', TUSCAN



PLAN 3 LEFT SIDE ELEVATION 'C', TUSCAN

Plan 3
Elevations & Roof Plan
Elevation C
Tuscan

EDEN POINTE - HAYWARD, CA

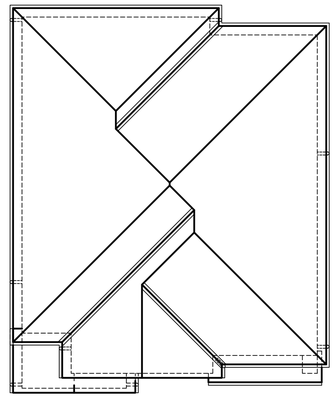
VALLEY OAK PARTNERS

DAHLIN group
5865 Owens Drive
Pleasanton, CA 94588
925-251-7200

JOB NO. 1005.003

DATE 7-23-2014

A3.3



PLAN 3 ROOF PLAN ELEVATION 'D', SPANISH

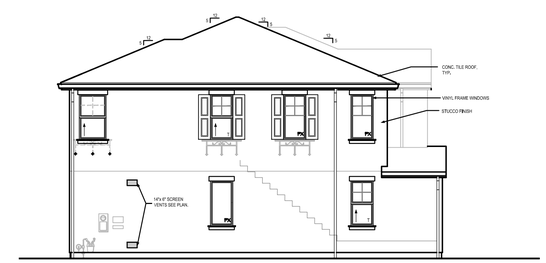
SCALE: 1/8" = 1'-0"

PLAN 3 FRONT ELEVATION 'D', SPANISH

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

PLAN 3 RIGHT ELEVATION 'D', SPANISH

PLAN 3 REAR ELEVATION 'D', SPANISH



PLAN 3 LEFT ELEVATION 'D', SPANISH

Plan 3
Elevations & Roof Plan
Elevation D
Spanish

JOB NO. 1005.003

DATE 7-23-2014

A3.4

VALLEY OAK PARTNERS

EDEN POINTE - HAYWARD, CA

VALLEY OAK PARTNERS

DAHLIN group
5865 Owens Drive
Pleasanton, CA 94588
925-251-7200

PLAN 4 FRONT ELEVATION 'A', ITALIAN

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

PLAN 4 FRONT ELEVATION 'D', SPANISH

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

PLAN 4 FRONT ELEVATION 'C', TUSCAN

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

Plan 4
Elevations

VALLEY OAK PARTNERS

EDEN POINTE - HAYWARD, CA

VALLEY OAK PARTNERS

DAHLIN group
5865 Owens Drive
Pleasanton, CA 94588
925-251-7200

JOB NO. 1005.003

DATE 7-23-2014

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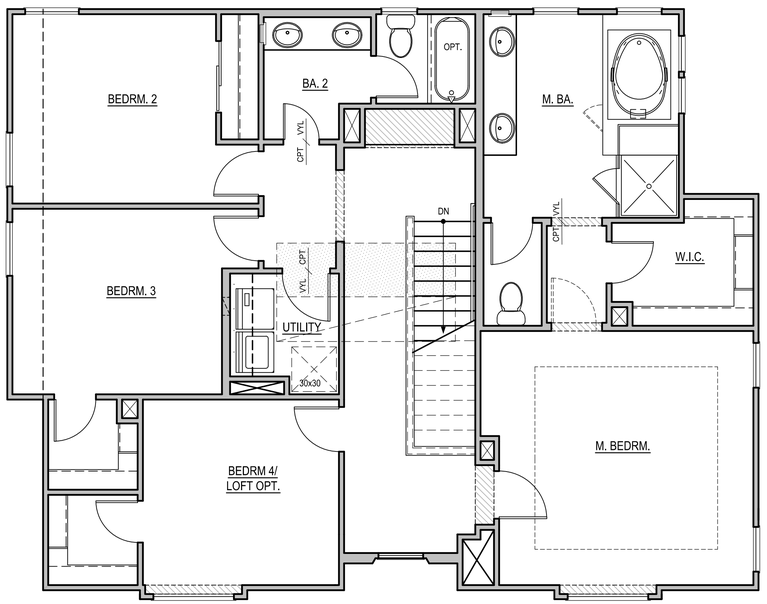
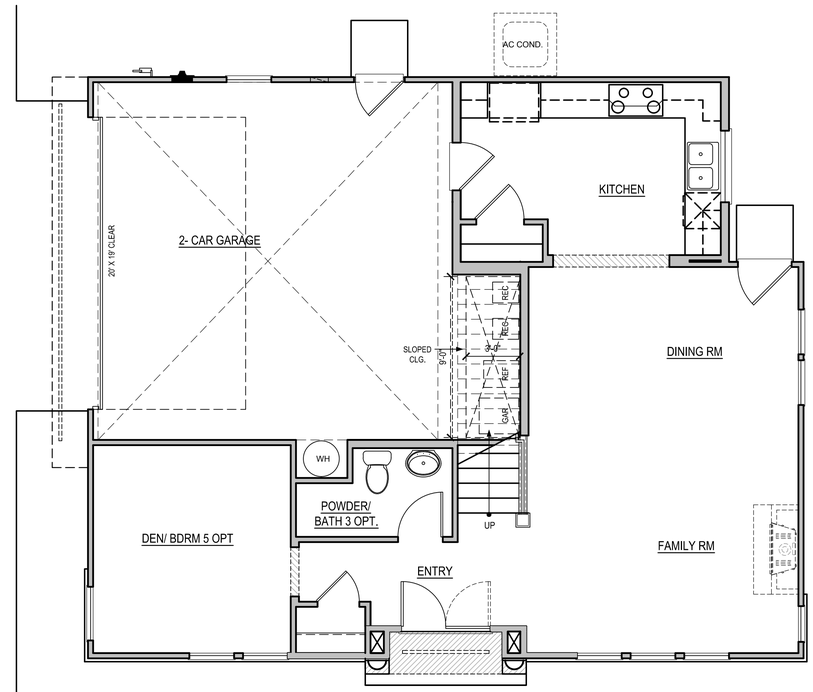


PLAN 4 SECOND FLOOR PLAN 'A', ITALIAN

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



PLAN 4 FIRST FLOOR PLAN 'A', ITALIAN

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

PLAN 4	
TOTAL LIVING AREA:	2101 sq. ft.
First Floor	827 sq. ft.
Second Floor	1274 sq. ft.
Garage:	420 sq. ft.
Porch:	
Elevation A:	18 sq.ft.
Elevation C:	15 sq.ft.
Elevation D:	18 sq.ft.
4 BR, 2.5 BA & DEN OPT. LOFT & BED 5	

Plan 4
Floor Plans

VALLEY OAK PARTNERS

EDEN POINTE - HAYWARD, CA

VALLEY OAK PARTNERS

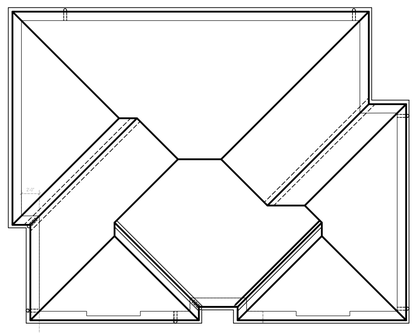
DAHLIN group

5865 Owens Drive
Pleasanton, CA 94588
925-251-7200

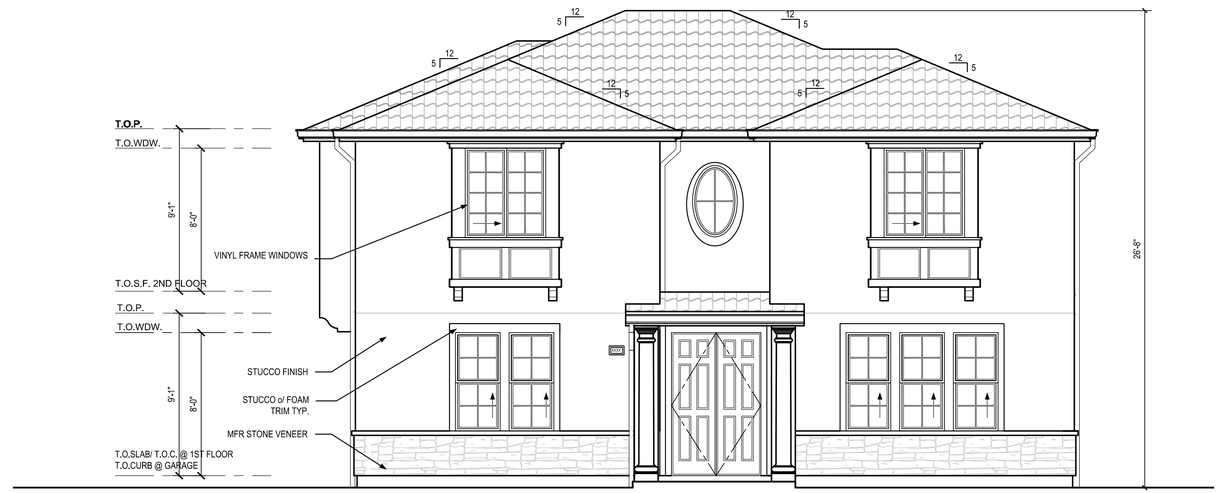
JOB NO. 1005.003

DATE 7-23-2014

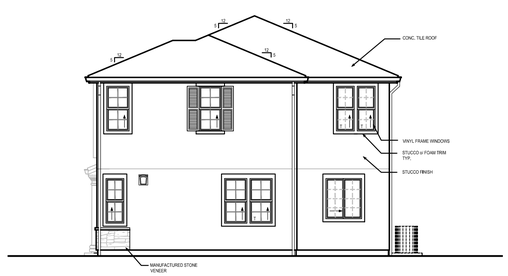
A4.1



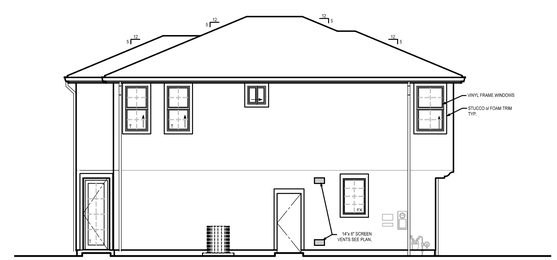
PLAN 4 ROOF PLAN ELEVATION
'A', ITALIAN
SCALE: 1/8" = 1'-0"



PLAN 4 FRONT ELEVATION 'A', ITALIAN
SCALE: 1/4" = 1'-0"



PLAN 4 RIGHT SIDE ELEVATION 'A', ITALIAN



PLAN 4 REAR ELEVATION 'A', ITALIAN

PLAN 4 LEFT SIDE ELEVATION 'A', ITALIAN

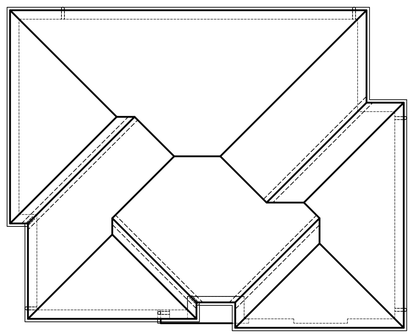
EDEN POINTE - HAYWARD, CA
VALLEY OAK PARTNERS

DAHLIN group
5865 Owens Drive
Pleasanton, CA 94588
925-251-7200

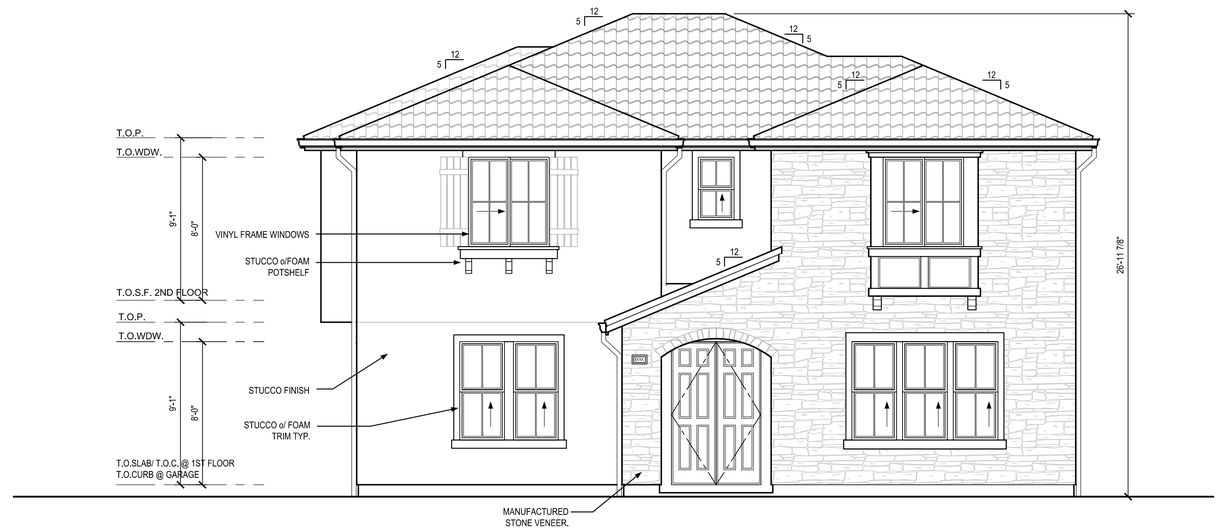
Plan 4
Elevations & Roof Plan
Elevation A
Italian

JOB NO. 1005.003
DATE 7-23-2014

A4.2

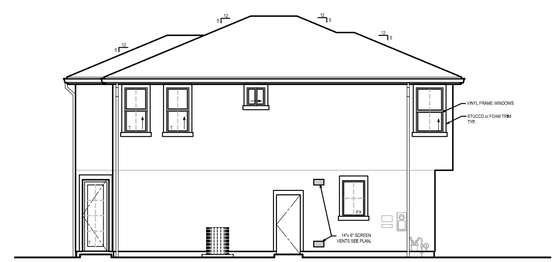


PLAN 4 ROOF PLAN ELEVATION
'C', TUSCAN
SCALE: 1/8" = 1'-0"



PLAN 4 FRONT ELEVATION 'C', TUSCAN
SCALE: 1/4" = 1'-0"

PLAN 4 RIGHT SIDE ELEVATION 'C', TUSCAN



PLAN 4 REAR ELEVATION 'C', TUSCAN

PLAN 4 LEFT SIDE ELEVATION 'C', TUSCAN

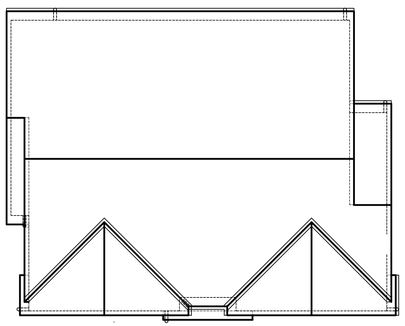
Plan 4
Elevations & Roof Plan
Elevation C
Tuscan

EDEN POINTE - HAYWARD, CA
VALLEY OAK PARTNERS

DAHLIN group
5865 Owens Drive
Pleasanton, CA 94588
925-251-7200

JOB NO. 1005.003
DATE 7-23-2014

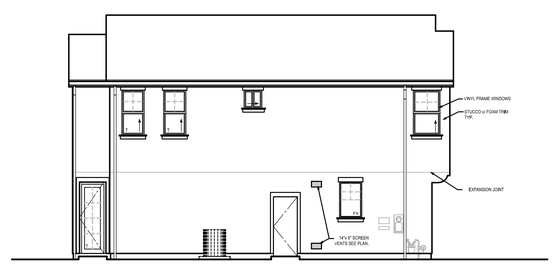
A4.3



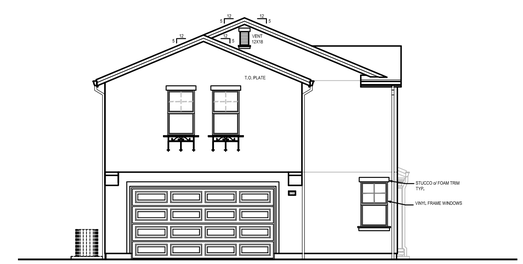
PLAN 4 ROOF PLAN ELEVATION
'D', SPANISH
SCALE: 1/8" = 1'-0"

PLAN 4 FRONT ELEVATION 'D', SPANISH
SCALE: 1/4" = 1'-0"

PLAN 4 RIGHT SIDE ELEVATION 'D', SPANISH



PLAN 4 REAR ELEVATION 'D', SPANISH



PLAN 4 LEFT SIDE ELEVATION 'D', SPANISH

EDEN POINTE - HAYWARD, CA

VALLEY OAK PARTNERS

DAHLIN group
5865 Owens Drive
Pleasanton, CA 94588
925-251-7200

Plan 4
Elevations & Roof Plan
Elevation D
Spanish

JOB NO. 1005.003

DATE 7-23-2014

A4.4

PLAN 5 FRONT ELEVATION 'A', ITALIAN

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

PLAN 5 FRONT ELEVATION 'D', SPANISH

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

PLAN 5 FRONT ELEVATION 'C', TUSCAN

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

Plan 5
Elevations

VALLEY OAK PARTNERS

EDEN POINTE - HAYWARD, CA

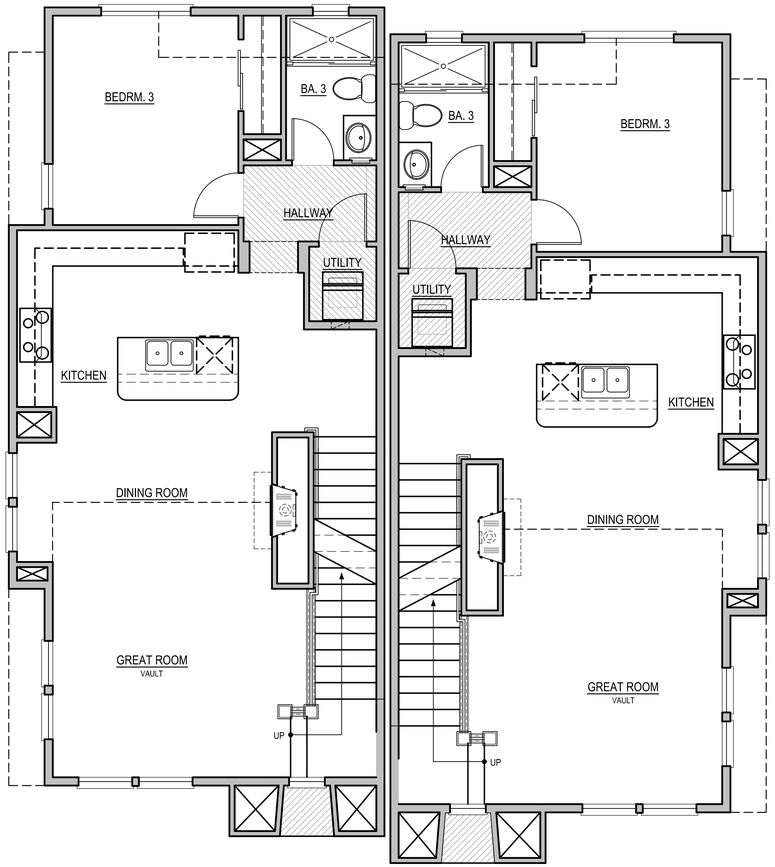
VALLEY OAK PARTNERS

DAHLIN group
5865 Owens Drive
Pleasanton, CA 94588
925-251-7200

JOB NO. 1005.003

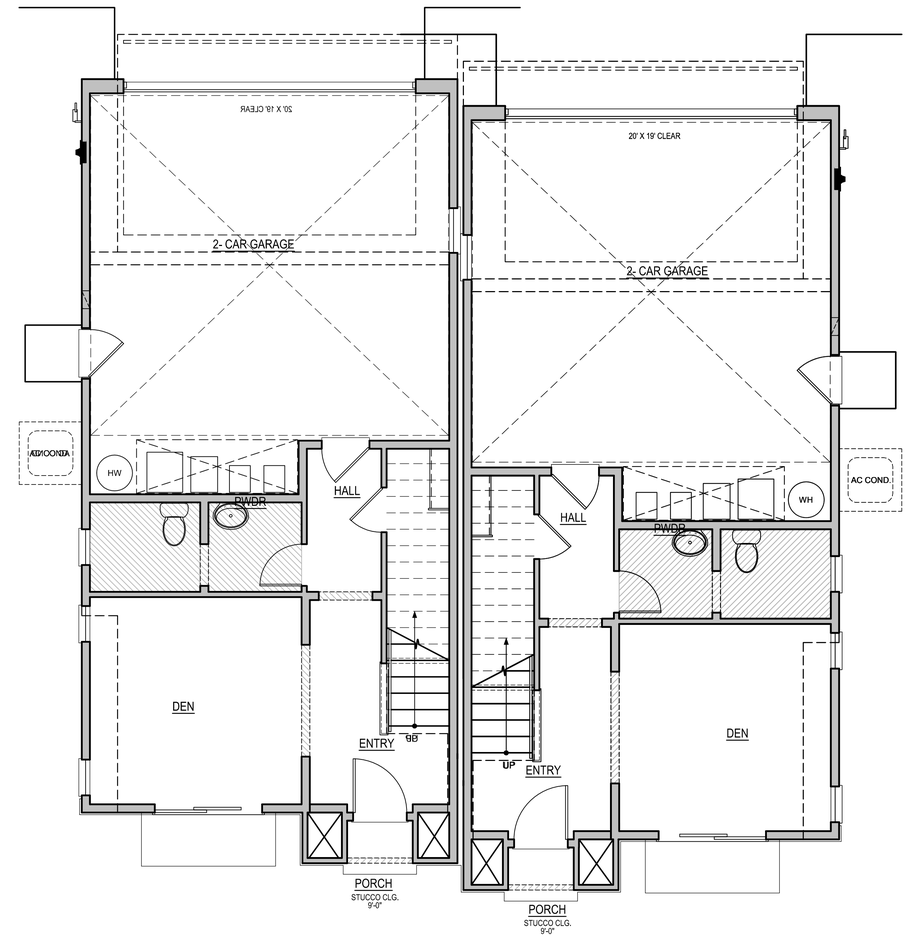
DATE 7-23-2014

A5.0



PLAN 5 SECOND FLOOR PLAN
ELEVATION 'A' ITALIAN

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



PLAN 5 FIRST FLOOR PLAN
ELEVATION 'A' ITALIAN

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

PLAN 5	
TOTAL LIVING AREA:	1761 sq. ft.
	(3522 Duet sq. ft.)
First Floor	403 sq. ft.
Second Floor	867 sq. ft.
Third Floor	491 sq. ft.
Garage:	461 sq. ft.
Porch:	9 sq. ft.
3 BR, 3.5 BA & DEN	

Plan 5
First & Second
Floor Plans

VALLEY OAK PARTNERS

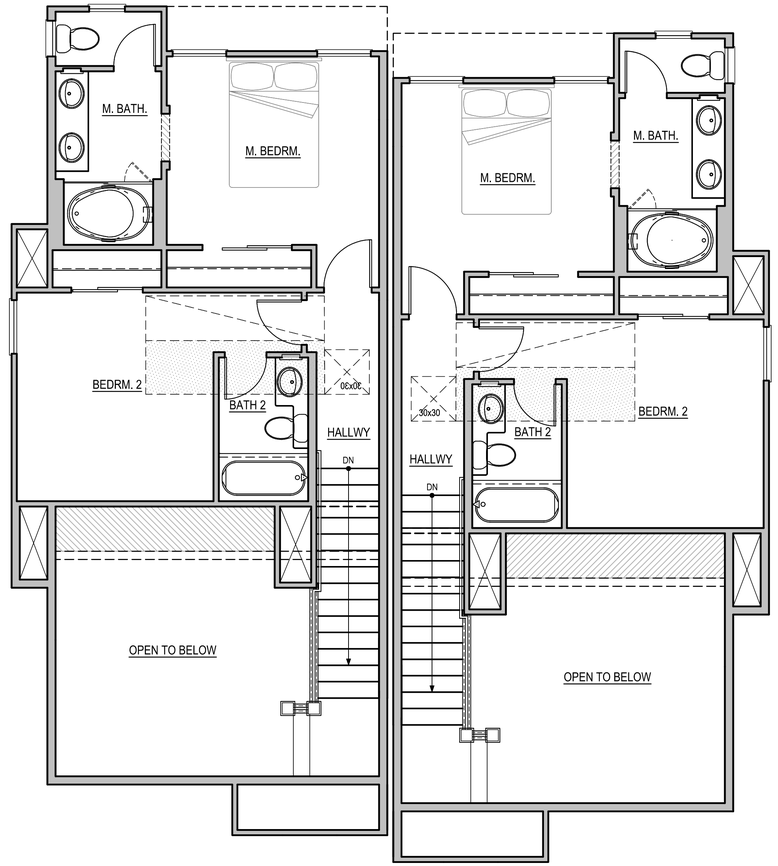
EDEN POINTE - HAYWARD, CA
VALLEY OAK PARTNERS

DAHLIN group
5865 Owens Drive
Pleasanton, CA 94588
925-251-7200

JOB NO. 1005.003

DATE 7-23-2014

A5.1



PLAN 5 THIRD FLOOR PLAN
ELEVATION 'A' ITALIAN

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

PLAN 5	
TOTAL LIVING AREA:	1761 sq. ft.
	(3522 Duet sq. ft.)
First Floor	403 sq. ft.
Second Floor	867 sq. ft.
Third Floor	491 sq. ft.
Garage:	461 sq. ft.
Porch:	9 sq. ft.
3 BR, 3.5 BA & DEN	

Plan 5
Third Floor Plan

VALLEY OAK PARTNERS

EDEN POINTE - HAYWARD, CA

VALLEY OAK PARTNERS

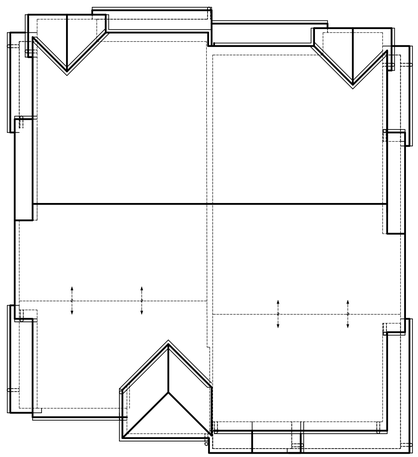
DAHLIN group

5865 Owens Drive
Pleasanton, CA 94588
925-251-7200

JOB NO. 1005.003

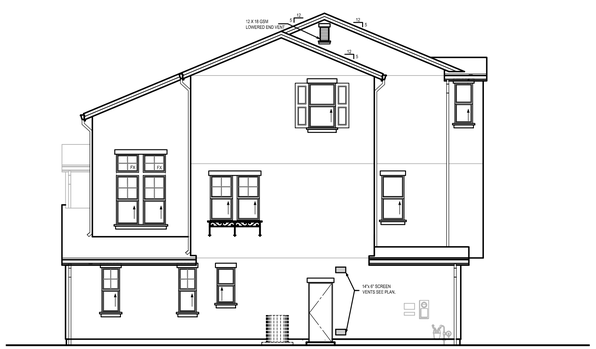
DATE 7-23-2014

A5.2



PLAN 5 ROOF
ELEVATION 'A' ITALIAN
SCALE: 1/8" = 1'-0"

PLAN 5 FRONT ELEVATION 'A', ITALIAN
SCALE: 1/4" = 1'-0"



PLAN 5 RIGHT SIDE ELEVATION 'A', ITALIAN

PLAN 5 REAR ELEVATION 'A', ITALIAN

PLAN 5 LEFT SIDE ELEVATION 'A', ITALIAN

Plan 5
Elevations & Roof Plan
Elevation A
Italian

EDEN POINTE - HAYWARD, CA

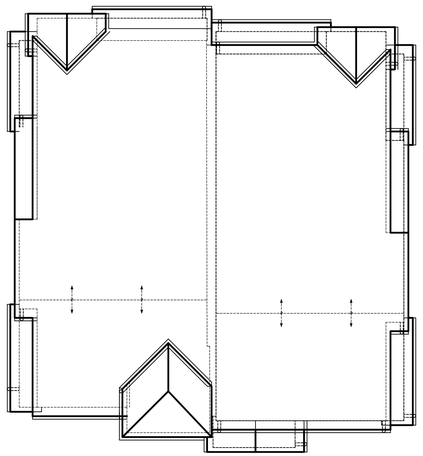
VALLEY OAK PARTNERS

DAHLIN group
5865 Owens Drive
Pleasanton, CA 94588
925-251-7200

JOB NO. 1005.003

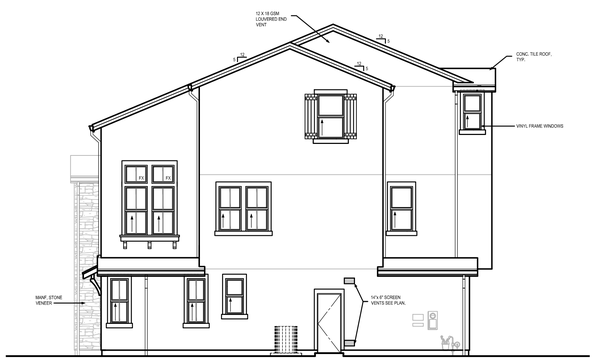
DATE 7-23-2014

A5.3



PLAN 5 ROOF PLAN
ELEVATION 'C' TUSCAN
SCALE: 1/8" = 1'-0"

PLAN 5 FRONT ELEVATION 'C', TUSCAN
SCALE: 1/4" = 1'-0"



PLAN 5 RIGHT SIDE ELEVATION 'C', TUSCAN

PLAN 5 REAR ELEVATION 'C', TUSCAN

PLAN 5 LEFT SIDE ELEVATION 'C', TUSCAN

VALLEY OAK PARTNERS

EDEN POINTE - HAYWARD, CA

VALLEY OAK PARTNERS

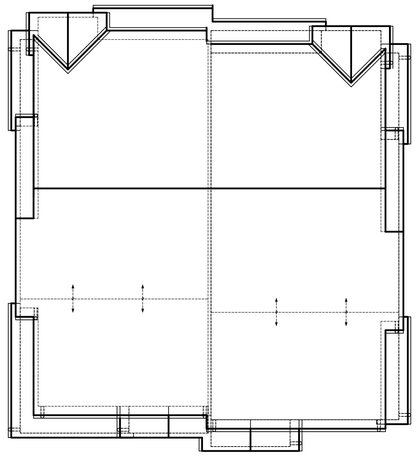
DAHLIN group
5865 Owens Drive
Pleasanton, CA 94588
925-251-7200

Plan 5
Elevations & Roof Plan
Elevation C
Tuscan

JOB NO. 1005.003

DATE 7-23-2014

A5.4



PLAN 5 ROOF PLAN
ELEVATION 'D' SPANISH
SCALE: 1/8" = 1'-0"

PLAN 5 FRONT ELEVATION 'D', SPANISH
SCALE: 1/4" = 1'-0"

PLAN 5 RIGHT SIDE ELEVATION 'D', SPANISH

PLAN 5 REAR ELEVATION 'D', SPANISH

PLAN 5 LEFT SIDE ELEVATION 'D', SPANISH

EDEN POINTE - HAYWARD, CA

VALLEY OAK PARTNERS

Plan 5
Elevations & Roof Plan
Elevation D
Spanish

JOB NO. 1005.003

DATE 7-23-2014

A5.5

DAHLIN group
5865 Owens Drive
Pleasanton, CA 94588
925-251-7200

PLAN 6 FRONT ELEVATION A, ITALIAN

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

PLAN 6 FRONT ELEVATION D, SPANISH

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

PLAN 6 FRONT ELEVATION C, TUSCAN

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

Plan 6
Elevations

VALLEY OAK PARTNERS

EDEN POINTE - HAYWARD, CA

VALLEY OAK PARTNERS

DAHLIN group

5865 Owens Drive
Pleasanton, CA 94588
925-251-7200

JOB NO.	1005.003
DATE	7-23-2014

A6.0

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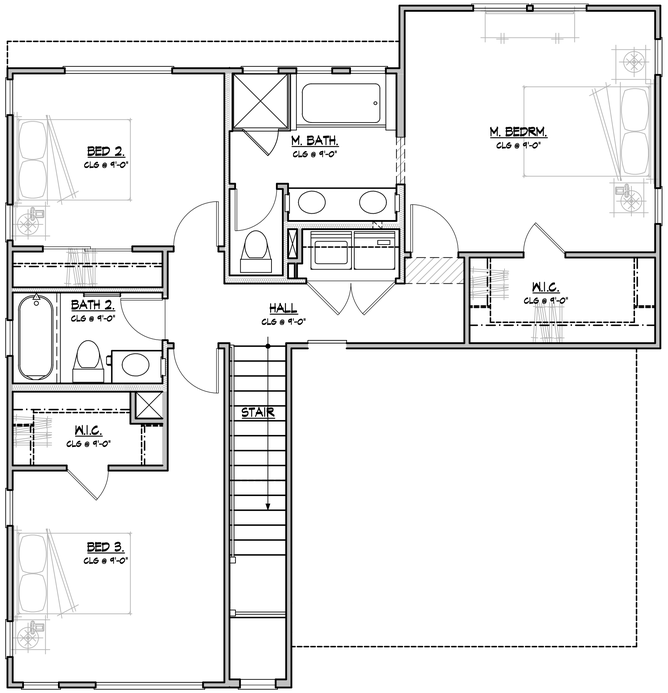
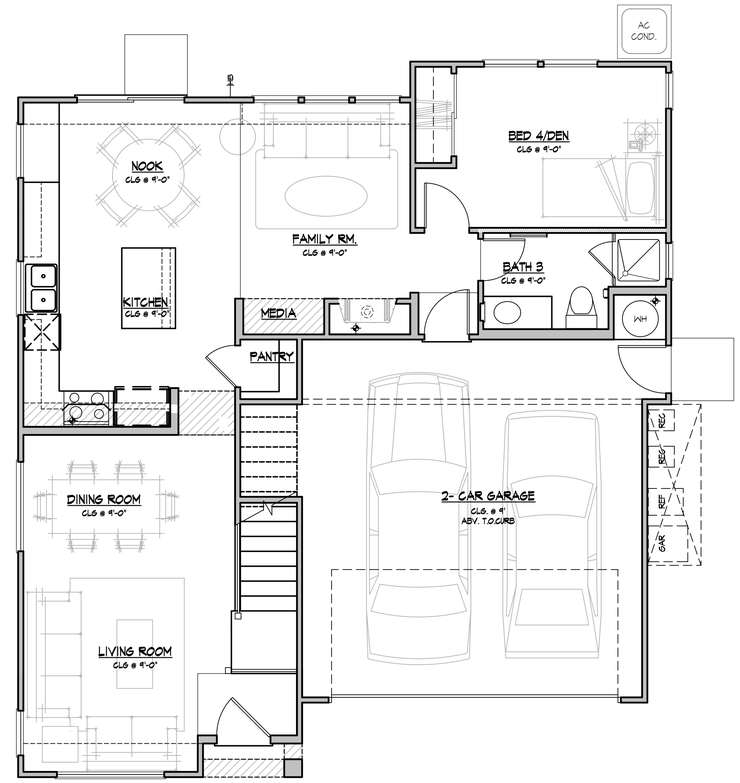


PLAN 6 SECOND FLOOR PLAN ELEVATION 'A', ITALIAN

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



PLAN 6 FIRST FLOOR PLAN ELEVATION 'A', ITALIAN

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

PLAN 6	
TOTAL LIVING AREA:	1733 sq. ft.
First Floor	875 sq. ft.
Second Floor	858 sq. ft.
Garage:	411 sq. ft.
Porch:	10 sq. ft.
4 BR, 3 BA & OPT. DEN	

Plan 6
Floor Plans

EDEN POINTE - HAYWARD, CA

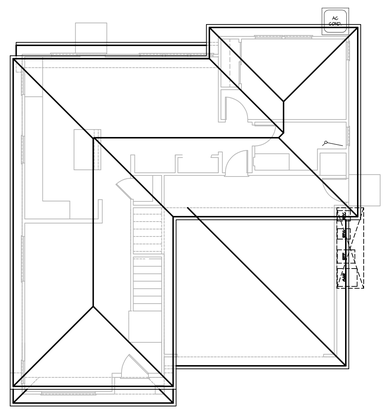
VALLEY OAK PARTNERS

DAHLIN group
5865 Owens Drive
Pleasanton, CA 94588
925-251-7200

JOB NO. 1005.003

DATE 7-23-2014

A6.1



PLAN 6 ROOF PLAN,
ELEVATION A, ITALIAN

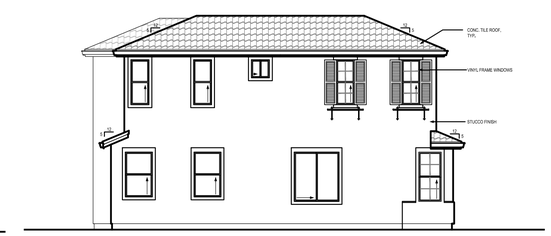
SCALE: 1/8" = 1'-0"

PLAN 6 FRONT ELEVATION A, ITALIAN

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

PLAN 6 RIGHT SIDE ELEVATION A, ITALIAN

PLAN 6 REAR ELEVATION A, ITALIAN



PLAN 6 LEFT SIDE ELEVATION A, ITALIAN

Plan 6
Elevations & Roof Plan
Elevation A
Italian

JOB NO. 1005.003

DATE 7-23-2014

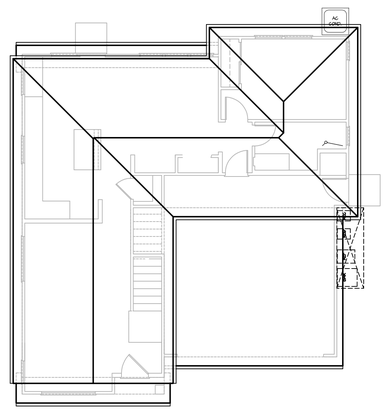
A6.2

VALLEY OAK PARTNERS

EDEN POINTE - HAYWARD, CA

VALLEY OAK PARTNERS

DAHLIN group
5865 Owens Drive
Pleasanton, CA 94588
925-251-7200



PLAN 6 ROOF PLAN,
ELEVATION C, TUSCAN

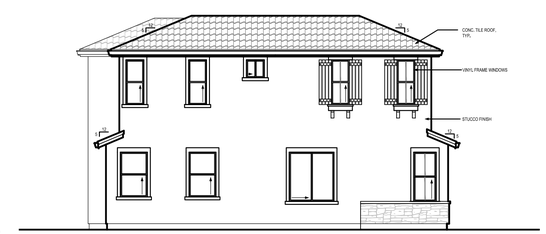
SCALE: 1/8" = 1'-0"

PLAN 6 FRONT ELEVATION C, TUSCAN

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

PLAN 6 RIGHT SIDE ELEVATION C, TUSCAN

PLAN 6 REAR ELEVATION C, TUSCAN



PLAN 6 LEFT SIDE ELEVATION C, TUSCAN

EDEN POINTE - HAYWARD, CA

VALLEY OAK PARTNERS

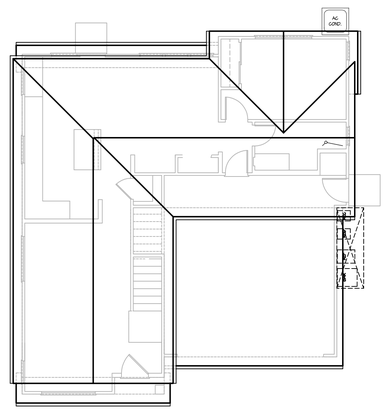
Plan 6
Elevations & Roof Plan
Elevation C
Tuscan

JOB NO. 1005.003

DATE 7-23-2014

A6.3

DAHLIN group
5865 Owens Drive
Pleasanton, CA 94588
925-251-7200

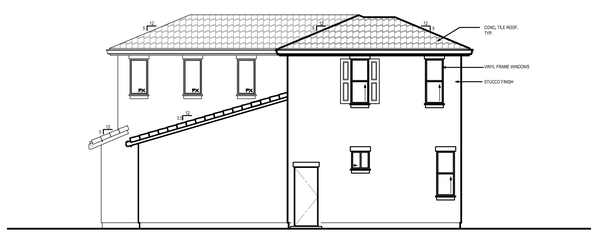


PLAN 6 ROOF PLAN,
ELEVATION D, SPANISH

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

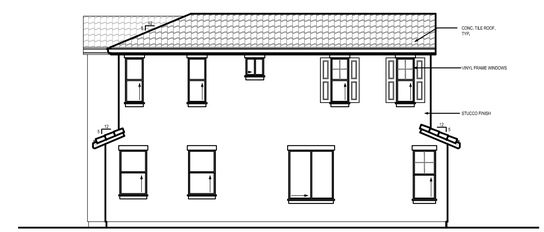
PLAN 6 FRONT ELEVATION D, SPANISH

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



PLAN 6 RIGHT SIDE ELEVATION D, SPANISH

PLAN 6 REAR ELEVATION D, SPANISH



PLAN 6 LEFT SIDE ELEVATION D, SPANISH

VALLEY OAK PARTNERS

EDEN POINTE - HAYWARD, CA

VALLEY OAK PARTNERS

DAHLIN group

5865 Owens Drive
Pleasanton, CA 94588
925-251-7200

Plan 6
Elevations & Roof Plan
Elevation D
Spanish

JOB NO. 1005.003

DATE 7-23-2014

A6.4

PLAN 7 FRONT ELEVATION 'A', ITALIAN

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

PLAN 7 FRONT ELEVATION 'D' SPANISH

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

PLAN 7 FRONT ELEVATION 'C' TUSCAN

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

Plan 7
Elevations

EDEN POINTE - HAYWARD, CA

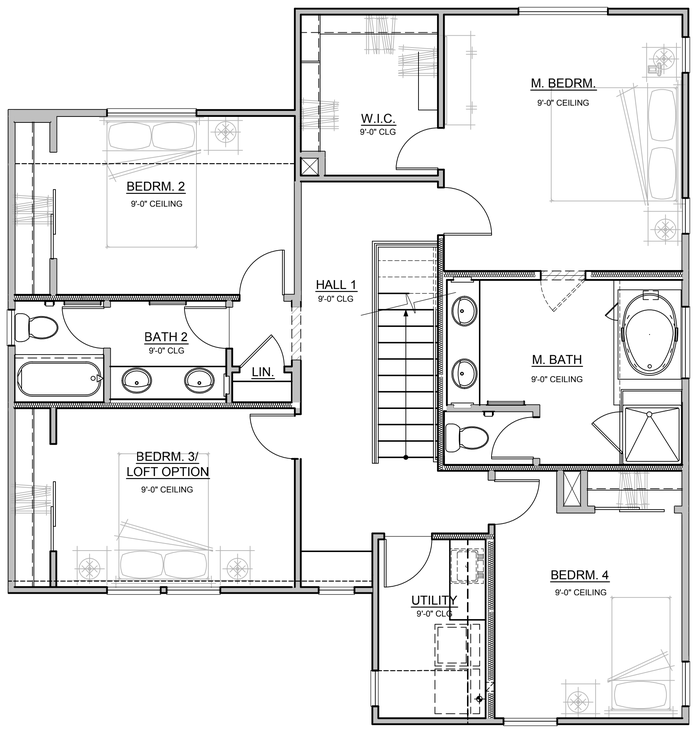
VALLEY OAK PARTNERS

DAHLIN group
5865 Owens Drive
Pleasanton, CA 94588
925-251-7200

JOB NO. 1005.003

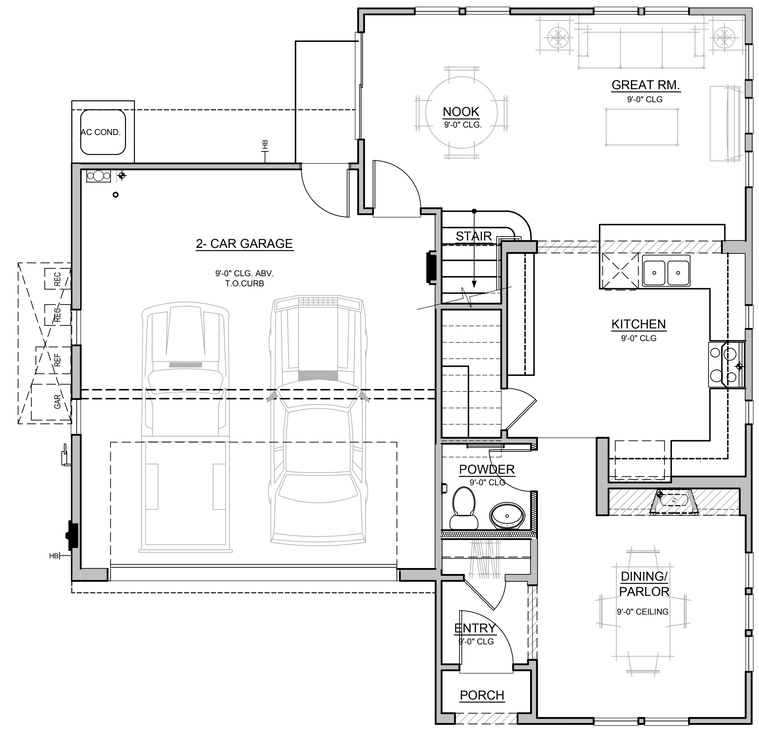
DATE 7-23-2014

A7.0



PLAN 7 SECOND FLOOR PLAN ELEVATION 'A', ITALIAN

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



PLAN 7 FIRST FLOOR PLAN ELEVATION 'A', ITALIAN

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

PLAN 7	
TOTAL LIVING AREA:	1988 sq. ft.
First Floor	747 sq. ft.
Second Floor	1241 sq. ft.
Garage:	461 sq. ft.
Porch:	x sq. ft.
4 BR, 2.5 BA & OPT. LOFT	

Plan 7
Floor Plans

EDEN POINTE - HAYWARD, CA

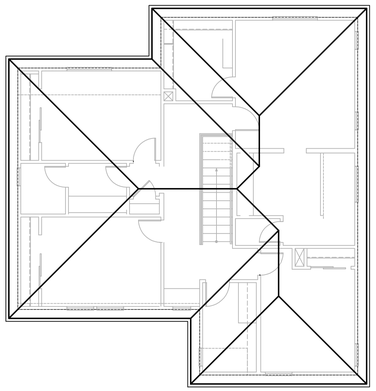
VALLEY OAK PARTNERS

DAHLIN group
5865 Owens Drive
Pleasanton, CA 94588
925-251-7200

JOB NO. 1005.003

DATE 7-23-2014

A7.1



PLAN 7 ROOF PLAN
ELEVATION 'A', ITALIAN
SCALE: 1/8" = 1'-0"

PLAN 7 FRONT ELEVATION 'A', ITALIAN
SCALE: 1/4" = 1'-0"

PLAN 7 RIGHT ELEVATION 'A' ITALIAN

PLAN 7 REAR ELEVATION 'A' ITALIAN

PLAN 7 LEFT ELEVATION 'A' ITALIAN

EDEN POINTE - HAYWARD, CA
VALLEY OAK PARTNERS

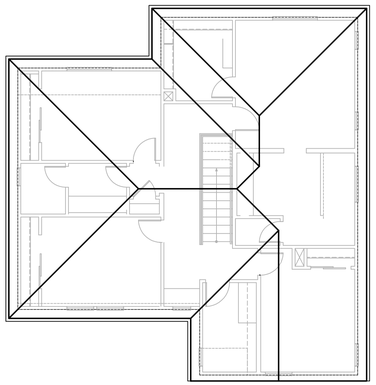
DAHLIN group
5865 Owens Drive
Pleasanton, CA 94588
925-251-7200

Plan 7
Elevations & Roof Plan
Elevation A
Italian

JOB NO. 1005.003

DATE 7-23-2014

A7.2



PLAN 7 ROOF PLAN
ELEVATION 'C' TUSCAN
SCALE: 1/8" = 1'-0"

PLAN 7 FRONT ELEVATION 'C' TUSCAN
SCALE: 1/4" = 1'-0"

PLAN 7 RIGHT ELEVATION 'C' TUSCAN

PLAN 7 REAR ELEVATION 'C' TUSCAN

PLAN 7 LEFT ELEVATION 'C' TUSCAN

Plan 7
Elevations & Roof Plan
Elevation C
Tuscan

EDEN POINTE - HAYWARD, CA

VALLEY OAK PARTNERS

DAHLIN group
5865 Owens Drive
Pleasanton, CA 94588
925-251-7200

JOB NO. 1005.003
DATE 7-23-2014

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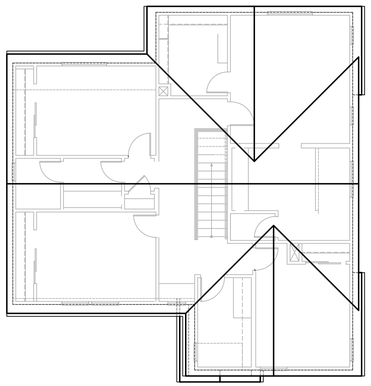
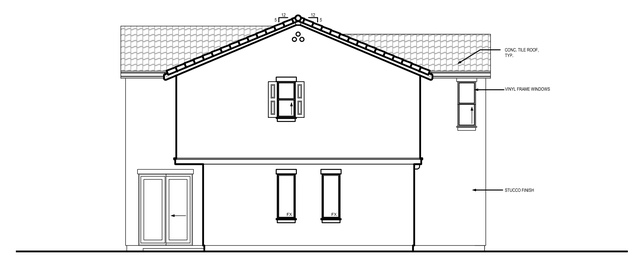


PLAN 7 ROOF PLAN
ELEVATION 'D' SPANISH
SCALE: 1/8" = 1'-0"

PLAN 7 FRONT ELEVATION 'D' SPANISH
SCALE: 1/4" = 1'-0"

PLAN 7 RIGHT ELEVATION 'D' SPANISH

PLAN 7 REAR ELEVATION 'D' SPANISH



PLAN 7 LEFT ELEVATION 'D' SPANISH

Plan 7
Elevations & Roof Plan
Elevation D
Spanish

JOB NO. 1005.003

DATE 7-23-2014

A7.4

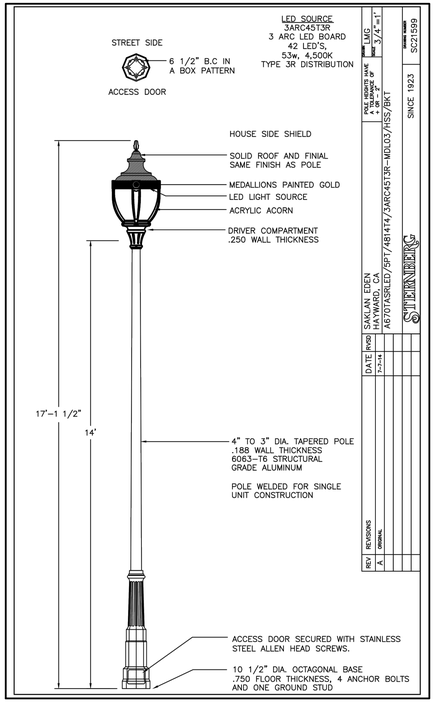
VALLEY OAK PARTNERS

EDEN POINTE - HAYWARD, CA

VALLEY OAK PARTNERS

DAHLIN group
5865 Owens Drive
Pleasanton, CA 94588
925-251-7200

SAKLAN EDEN - STREET LIGHTING



Job: **Saklan Eden - City of Hayward**
Type: CC Qty. = 9
Notes: BR840-42-CWL-NW-360-10-UNIV-BLP

Bollard LED

Page 1 of 3

Round Full Cutoff Bollard
BR840 Series, Including Motion Response

The Philips Gardco LED Bollard family features the round full cutoff bollard, the BR840 series. This sleek series features LEDs concealed below cast louvers to provide down lighting for landscape and pathway applications. The BR840 series features 4" diameter extruded aluminum shafts. Available mountings include the standard shaft, with a welded cast base mounted firmly to anchor bolts. The BR840 series also is available with a galvanized steel base tenon reinforced shaft (BR842) for applications requiring additional support, such as schools. BR840 series bollards provide full cutoff performance.

PREFIX	HEIGHT	LED CONTROL	LED SELECTION	LIGHTED COVERAGE / LED WATTAGE	VOLTAGE	FINISH	OPTIONS
BR840	42	CWL	NW	360-10	UNIV	BLP	

Enter the order code into the appropriate box above. Note: Gardco reserves the right to refuse a configuration. Not all combinations and configurations are valid. Refer to notes below for exclusions and limitations. For questions or concerns, please consult the factory.

PREFIX / HEIGHT

PREFIX		HEIGHT
BR840	Standard Shaft	42" 36" 30"
BR841	Head Only	7.1"
BR842	School Bollard Reinforced Shaft with Galvanized Steel Tenon	42" 36" 30"

LED CONTROL

CWL Constant Wattage Full Light Output
Full wattage and light output only.

DIM 0 - 10V Dimming
Dimming controls by others.The dimming driver utilized permits dimming control via a potentiometer (by others) or via 0 - 10V control (by others.) Consult installation instructions for more information.

MR Motion Response
Featuring two (2) integral Passive Infrared (PIR) sensors. In the absence of motion, luminaires operate at 20% of normal power and light output (80% dimmed.) See page 3 for more information on Motion Response luminaires.

LED SELECTION

CW *5,700°K , 75CRI*
NW *4,000°K , 75CRI*
WW *3,000°K , 75CRI*

LIGHTED COVERAGE / LED WATTAGE

360° lighted louvers - 14 LEDs

360 -10	10 watts at 225mA	
360 -18	18 watts at 350mA	
360 -26	26 watts at 500mA	

Note: A variation of LED wattage (+/- 8%) may occur due to LED manufacturer's forward volt specification and ambient temperature.

180° lighted louvers - 7 LEDs[1] (Provides reduced backside light.)

180 -10	10 watts at 450mA
180 -18	18 watts at 700mA

1. 180° achieved by populating half of LEDs.
2. 180° distributions include an internal house side shield to limit the amount of backlight.

VOLTAGE

UNIV *120V through 277V, 50hz to 60hz input.*

FINISH

BRP	Bronze Paint	**OC**	Optional Color Paint *Specify RAL designation as ex: OC/RAL7024.*
BLP	Black Paint		
WP	White Paint	**SC**	Special Color Paint *Specify. Must supply color chip.*
NP	Natural Aluminum Paint		

OPTIONS

PCB[3] Button Photocontrol
SPR Surge Protection for 120V through 277V Input meeting ANSI C62.41.2

3. Not available in BR841.

1611 Clovis Barker Road, San Marcos,TX 78666
(800) 237-0758 (512) 753-1000 FAX:(512) 753-7855 sitelighting.com

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PHILIPS GARDCO

G200-020/0113

Job: **Saklan Eden - City of Hayward**
Type: BB Qty. 15
Notes: 111L-3-20LA-NW-UNIV-BRP-PCB (verify color prior to ordering)

110 Line LED

Page 1 of 3

111 Mini Sconce LED

Philips Gardco 111 LED mini sconce luminaires are compact in size, perfect for low mounting height wall mount applications. 111 LED luminaires are designed to integrate naturally to wall surfaces. 111 LED luminaires are available with three (3) different distribution patterns, providing full cutoff performance (in the normal downlight position) and featuring LED arrays. Luminaires provide performance excellence and advanced Philips Gardco LED thermal management technology. High performance Class 1 LED systems offer potential energy savings of 50 % or more compared to HID systems. 111 LED luminaires are also available with 0-10V Dimming.

PREFIX	DISTRIBUTION	LED WATTAGE	LED SELECTION	VOLTAGE	FINISH	OPTIONS
111L	3	20LA	NW	UNIV	BRP	PCB

Enter the order code into the appropriate box above. Note: Philips Gardco reserves the right to refuse a configuration. Not all combinations and configurations are valid. Refer to notes below for exclusions and limitations. For questions or concerns, please consult the factory.

PREFIX

111L Trapezoidal Wedge LED - Constant Wattage / Full Light Output
111L-DIM Trapezoidal Wedge LED - 0 - 10V Dimming *(Control system by others.)*

See page 3 for more detailed luminaire configuration information.

DISTRIBUTION

2	Type II	*Wide Throw Optic, featuring Maximized Lateral Throw*
3	Type III	*Preferred Wide Throw Optic, featuring Improved Forward Throw*
4	Type IV	*Maximized Forward Throw Optic*

LED WATTAGE AND LUMEN VALUES

Ordering Code	Average System Watts[1]	LED Current (mA)	LED Selection	Luminaire Initial Absolute Lumens[2] TYPE 2	TYPE 3	TYPE 4	Basis of Lumen Data
20LA	18	350	CW	1,449	1,512	1,468	*Photometric tests performed in compliance with IESNA LM-79.*
			NW	1,418	1,509	1,433	
30LA	28	530	CW	2,145	2,236	2,156	
			NW	2,056	2,209	2,085	
40LA	38	700	CW	2,682	2,825	2,691	
			NW	2,589	2,735	2,593	

1. Wattage may vary by +/- 8% due to LED manufacturer forward volt specification and ambient temperature. Wattage shown is average for 120V through 277V input. Actual wattage may vary by an additional +/- 10% due to actual input voltage.
2. Tests are in process for luminaires with the DL option. Contact Gardco.applications@philips.com if any approximate estimates are required for design purposes.

LED SELECTION

CW Cool White - 5700°K - 75 CRI
NW Neutral White - 4000°K - 70 CRI

VOLTAGE

UNIV 120V through 277V, 50hz or 60hz

1611 Clovis Barker Road, San Marcos,TX 78666
(800) 237-0758 (512) 753-1000 FAX:(512) 753-7855 sitelighting.com

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Philips Gardco reserves the right to change materials or modify the design of its product without notification as part of the company's continuing product improvement program.

PHILIPS GARDCO

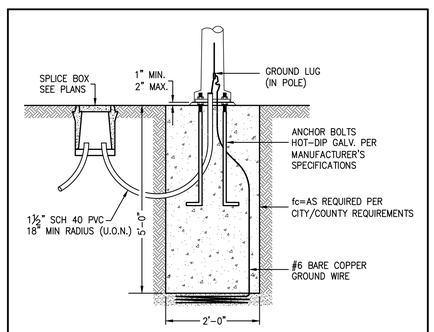
G200-039/1012

PRIVATE LIGHTING CONTRACTORS NOTES

1. ALL WORK AND MATERIALS SHALL BE IN FULL ACCORDANCE WITH THE LATEST RULES AND REGULATIONS OF THE STATE FIRE MARSHALL, FEDERAL AND ALL APPLICABLE CITY, COUNTY, STATE AND LOCAL UTILITY COMPANY REGULATIONS; N.E.C., AND THE LATEST APPROVED STANDARDS OF I.E.E.E., A.S.A, N.E.M.A., U.L. AND OSHA WHERE APPLICABLE. NOTHING IN THESE PLANS OR SPECIFICATIONS IS TO BE CONSTRUED TO PERMIT WORK NOT CONFORMING TO THE ABOVE. ALSO, ALL SECTIONS OF STATE OF CALIFORNIA PUC G.O. 95 SHALL APPLY.
2. TWO OR MORE LIGHTS ON THE SAME CIRCUIT SHALL BE WIRED TO BALANCE THE LOAD. (SEE WIRING DIAGRAM)
3. CONDUIT AND FITTINGS: ALL CONDUIT AND FITTINGS SHALL BE U.L. APPROVED. UNLESS OTHERWISE NOTED OR REQUIRED, USE MINIMUM 1 1/2" FOR PARKING LOT, 3/4" FOR BOLLARD AND UPLIGHTS. SCHEDULE 40 P.V.C. CONDUIT AND FITTINGS BELOW GRADE. MINIMUM RADIUS BENDS SHALL BE 18". PROVIDE PULL WIRE IN ALL EMPTY CONDUITS.
4. CONDUIT DEPTH: 24" UNDER SIDEWALK; 24" UNDER PLANTER STRIP; 30" UNDER PAVEMENT.
5. CABLE: CABLE SHALL BE U.L. LISTED 600 VOLT A.W.G. NO. 8, 7-STRAND SOFT COPPER, TYPE THW OR THWN WITH MINIMUM OF 3/64" (40 MIL) POLYVINYL CHLORIDE INSULATION, UNLESS OTHERWISE NOTED. U.L. LISTED 600 VOLT, NO. 10 IN POLE MAY BE USED.
6. SPLICE BOXES: SPLICE BOXES SHALL BE NO. 3-1/2 STATE TYPE WITH LID AND BRASS HOLDDOWN BOLTS, UNLESS OTHERWISE NOTED. LIDS TO BE INSCRIBED 'LIGHTING'. SPLICE BOXES SHALL NOT BE MORE THAN 200 FEET APART ON LONG RUNS. (PER CALTRANS DETAIL ES-8).
7. FUSES: EACH PARKING LIGHT SHALL BE FUSED WITH WATERPROOF IN-LINE FUSE HOLDERS (BUSHMAN HEB SERIES) AT EACH ADJACENT SPLICE BOX WITH 5 AMP FUSE.
8. SPLICING: ALL SPLICES SHALL BE MADE IN LIGHT BOXES ONLY. SPLICES SHALL BE MADE WITH 'C' SHAPED COMPRESSION CONNECTORS. ON SPLICES, WRAP WITH MOISTURE PROOF INSULATION A MINIMUM OF 1-1/2 TIMES THE THICKNESS OF REQUIRED WIRE INSULATION THICKNESS. SPLICES SHALL BE IN ACCORDANCE WITH CALTRANS STANDARD METHOD 'B'. (PER CALTRANS DETAIL ES-13).
9. CONTRACTOR TO INSTALL CIRCUIT GROUNDING AND GROUND WIRE IN CONDUIT PER N.E.C. STANDARDS AND LOCAL GOVERNING AGENCIES REQUIREMENTS.
10. A LIST OF ALL MATERIALS & SUPPLIERS SHOULD BE PROVIDED TO AUTHORITY HAVING JURISDICTION FOR APPROVAL.
11. GROUNDING AND BONDING SHALL PROPERLY INTERCONNECT ALL METAL PARTS OF THE SYSTEM.
12. ALL CONNECTIONS SHALL BE SECURED WITH LOCK NUTS AND INSULATED BUSHINGS.
13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING A COMPLETE OPERATING SYSTEM.
14. EACH PARKING LIGHT SHALL BE CONTROLLED BY A PHOTO ELECTRIC CELL MOUNTED ON TOP OF EACH LUMINAIRE OR THE TOP OF EACH POLE DEPENDING UPON THE MANUFACTURER'S RECOMMENDATIONS OR CONTROLLED BY OTHER MEANS AS SHOWN ON THE DRAWINGS.
15. FOUNDATION MOUNTED ELECTROLIERS SHALL BE PLUMBED BY ADJUSTING THE NUTS ON THE ANCHOR BOLTS BEFORE THE FOUNDATION CAP IS PLACED. SHIMS OR OTHER SIMILAR DEVICES FOR PLUMBING OR RAKING WILL NOT BE PERMITTED. AFTER PLUMBING THE STANDARD, ANCHOR BOLTS SHALL BE CUT OFF 1/4" ABOVE THE NUTS AND THE EXPOSED SURFACES SHALL BE REPAIRED AS INDICATED BY THE INSPECTING AGENCY.
16. AS-BUILT DRAWINGS SHALL BE SUBMITTED TO THE STREET LIGHT ADMINISTRATION DEPT. OF THE COUNTY PRIOR TO ACCEPTANCE OF THE PRIVATE LIGHTING SYSTEM.

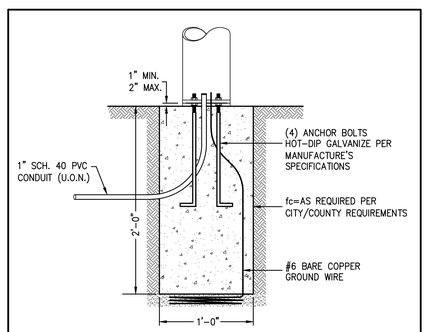
PRIVATE LIGHTING GENERAL NOTES

1. ALL WORK AND MATERIALS SHALL BE IN FULL ACCORDANCE WITH THE LATEST RULES AND REGULATIONS OF THE STATE FIRE MARSHALL, FEDERAL AND ALL APPLICABLE CITY, COUNTY, STATE AND LOCAL UTILITY COMPANY REGULATIONS; N.E.C., AND THE LATEST APPROVED STANDARDS OF I.E.E.E., A.S.A, N.E.M.A., U.L. AND OSHA WHERE APPLICABLE. NOTHING IN THESE PLANS OR SPECIFICATIONS IS TO BE CONSTRUED TO PERMIT WORK NOT CONFORMING TO THE ABOVE. ALSO, ALL SECTIONS OF STATE OF CALIFORNIA PUC G.O. 95 SHALL APPLY.
2. MATERIALS FURNISHED UNDER THIS SECTION OF THESE SPECIFICATIONS FOR WHICH UL STANDARDS HAVE BEEN ESTABLISHED SHALL BE LISTED AND BEAR THE LABEL OF UNDERWRITER'S LABORATORIES, INC.
3. WHERE REQUIREMENTS OF APPLICABLE CODES AND STANDARDS CONFLICT WITH THE DRAWINGS OR THESE SPECIFICATIONS, THE MORE STRINGENT REQUIREMENT SHALL GOVERN.
4. THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ANY FIELD CHANGES MADE WITHOUT FIRST NOTIFYING & OBTAINING APPROVAL FROM CITY/COUNTY AGENCY & GIACALONE DESIGN SERVICES, INC.
5. GIACALONE DESIGN SERVICES, INC. ASSUMES NO RESPONSIBILITY FOR ANY VARIANCE BETWEEN THESE PLANS AND THE ACTUAL FIELD CONDITIONS. CONTRACTOR SHOULD REVIEW PROJECT SITE PRIOR TO SUBMITTING ITS BID.
6. ANY CHANGES OR MODIFICATIONS TO PROPOSED LIGHT LOCATIONS SHALL BE APPROVED, IN WRITING, BY THE CITY/COUNTY AGENCY PRIOR TO INSTALLATION.



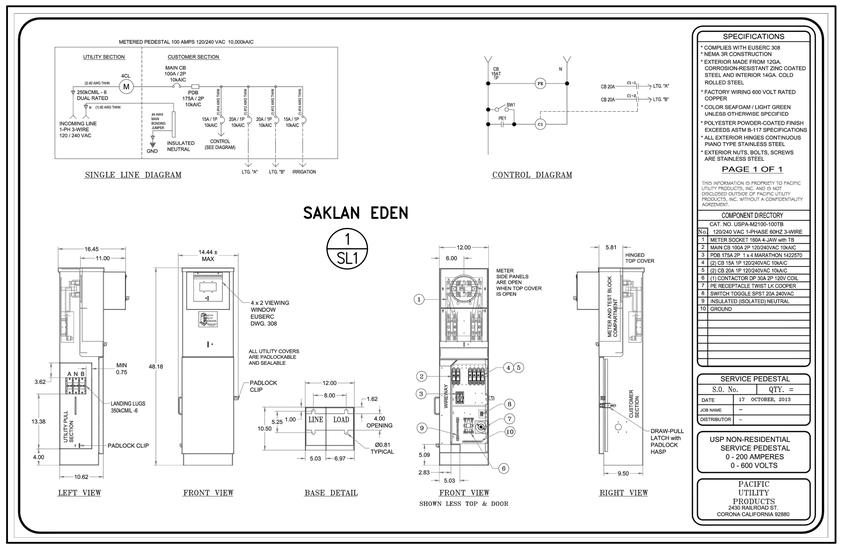
ST. LIGHT FOUNDATION DETAIL

NOT TO SCALE



BOLLARD FOUNDATION DETAIL

NOT TO SCALE



STREET LIGHT (240V) LOAD SUMMARY METER#1						
CIRCUIT #	SL=ST LIGHT B=BOLLARD DESCRIPTION	AMP	LOAD TYPE	LAMP QTY PER CIRCUIT	AMPS PER LAMP	AMPS PER CIRCUIT
#1 A	(ST LIGHT = 53W) (BOLLARD = 10W)	20A	L	(5 SL) (12 B)	SL=.22A B=.04A	1.58
#1 B	(ST LIGHT = 53W) (BOLLARD = 10W)	20A	L	(4 SL) (13 B)	SL=.22A B=.04A	1.4

LUMINAIRE SCHEDULE						
TYPE	LUMINAIRE	MTG. HT.	ARM	POLE HT.	MATERIAL	QUANTITY
POST TOP	53W, 42LED, 240V	17'-4"±	-	14'-0"	ALUMINUM	9
BOLLARD	10W, LED, 240V	3'-6"	-	-	ALUMINUM	25
WALLPAK	18W, LED, 120V	8'-6"±	-	-	ALUMINUM	15

*NOTE: CONTRACTOR TO VERIFY ALL QUANTITIES AND SPECIFICATIONS PRIOR TO ORDERING.

PUBLIC/PRIVATE LIGHTING: PRIVATE
PG&E RATE SCHEDULE: METERED
INSTALL IN JOINT TRENCH: ____
INSTALL IN SEPARATE TRENCH: ✓
CITY PERMIT REQUIRED: ✓

CAUTION:
CONTACT U.S.A. (811) (2) FULL WORKING DAYS PRIOR TO STARTING WORK IF EXISTING UTILITIES CONFLICT WITH POLE LOCATION, FIELD ADJUST TO CLEAR EXISTING UTILITIES A MINIMUM OF 3'-0".

REGISTERED PROFESSIONAL ENGINEER
DAVID CROWFOOT
E11965
EXP. 9/30/15
ELECTRICAL
STATE OF CALIFORNIA

TWO DAYS BEFORE YOU DIG
CALL USA TOLL FREE
811
CALL BEFORE YOU DIG

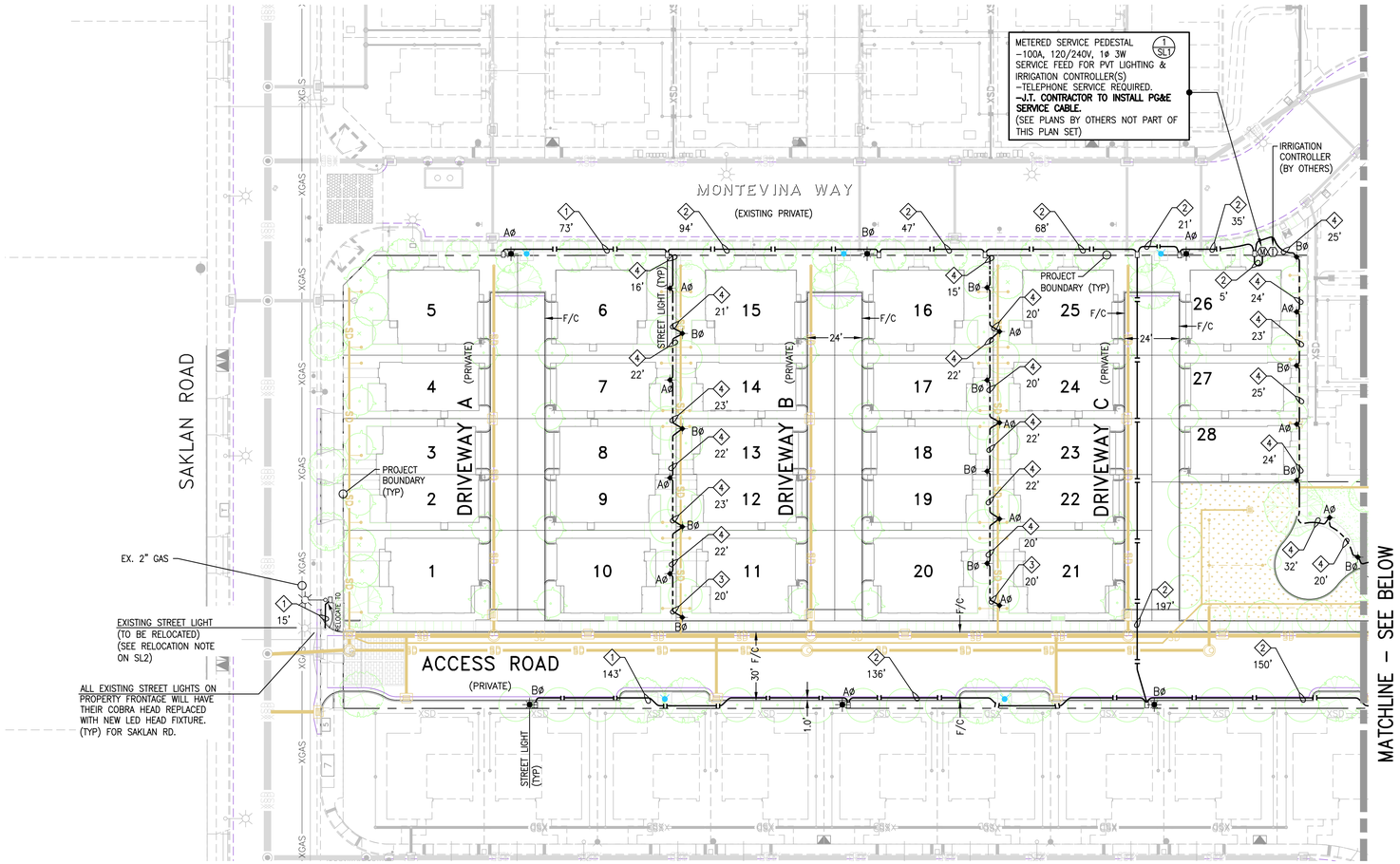
REVISIONS

SYMBOL	DATE	DESCRIPTION	APPROVED

GIACALONE DESIGN SERVICES, INC.
5820 STONERIDGE MALL RD., #345 | PLEASANTON, CA 94588
925.467.1740 | WWW.GIACALONEDESIGN.COM

STREET LIGHTING TITLE SHEET
VALLEY OAK PARTNERS, LLC
SAKLAN EDEN
HAYWARD CALIFORNIA

PROJECT MANAGER: B. FULLINGTON
DRAWN BY: CCP
CHECKED BY: BDF
SCALE: AS SHOWN
JOB NUMBER: 14-097
DATE LAST MODIFIED: 7-25-14
SHEET SL1 OF 2 SHEETS



CONTRACTOR STREET LIGHT RELOCATION NOTES:

1. DE-ENERGIZE CIRCUIT AS REQUIRED, COORDINATE WORK WITH PG&E AND/OR CITY INSPECTORS.
2. DISCONNECT & REMOVE EXISTING STREET LIGHT SERVICE CONDUCTORS AS REQUIRED.
3. INSTALL NEW STREET LIGHT FOUNDATION & STATE 3-1/2 PULL BOX PER CITY STANDARDS.
4. EXPOSE, CUT & EXTEND 1-1/2" CONDUIT (MATCH EXISTING) & ROUTE INTO NEW STATE 3-1/2 STREET LIGHT PULL BOX AS REQUIRED.
5. RELOCATE EXISTING ELECTROLIER ONTO NEW CONCRETE BASE.
6. PULL NEW WIRE (MATCH EXISTING), INSTALL 10 AMP FUSE & MAKE ALL CONNECTIONS, INCLUDING #8 GROUNDING CONDUCTOR IF REQUIRED BY THE CITY, FOR A COMPLETE AND OPERATING SYSTEM.
7. REMOVE OR ABANDON EXISTING STREET LIGHT BOX AS REQUIRED.
8. JACK HAMMER EXISTING CONCRETE STREET LIGHT BASE 6" BELOW GRADE & CUT-OFF ANCHOR BOLTS, ABANDON REMAINING BASE IN PLACE, OR REMOVE ENTIRE BASE AS REQUIRED, COORDINATE WORK WITH DEVELOPER AND/OR CITY AS REQUIRED.
9. REPLACE HARDSCAPE AND/OR LANDSCAPE AS REQUIRED. COORDINATE WITH CITY DEVELOPER AND/OR CITY AS REQUIRED.
10. ALL WORK & MATERIAL SHALL CONFORM TO CITY OF HAYWARD STANDARDS AND DETAILS.
11. CONTRACTOR TO FIELD VERIFY EXISTING ST LIGHT CIRCUIT, LOCATION, CONDUIT AND WIRE SIZE AND SERVICE POINT LOCATION. COORDINATE WITH CITY INSPECTOR AS REQUIRED. EXACT LOCATION AND CIRCUITRY WAS UNKNOWN AT TIME OF ST LIGHT PLAN PREPARATION.

LEGEND

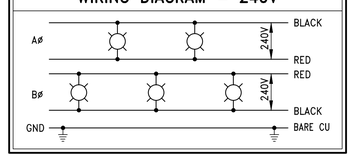
- EXISTING TRENCH OR UTILITIES
- PROPOSED 1 1/2" SCH. 40 PVC CONDUIT
- PROPOSED 1" SCH. 40 PVC CONDUIT
- EXISTING STREET LIGHT SPLICE BOX
- RELOCATED EX. SINGLE ARM STREET LIGHT (LED)
- PROPOSED POST TOP STREET LIGHT (53W, LED)
- PROPOSED BOLLARD LIGHT (10W, LED)
- PROPOSED WALLPACK LIGHT (18W, LED)(BY OTHERS)
- STREET LIGHT BOX (STATE TYPE 3 1/2)
- EXISTING STREET LIGHT
- METERED SERVICE PEDESTAL
- IRRIGATION CONTROLLER (BY OTHERS)
- FIRE HYDRANT (BY OTHERS)

30 0 15 30 60
(IN FEET)
1 INCH = 30 FT.

CONDUCTOR AND CONDUIT SCHEDULE

AWG OR CABLE		RUN NUMBER / NUMBER OF CONDUCTORS 1	2	3	4			
#4								
#6								
	GND							
#8		2	4	2	4			
	GND							
#10								
	GND	1	1	1	1			
#12								
	GND							
CONDUIT SIZE		1½"	1½"	1"	1"			

WIRING DIAGRAM - 240V



NOTE:
CONDUIT SHOWN SCHEMATICALLY. REFER TO JOINT TRENCH COMPOSITE PLAN FOR EXACT TRENCH AND BOX LOCATIONS.

CAUTION:
CONTACT U.S.A. (811) (2) FULL WORKING DAYS PRIOR TO STARTING WORK IF EXISTING UTILITIES CONFLICT WITH POLE LOCATION, FIELD ADJUST TO CLEAR EXISTING UTILITIES A MINIMUM OF 3'-0".

REGISTERED PROFESSIONAL ENGINEER
WALTER BRUCE FOLLICOT CROMFOOT
E11965
EXP. 9/30/15
ELECTRICAL
STATE OF CALIFORNIA

TWO DAYS BEFORE YOU DIG
CALL USA TOLL FREE
811
CALL BEFORE YOU DIG

REVISIONS			
SYMBOL	DATE	DESCRIPTION	APPROVED

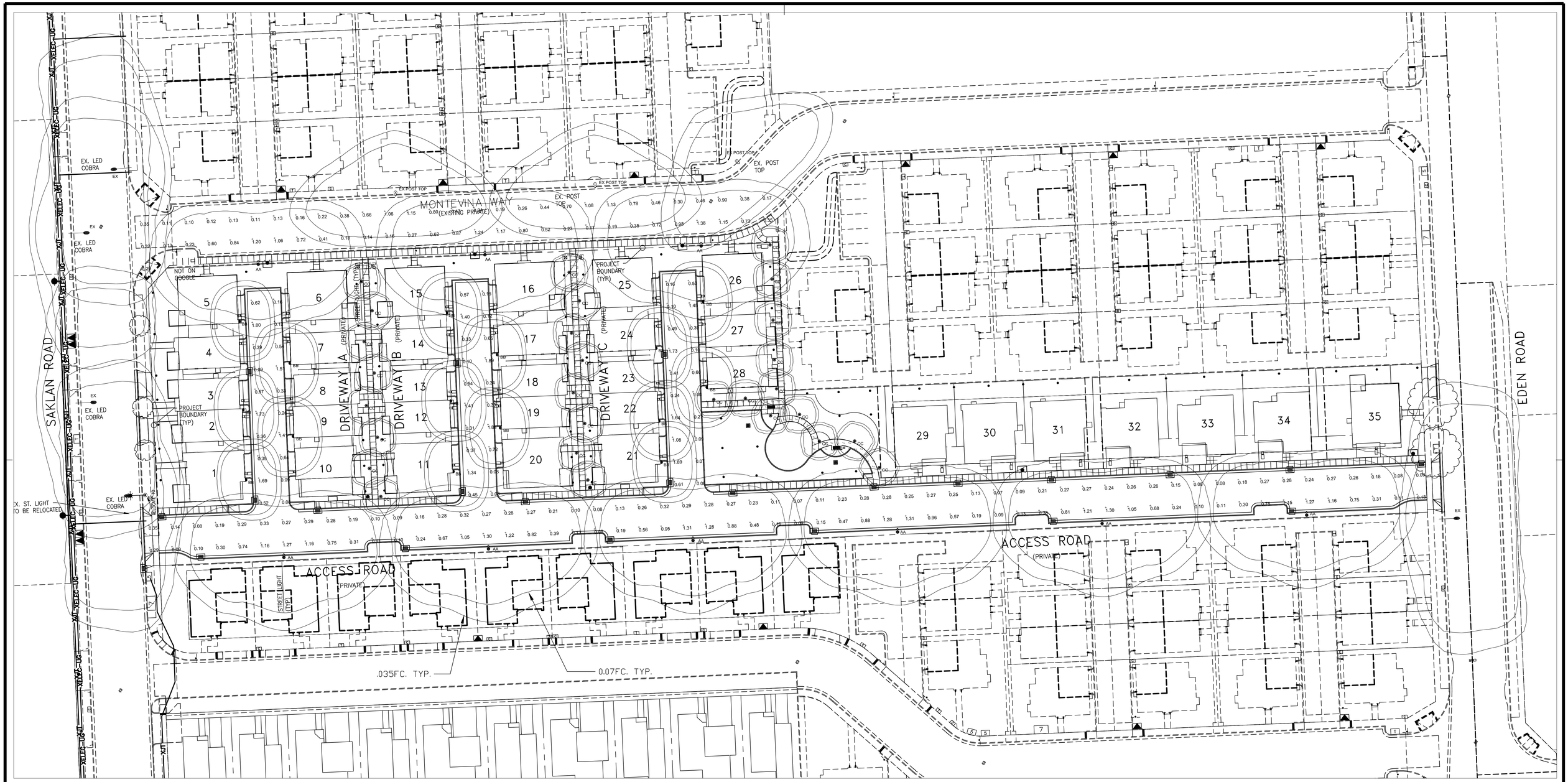
GIACALONE DESIGN SERVICES, INC.
5820 STONERIDGE MALL RD., #345 | PLEASANTON, CA 94588
925.467.1740 | WWW.GIACALONEDESIGN.COM

STREET LIGHTING SITE PLAN

VALLEY OAK PARTNERS, LLC
SAKLAN EDEN

HAYWARD CALIFORNIA

PROJECT MANAGER: B. FULLINGTON
DRAWN BY: CCP
CHECKED BY: BDF
SCALE: 1"=30'
JOB NUMBER: 14-097
DATE LAST MODIFIED: 7-25-14
SHEET SL2 OF 2 SHEETS



Luminaire Schedule LED											
Project: SAKLAN EDEN - HAYWARD											
Symbol	Qty	Label	Arrangement	Lum. Watts	Lum. Lumens	LLF	LDD	LLD	BF	Description	Filename
	9	AA	SINGLE	52.4	3682	0.900	1.000	0.900	1.000	STERNBERG A670TSRLED_XFIN_3ARC45T2 - 14' POLE	A670TSRLED_3ARC45T2_MD_03.IES
	15	BB	SINGLE	18	1294	0.900	1.000	0.900	1.000	PHILIPS GARDCO 111L-3-20LA-N'-DL ' 8.5'	111L-3-20LA-N'-DL.ies
	28	CC	SINGLE	9.5	565	0.900	1.000	0.900	1.000	PHILIPS GARDCO BR840-42-C'L-N'-360-10-BLP	BR840-C'L-N'-360-10-BLP.ies
	5	EX	SINGLE	51.9	3954	0.900	1.000	0.900	1.000	EXISTING 44' COBRAHEAD BY OTHERS ' 30'	BXSPA_21A-U.IES
	3	EX POST	SINGLE	52.7	4201	0.800	1.000	0.800	1.000	EXISTING LED POST TOP BY OTHERS	FGS-RB-Y2-36LED-4K-450.IES

Calculation Summary									
Project: SAKLAN EDEN - HAYWARD									
Description	Calc Type	Units	Avg	Max	Min	Avg/Min	Max/Min	Pts	
ACCESS ROAD	Illuminance	Fc	0.42	1.31	0.07	6.00	18.71	116	
DRIVEWAY A	Illuminance	Fc	0.67	1.80	0.08	8.38	22.50	20	
DRIVEWAY B	Illuminance	Fc	0.65	1.89	0.08	8.13	23.63	20	
DRIVEWAY C	Illuminance	Fc	0.67	1.89	0.07	9.57	27.00	20	
MONTEVINA WAY	Illuminance	Fc	0.53	1.38	0.10	5.30	13.80	59	
PATHWAY	Illuminance	Fc	1.73	5.10	0.05	34.60	102.00	86	
PATHWAY BETWEEN BLDGS 16-21	Illuminance	Fc	1.61	4.47	0.13	12.38	34.38	82	

ALL VALUES SHOWN ARE MAINTAINED HORIZONTAL FOOTCANDLES AT GRADE

PHOTOMETRIC DATA USED AS INPUT FOR THESE CALCULATIONS IS BASED ON ESTABLISHED IES PROCEDURES AND PUBLISHED LAMP, RATINGS, FIELD PERFORMANCE WILL DEPEND ON ACTUAL LAMP, BALLAST, ELECTRICAL, AND SITE CHARACTERISTICS.

Calculations have been performed according to IES standards and good practice. Some differences between measured values and calculated results may occur due to tolerances in calculation methods, testing procedures, component performance, measurement techniques and field conditions such as voltage and temperature variations. Input data used to generate the attached calculations such as room dimensions, reflectances, furniture and architectural elements significantly affect the lighting calculations. If the real environment conditions do not match the input data, differences will occur between measured values and calculated values.

Associated Lighting Representatives, Inc.

ASSOCIATED LIGHTING REPRESENTATIVES, INC
7777 PARDEE LANE
P.O. BOX 2265
OAKLAND, CA 94621
PHONE: (510) 638-0158 - FAX (510) 638-2908

REPORT FOR: GIACALONE DESIGN SERVICES
BY: APPLICATIONS ENGINEERING: RAMON CAPATA
SALES REPRESENTATIVE: ALR: JOHN BENSON

AGI32 VERSION 15.1
AGI (C)1999-2014 LIGHTING ANALYSTS, INC.
10440 BRADFORD ROAD - UNIT A
LITTLETON, CO 80127

PROJECT DESCRIPTION

SAKLAN EDEN

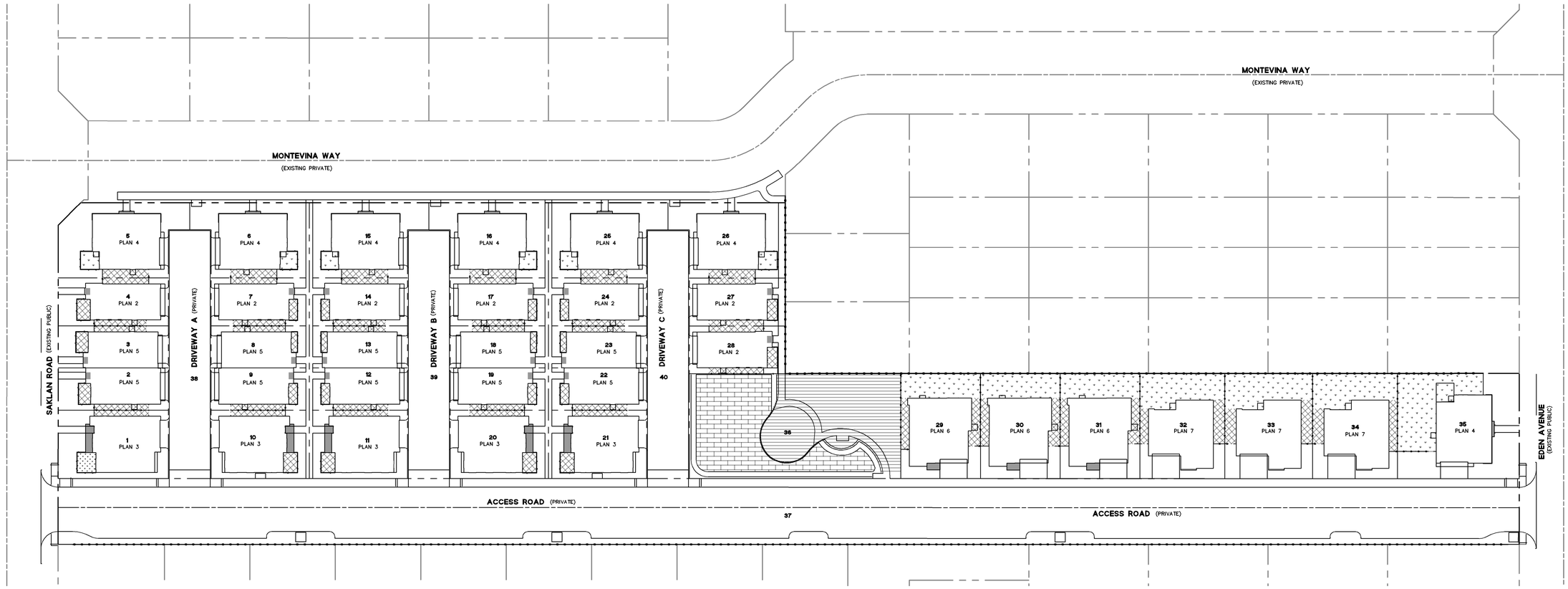
CITY OF HAYWARD

DRAWING NO. / INPUT FILE

11896BEN-R2.DWG / 11896BEN-R2.A32

SCALE	SHEET	DATE	REV
1" = 30'	1 OF 1	07.22.2014	2

©BKF



OPEN SPACE

LOT NO	10'x10' AND 100 SF MIN. PRIVATE (SF)	PORCHES @ GRADE (SF)	ENCLOSED YARDS (SF)	TOTAL SF
1	127.65	71.42	111.33	310.40
2	0	11.34	196.96	208.30
3	0	11.34	191.04	202.38
4	0	11.60	201.08	212.68
5	112.55	13.51	229.85	355.91
6	105.06	13.51	229.85	348.42
7	0	166.08	166.08	332.15
8	0	11.34	149.12	160.47
9	0	11.34	172.21	183.55
10	0	71.42	206.76	278.18
11	0	71.42	205.75	277.17
12	0	11.34	172.21	183.55
13	0	11.34	149.12	160.47
14	0	13.65	166.08	179.73
15	105.06	13.51	229.85	348.42
16	105.06	13.51	229.85	348.42
17	0	13.49	166.08	179.56
18	0	11.34	149.12	160.47
19	0	11.34	172.21	183.55
20	0	71.42	206.76	278.18
21	0	71.42	205.75	277.17
22	0	11.34	172.21	183.55
23	0	11.34	149.12	160.47
24	0	13.49	166.08	179.57
25	105.06	13.51	229.85	348.42
26	112.30	13.51	229.85	355.66
27	0	13.65	292.18	305.83
28	0	13.65	180.24	193.89
29	671.52	30.31	307.30	1009.13
30	671.52	30.31	298.81	1000.64
31	671.85	30.31	289.89	992.05
32	885.35	9.15	274.44	1168.94
33	920.97	9.15	309.32	1239.44
34	895.10	9.15	287.36	1191.61
35	1419.96	13.51	0	1433.46
GROUP OPEN SPACE	–	–	–	3688.00
BIO–RETENTION AREA	–	–	–	2829.00

LEGEND

- SUBDIVISION BOUNDARY
- PARCEL/LOT BOUNDARY
- CENTERLINE
- 22 PARCEL/LOT NUMBER
- 10'x10' AND 100 SF MIN. PRIVATE
- PORCHES @ GRADE
- ENCLOSED YARDS
- GROUP OPEN SPACE
- BIO–RETENTION AREA

GRAPHIC SCALE
30 0 30 60

BKF
ENGINEERS | SURVEYORS | PLANNERS
255 SHORELINE DRIVE, SUITE 200
REDWOOD CITY, CA 94065
650/482–6300
650/482–6399 (FAX)

EDEN POINTE – VALLEY OAK PARTNERS
TENTATIVE TRACT MAP #8172
OPEN SPACE EXHIBIT

HAYWARD ALAMEDA COUNTY CALIFORNIA

No.	Revisions	Date
1	TENTATIVE TRACT MAP COMMENT REVISIONS	6/10/14
2	TENTATIVE TRACT MAP COMMENT REVISIONS – 2ND ROUND	7/28/14
3	TENTATIVE TRACT MAP COMMENT REVISIONS – 3RD ROUND	8/21/14

Date 2/4/14
Scale AS SHOWN
Design LW
Drawn KCC
Approved CH
Job No 20040060–17

Sheet Number:
OSE

DRAWING NAME: K:\ENG04\040060-17\DWG\Exhibits\14_0801 Open Space Exhibit\Eden Pointe Open Space Exhibit.dwg
PLOT DATE: 08-20-14 PLOTTED BY: chuk

MINUTES OF THE REGULAR MEETING OF THE CITY OF HAYWARD PLANNING COMMISSION
Council Chambers
Thursday, June 26, 2014, 7:00 p.m.
777 B Street, Hayward, CA94541

MEETING

A regular meeting of the Hayward Planning Commission was called to order at 7:00 p.m. by Chair Lamnin.

ROLL CALL

Present:	COMMISSIONERS:	Loché, Trivedi, McDermott, Faria, Márquez, Lavelle
	CHAIRPERSON:	Lamnin
Absent:	COMMISSIONERS:	None
	CHAIRPERSON:	None

Commissioner Lavelle led in the Pledge of Allegiance.

Staff Members Present: Buizer, Emura, Kenney, Lawson, Madhukansh-Singh, Owusu

General Public Present: 18

PUBLIC COMMENTS

None.

PUBLIC HEARING

1. Conditional Use Permit No. PL-2013- 0090 – Request to Continue Operation of an Automobile Dismantling Yard – Paul Dorris, Dorris Auto Wreckers, Inc. (Applicant/Owner) - The Proposed Project is Categorically Exempt from the California Environmental Quality Act (CEQA) Guidelines, Section 15301 Class 1, Existing Facilities. The Property is Located at 3720 Depot Road in the Industrial (I) Zoning District. APN: 439-0070-003 and 439-0070-004

Associate Planner Emura provided a synopsis of the staff report. He noted that the applicant has requested modifications to the Conditions of Approval referencing sewer and water, fire hydrants, and Depot Road frontage improvements, which are outlined in the "Request for Modifications to the Conditions of Approval" document. Associate Planner Emura pointed out that the Hayward Fire Department confirmed that the current locations of the fire hydrants on Whitesell Road are in close proximity to serve the Dorris Auto Wreckers North and South Yards. He stated that the applicant requested that the Depot Road frontage improvements be waived or deferred. He explained that with the new landscape strip, the parking stalls would have to be angled in order to allow enough back-up space for vehicles entering and exiting the premises. He emphasized that the frontage improvements proposed by staff are typical project requirements in Hayward. He shared that the only opportunity staff has to bring already existing properties in the City up to current standards is

when a project applicant applies for a Conditional Use Permit or a Building Permit application. Associate Planner Emura said that some sections of properties along Depot Road are out of compliance with the City's current development standards, including Dorris Auto Wreckers. He indicated that it was staff's goal to achieve compliance with development standards and see changes in the Depot Road area through the proposed extension of Whitesell Road. He shared that the property adjacent to Dorris Auto Wreckers and located at 3636 Depot Road has already made frontage improvements to its property. Associate Planner Emura stated that the project applicant is not being subjected to the full set of development conditions that a new project would be subjected to. He stressed that the proposed landscape improvements would be beneficial to the entire industrial area on Depot Road as it will enhance the character of the area and will help increase property value. Associate Planner Emura indicated that staff did not support waiving or deferring Conditions of Approval Nos. 14, 15, 19, 20, 23, 27, and 28 pertaining to Depot Road frontage improvements. He commented that a cost assessment obtained by the applicant for frontage improvements was $400,000 and compared this to the estimate provided by the City's Public Works department for street improvements which was $270,000. He noted that although the extension of Whitesell Road will disrupt the business, it should also generate cash flow enabling the applicant to perform improvements to the Depot Road frontage. Associate Planner Emura stated that even if Whitesell Road was not being extended, the applicant would still be required to meet current development standards when applying for a Conditional Use Permit (CUP).

In response to Commissioner Márquez' question about the timetable for the project, Associate Planner Emura stated that the construction extending Whitesell Road is scheduled to commence December 2014 and noted that Public Works staff could indicate if there will be street parking on Whitesell Road. He pointed out for Commissioner Márquez that staff has deleted requirements for two fire hydrants because there are other fire hydrants closely situated to Dorris Auto Wreckers.

Commissioner Márquez asked staff why the CUP application for Dorris Auto Wreckers did not come before the Planning Commission sooner considering that the property was annexed by the City in 2007. Associate Planner Emura responded that staff was waiting to determine the route of the Whitesell Road extension and added that in 2011 the City began informing all auto wreckers, including those affected by the street extension. He confirmed that there were no proposed modifications to existing structures at Dorris Auto Wreckers except for the areas that were going to be impacted due to the Whitesell Road extension.

Commissioner McDermott requested that City Attorney Lawson comment on the letter received from Peggy O'Laughlin, legal counsel for Dorris Auto Wreckers, about the establishment being a legal non-conforming use and whether the City could legally impose the requirements described in the Conditions of Approval. She noted that an expenditure of $276,000 for improvements, as quoted by the Public Works department, would be costly to the business. City Attorney Lawson responded that the requirements outlined in the Conditions of Approval were within the scope of the City's land use authority and that it was not unusual to impose conditions of approval at appropriate stages of a project. Commissioner McDermott commented that she did not disagree with all of the conditions of approval; however, she did not want to impose conditions on the applicant that could potentially put a business that has been in operation for 50 years out of business.

Associate Planner Emura confirmed for Commissioner Lavelle that there are other auto wreckers located in the Depot Road area and he noted that all auto wrecker establishments are required to obtain a CUP with the City. He stated that the Pick-Your-Part Auto Wrecking establishment, also located in the City, was approved in 2004 for a CUP and added that this business was given the same requirements as Dorris Auto Wreckers. Associate Planner Emura commented that the cost assessment obtained by Dorris Auto Wreckers for improvements to the establishment seemed excessive to him. He noted for Commissioner Lavelle that Pick-Your-Part has acquired a lease for ENJ and that this establishment will also be applying for a modification of their original permit and shared that this business is complying with even higher development standards of improvements. He confirmed for Commissioner Lavelle that all properties along Depot Road were subject to Condition of Approval No. 12 permitting the use of well water for a single parcel and requiring that these properties be hooked up to public sanitary sewer facilities by March 5, 2017.

Associate Planner Emura indicated for Commissioner Lavelle that the applicant was notified by the Public Works department of the improvements to the South Yard that the City would be responsible due to the Whitesell Road extension, these included: installing the water and sewer points of lateral connections, installing a parking lot, providing a minimum-size office and a bio-retention area.

Commissioner Loché disclosed that he met with the management of Dorris Auto Wreckers to discuss the CUP application. He commented that the Whitesell Road extension will be disruptive to the business. Associate Planner Emura noted for Commissioner Loché that the current CUP application was the City's first opportunity to require compliance with development standards since the property was annexed into the City from Alameda County in 2007. Mr. Emura stated that the proposed improvements to the parking lot at the business would meet the parking requirements per the development standards established in 1977. He added that between the North and South Yards, the establishment should have more parking stalls.

Commissioner Trivedi commented that he sympathized with the business owner of Dorris Auto Wreckers; however, he recognized that the City also has an interest in maintaining standards for how businesses operate locally. He requested that staff explain how other properties in the vicinity were affected by the bisection. Associate Planner Emura indicated that all of the existing auto wreckers had to apply for a CUP and noted that the only auto wrecker along Depot Road impacted by the Whitesell extension was Dorris Auto Wreckers. He said that the auto dealership tenant occupying the nearby Rubini property has moved out and is seeking relocation assistance from the City. He pointed out that there were other auto wreckers with narrower parcels in operation in the area; however, it was not anticipated that it would be feasible to operate such a business at the present location. Mr. Emura suggested that the applicant could organize the business in a way where vehicles of a certain manufacturer and/or parts of a certain type could be grouped and then sold in the North or South Yards.

In response to Commissioner Trivedi's question about the applicant's vested right to continue his operation which was raised in a letter staff received from the applicant's legal counsel, Peggy

O'Laughlin, City Attorney Lawson indicated that he respectfully disagreed with the observations and conclusions referenced in the letter.

Associate Planner Emura noted for Commissioner Trivedi that the frontage improvements to establishments along Depot Road are necessary as this area has been neglected for some time; he shared that there are other promising project applications for Depot Road that will begin to change the street frontage of this section of the City.

In response to Commissioner Faria's question regarding whether the applicant will be reimbursed for the land that will be taken for the Whitesell roadway, Acting Director of Public Works Engineering and Transportation Owusu stated that to ensure that the Dorris Auto Wreckers is fairly compensated for the property, the City has hired an attorney for this purpose. The City has undergone the process of obtaining an appraisal of the property to be acquired for Whitesell Road and the current owners of this land will be paid fair market value. He noted that for establishments impacted by the Whitesell extension, the City is providing relocation assistance services. Acting Director Owusu stated that all improvements to the South Yard of Dorris Auto Wreckers, including curb, gutter, sidewalk, parking lot, office building, sewer and water connections, and signage are being built and paid for by the Whitesell extension project. He added that the City has arranged and will pay for moving the items currently being stored in the area where the Whitesell roadway will eventually be constructed. Furthermore, the project will also pay for reestablishing the security system at the project site which will be disrupted by the construction of the Whitesell extension, summarizing that the project will pay for all impacts on the South Yard of the business. Acting Director Owusu described that the Whitesell extension project is being built in phases. Staff will work with the applicant to ensure that the business can continue operating the North and South Yards during the construction phases and staff will strive to reduce the estimated time for completing the project in order to reduce the impact on the business.

In response to Commissioner McDermott's question about Dorris Auto Wreckers being compensated for the 25,000 square feet of land being surrendered for the Whitesell extension project, Acting Director Owusu indicated that the appraised cost of the land has been deposited into an escrow account per a requirement of the court.

City Attorney Lawson noted for Commissioner Márquez that it would not be appropriate to discuss the value deposited into the escrow amount as this was still under negotiation. He added that the City has the ability with eminent domain and with approval of the court to take possession of the land and commence the improvements.

City Attorney Lawson indicated for Commissioner Loché that the City had discussed relocation options with the applicant; however, it was not a desire of the property owner to relocate.

Associate Planner Emura explained to Chair Lamnin that Condition of Approval No. 7 which required that materials shall not be stacked within ten feet of the fence was a development standard that was adopted in 1977 and he presumed that this was for safety reasons. He added that in case of an emergency, this would enable the Fire department to have access to the outside perimeter of the establishment. Chair Lamnin requested that staff investigate why the requirement was set at ten feet for other properties as well. Associate Planner Emura noted for Chair Lamnin that an Industrial

Waste Monitoring Structure was to filter oils and debris before this enters storm drains. He stated that the requirement is for the existing businesses along Depot Road to provide hook ups to the public sewer and water systems by 2017. He commented that the median is a requirement of the Zoning Ordinance. He noted that the ten-foot setback would be for landscaping and that it could not include paving or parking stalls; only driveways are permitted within the setback area. Mr. Emura said that all properties in the Industrial Zoning District have a setback requirement of ten feet and those along the major corridors of the Industrial Zoning District are required to have a setback of twenty feet. He emphasized that having at least ten feet of landscaping helps establish a richer Industrial Zoning District, stating that if in the absence of this, where the parking lot of businesses extended to the curb without there being trees, would not increase property value nor would it facilitate attracting better businesses in the City.

Chair Lamnin opened the public hearing at 8:08 p.m.

Peggy O'Laughlin, attorney representing Dorris Auto Wreckers, shared that her client's business has been operating legally for 50 years in Hayward. She indicated that in September of 2013, the City of Hayward filed a complaint in eminent domain to the superior court in order to acquire the middle section of the Dorris family's property which is estimated to be 25,000 square feet for the purpose of constructing the Whitesell extension. She stated that the Dorris family has investigated relocating options; however, they are resolved to continue their business at the present location but the family needs the support of the City to be able to continue. Ms. Laughlin underscored that the permit application is a request to renew an existing permit, and that the business was not asking to modify the use or change its operation. She emphasized that the Dorris' have a vested right to continue their business and that the City cannot impose new conditions on the business. She pointed out that the applicant was willing to accept some conditions; however, if the applicant was to accept the street and landscape conditions for Depot Road, the applicant would go out of business. She noted that although the development standards were adopted in 1977 by Alameda County, even the County did not impose the conditions on the applicant perhaps due to legal reasons. She submitted for the record a bid received from Ghilotti Construction Inc. estimating the cost of street and landscape improvements on Depot Road to be $909,000, a sum which the Dorris family could not afford to pay in order to continue their business. Ms. O'Laughlin suggested an alternative proposal to the Conditions of Approval outlined in the staff report that the City defer the implementation of the street and landscape improvement conditions until there is an expansion or a change in use at the site.

Ruby Dorris, office manager for Dorris Auto Wreckers, stated that her company has been a family business operating in Hayward for fifty years. She stated that the business supports their entire family and an additional twenty dedicated employees. She expressed that some conditions of the CUP were unreasonable and that they were being treated as a new business in the City, thereby being subjected to follow the new business conditions. Ms. Dorris said that the conditions require them to change the parking lot to more landscaping than parking; however, this will be problematic for their business as the parking lot will have to be modified to a one-way parking lot where it will

be difficult for customers with trucks to maneuver their vehicles through. She noted that their existing parking lot was suitable and that it had trees and was well-maintained. She stressed that the estimated cost for the improvements to the parking lot are $454,000, and this estimate did not include City fees. Ms. Dorris requested that the City consider how valuable of an asset Dorris Auto Wreckers is to the City and to the community. She noted that the Hayward Fire Department (HFD) is a supporter of their business and that HFD utilizes their premises to conduct firefighter trainings. She mentioned that other local companies also use their facility for training purposes. She highlighted that Dorris Auto Wreckers strives to follow rules and regulations, to be in compliance, and also pay the necessary fees. Ms. Dorris said that it would be a shame if their business had to cease operation due to the permit conditions being imposed on the establishment.

In response to Commissioner McDermott's question, Ms. Dorris shared that it became known to them fifteen years ago that there were plans to construct a roadway connecting Cabot Blvd. to Whitesell Rd. Her establishment received a letter indicating that the roadway would go through Ajax Auto Wreckers and this would connect with the San Mateo Bridge. She said that this project came to a halt due to lack of funding at the time; it resumed when funding became available through a federal earmark made available by Congresswoman Nancy Pelosi. The planned route of the Whitesell extension was modified to bisect the Dorris' business and four other auto wrecker establishments in order to protect a marsh rat that was an endangered species. She noted that the other four auto wreck yards will not be able to continue business due to the smaller size of their lots. She indicated that Dorris Auto Wreckers has a greater chance of surviving the impacts of the bisection because their property currently is approximately 8 acres, which was significantly larger than the other auto wreckers in the area. She commented that it was a false statement that the customer parking spaces that will be taken away from the North Yard due to frontage requirements will be compensated by the creation of additional customer parking in the South Yard. She stated that the establishment's office space and workstations which are located on the North Yard will be separated from where the inventory will be stored in the South Yard. Ms. Dorris expressed that it was uncertain at the moment whether it would be feasible to continue business on the South Yard. She indicated that it would be difficult to move equipment and heavy machines such as fork lifts back and forth between the North and South Yard across a four lane road, especially while construction is happening on Whitesell Rd. She expressed that the impact of the bisection on the Dorris Auto Wreckers business is unknown; the company may suffer revenue losses and may have to reduce staffing levels. She stated that 400 vehicles are currently stored in the space that will be used for the proposed roadway. Ms. Dorris shared that relocation will not work for their establishment because the options available would split their business up where one acre would be located in Sacramento, one acre in Stockton, and also other parts of the country. She expressed that there were no relocation options locally because cities like Fremont and Oakland were also trying to eliminate the auto wreck yards that they have in town.

In response to Chair Lamnin's question, Ms. Dorris stated that Dorris Auto Wreckers has attempted to converse and transact a deal with neighboring property owners to exchange parcels so that Dorris Auto Wreckers could remain a whole and undivided establishment; and unfortunately, none of the neighboring property owners were amenable to this proposition.

Ms. Dorris indicated for Commissioner Trivedi that Dorris Auto Wreckers is a diehard business and they will try to operate their business on both the North and South Yards despite challenges. She

commented that with the assistance that the City is providing for the South Yard, it is their hope that the sewer connections will be made available in the office building. She stated that the size of the office building being provided for the South Yard is still unknown; the applicant has only been informed that it will be a minimum-sized office building including a unisex restroom. She shared that the necessary size facilities needed for the South Yard should be comparable to the office building and the maintenance workshop that is currently located on the North Yard. Ms. Dorris commented that given the situation, the North and South Yards will have to essentially operate as two separate businesses.

Chair Lamnin closed the public hearing at 8:32 p.m.

Commissioner Lavelle appreciated the changed modifications presented by staff. She acknowledged the 50 years of service that Dorris Auto Wreckers has provided to the Bay Area. She supported deferring the improvements on Depot Road as was suggested by the applicant's legal counsel. Although Ms. Lavelle recognized the importance of preserving property value along Depot Road and this being accomplished through the improvements recommended by staff, she expressed that the City should do more to accommodate the business especially since the business was going to be subjected to the changes caused by the Whitesell extension. She underscored that the aim should be to try to make business successful. Ms. Lavelle stated that if a new property owner or a new business were to take over the site, then this future business should be subjected to the improvements recommended by staff. Commissioner Lavelle made a motion to approve the CUP application allowing the continued operation of Dorris Auto Wreckers; subjecting the business to most of the Conditions of Approval and Request for Modifications; however, deferring the landscape requirements.

Chair Lamnin clarified that Conditions of Approval Nos. 14, 15, 19, 20, 23, 27 and 28 be deferred.

Commissioner Loché seconded the motion indicating that even though the City is going to pay for improvements to the South Yard, it was still unpredictable as to what the long term impacts that the bisection of the Dorris' property will have on their business. He commented that imposing the improvements along Depot Road may inflict an overwhelming hardship on the applicant and he supported deferring these improvements until the business expands or changes use. He supported a longstanding business in the City such as Dorris Auto Wreckers, especially as it provided twenty jobs to the local community. Mr. Loché noted that the business was accurately zoned for this area and did not support conditions that could lead to the potential closure of the business.

Commissioner Trivedi commented that the creation of Whitesell Road may be disruptive to how the business operates even after construction was complete. He noted that the applicant will have to make sewer improvements on the North Yard within the next three years which might be costly to the business. He stated that although he would like to see the frontage improvements made to the site along Depot Road, it seemed onerous to subject the business to these requirements. He

suggested holding off on these requirements, commenting that perhaps the improvements be performed in ten years.

Commissioner Márquez favored deferring the Conditions of Approval.

Commissioner Lavelle restated the motion and said that the landscaping improvements along Depot Road be deferred until the business is no longer in operation, expands, changes use, or changes ownership. She commented that it was uncertain if the amount that the Dorris family was going to be compensated for conceding part of their property for the construction of the Whitesell extension was going to be adequate compensation for the land and whether this would be enough to pay for the improvements recommended by staff for Depot Road. She highlighted that the business would have less land to operate their business and that it would additionally have to cope with the challenges of crossing back and forth on the Whitesell Road during the construction phase.

Commissioner Márquez was supportive of the motion, expressing that she was impressed with the neatness and organization of the property which she described as being immaculate. She noted that the business was unique because it involved a family business where the family actually resides on-site. She favored the City being flexible with the applicant.

Commissioner Faria thanked the business for promoting the recycling of auto parts in the community and she supported the motion.

Commissioner McDermott expressed that the City should be supportive of existing businesses and emphasized that the current location for Dorris Auto Wreckers was perfect. She commented that in order for a business to make landscape improvements such as those recommended for the applicant's site, there has to be a return on the investment benefiting the business.

Chair Lamnin offered the following amendments to the motion if deemed appropriate by Hazardous Materials staff: that Condition of Approval No. 8 be modified to add "the operator shall continue to ensure that…allowed to dismantle the automobile <u>per responsible environmental standards</u>"; that Condition of Approval No. 34 be modified to add the language "These wastes are to include <u>at a minimum</u> used oil;" and to remove the word preferably in the sentence "The removal of vehicle hazardous wastes…on concrete pads ~~preferably~~ under weather protection."

Commissioner Lavelle was amenable to the changes recommended by Chair Lamnin; however, she preferred that Hazardous Materials staff review the suggested changes to the language and confirm that they are acceptable prior to enforcement.

Chair Lamnin thanked the business for operating in Hayward and congratulated them on their 50 year anniversary.

AYES:	Commissioners Loché, Trivedi, McDermott, Faria, Márquez, Lavelle Chair Lamnin
NOES:	None
ABSENT:	None
ABSTAIN:	None

2. Conditional Use Permit Application No. PL-2013-0504 – Request to Construct a New Three-Story Self-Storage Facility with an Office at 28410 Hesperian Boulevard (APN 463-0025-015-02), in the Industrial (I) Zoning District - The Proposed Project is Categorically Exempt from Environmental Review in Accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15332, In-Fill Development Projects – Brad Bailey for BSB Company (Applicant) / Xin Mian Pan (Owner)

Planner Kenney provided a synopsis of the staff report. She pointed out that the site would have a bio retention area between the north side of the building and the mobile home park. In regards to the landscaping, the trees are expected to grow the same height as the building which will screen the storage facility from the adjacent residential uses, will support drainage, and also serve as a noise buffer. She noted that a Notice of Exemption was appropriate as the project applicant had addressed concerns raised by the public. She stated that the Alternate Method of Protection consisted of upgrading the sprinkler systems to a higher level, constructing building dividers midway through the building, and also raising up to one-hour fire rated halls and exits, and installing magnetic doors. Ms. Kenney indicated that the North wall will be fire rated and will have a block wall. She emphasized that there was a need for a storage facility in the area and that a study reported that the square footage per capita was low for the area. She added that the other storage facilities located nearby are older and are at capacity. She stated that the surrounding residences and businesses are expected to utilize the facility.

Planner Kenney noted for Commissioner Márquez that the trees located on the site were expected to grow to full height in approximately ten to fifteen years.

Planner Kenney indicated for Commissioner Faria that there was no lighting on the north side of building that could impact the residents at the mobile home park.

Commissioner McDermott asked if other individuals had shown interest in this property and Planner Kenney responded that there have been proposals for similar storage facilities at this site in the past; however, these were not approved.

Planner Kenney confirmed for Commissioner Trivedi that there was a u-turn available at the intersection of Hesperian Boulevard and Industrial Parkway.

Planner Kenney clarified for Commissioner Lavelle that there would be 779 storage units at the facility and that the staff report contained a typographical error which erroneously displayed 708 units.

Chair Lamnin stated that she was appreciative that there was no lighting on the north side of the property in order to mitigate effects to residents; however, she said that this might raise a safety concern encouraging loiterers to hang out in this area. Planner Kenney responded that there would be keypad access to the premises so that only facility users could enter, that the fencing and block walls would help keep people out, and that the security cameras and employees would monitor the site. Chair Lamnin pointed out that loiterers could hang out under the cover of the trees on the north side of the property at night time and that this would go undetected by the cameras due to no lighting in this area.

Chair Lamnin opened the public hearing at 9:23 p.m.

Mr. Brad Bailey, project applicant, thanked staff for their hard work and efforts on the project. He emphasized that his company has worked diligently for months to ensure that the Alternate Method of Protection (AMP) measures were to the satisfaction of the Fire Department, noting that some of the system upgrades consisted of quick release doors, standpipes, and fire corridors.

In response to Commissioner Márquez, Mr. Bailey stated that one concern was expressed to him by a resident of the mobile home park and he addressed this concern. Mr. Bailey noted that he offered to hold a forum where other residents could express additional concerns but the neighboring residents did not request to hold the forum.

Commissioner Márquez asked the applicant if he owned other storage facilities. Mr. Bailey responded that the proposed project would be his sixth facility if approved. He stressed that with his storage facilities, he strives to be a good neighbor to the surrounding community members. He shared that the project will create five to six on-site jobs.

Commissioner Loché asked the applicant how long the construction phase would last. Mr. Bailey said that the actual construction would take approximately six to eight months and that he estimated the storage facility to be open for business in twelve to eighteen months. Commissioner Loché asked staff what the distances was from the north end of the property to the closest resident located at Eden Rock Mobile Home Park. Planner Kenney responded that there was twenty feet of distance between the storage facility and the block wall and she estimated that the residential properties were about five to ten feet away from the block wall.

Commissioner Trivedi had concerns about the 20 feet of landscaped area on the North side of the facility and he asked what security measures were in place to prevent loiterers from hopping the six foot fence and hanging out in this landscape area. Mr. Bailey commented that there would be perimeter cameras in place; however, he noted that there was minimal lighting on the North side in order to avoid being obtrusive to nearby residents with the glare caused by lighting. He shared that he would be amenable to installing lighting fixtures that had motion sensors. Commissioner Trivedi opposed having flood lighting but he preferred landscape lighting to improve the security situation.

Mr. Bailey noted for Commissioner McDermott that every storage unit will be individually alarmed and that if someone were to break into a particular storage unit, the alarm for that unit would be set off. He added that when a customer enters the security code on the keypad at the gate entrance, this opens the gate and also disarms the alarm for their storage unit. He projected that it will take up to two years to fill up all storage units and stabilize occupancy at the facility.

Commissioner Lavelle asked if there would be an on-site resident manager. Mr. Bailey stated that employees will work at the facility seven days a week and that there would not be an employee or manager living on premises. He added that the alarm system will be connected to a security company for central monitoring.

Mr. Bailey confirmed for Commissioner Trivedi that the premises would have a combination of both a silent and an audible alarm. He explained that for the security system located inside the office, staff will be able to monitor the facility through a floating screen that will appear on the computer displaying the vacant and occupied units. He said that when an alarm goes off, the following will occur: staff will see this storage unit displayed on the computer screen, an audible alarm will be sounded, a monitoring signal is sent out to the security company, and local authorities are notified of the occurrence. He stated that although the alarm would be audible to nearby residents, the way in which the facility has been designed is to minimize noise disturbances to the neighboring community. He said that the proposed project was comparable to a facility in operation in Simi Valley and shared that there have been no incidents in the eight years this site has been running.

Mr. George Guy, manager of Eden Rock Mobile Home Park, indicated his support for the project indicating that to leave the site vacant would continue to attract loiterers. He requested that the block wall be the same height as the mobile home park's fence.

Ms. Bonnie Swope, a Hayward resident, raised a few concerns about the project. She indicated for staff that the residences at the mobile home park were situated five to eight feet away from the proposed project's block wall. She shared that vehicles travel fast down Hesperian Boulevard near the Industrial intersection and asked whether the facility would have a wide driveway to enable vehicles pulling into the premises to enter more easily and safely. She pointed out for the applicant that customers using the storage facilities would be more likely to use larger vehicles, thereby necessitating the need for a wider driveway. Ms. Swope suggested that graffiti resistant paint be used for the building. She reported that she has witnessed people sleeping overnight in the area where the North side of the facility will be located and she commented that this landscaped area will attract homeless people to sleep here. She questioned if the fence to the facility along Hesperian Boulevard was high enough to prevent individuals from hopping over and trespassing. Ms. Swope expressed concern that customers of the facility would use the fire truck turn around space to do a three point turn and shared that according to the staff report, this area should not be used or blocked by other vehicles. She was appreciative that the plans did not include windows or storage doors on the North side. She suggested that along the Eastern side of the premises, the facility's wall be

increased to eight feet high to match the height of the wall belonging to the adjacent property. In response to questions that Planning Commissioners had about the height of the trees to be planted at the facility, she mentioned that if the projected height of the trees was 39.5 feet tall, then there was a possibility that these trees could be encroach on the Eden Rock property. Ms. Swope asked if the applicant plans on enforcing the requirement that customers exit the facility by 7:00 p.m. when staff will only work until 5:00 or 6:00 p.m.

Chair Lamnin closed the public hearing at 9:49 p.m.

Planner Kenney shared that according to the City's Landscape Architect Michelle Koo, the crown of the trees to be planted at the facility is approximated to be ten to fifteen feet in width and it was not anticipated that the trees would encroach on the neighboring properties too much.

Planning Manager Buizer indicated that the landscape plans show that a mixture of trees will be planted at the project site including narrower trees, and that this should not create canopy encroachment. She shared that the driveway leading into the facility was thirty feet wide and that this should be sufficient. She noted that there was enough backup distance allowing customers to easily maneuver a three point turn to exit the facility. Ms. Buizer stated that she was unaware if the applicant planned on using graffiti resistant paint; however, she pointed out that Condition of Approval No. 11 required the applicant to maintain a graffiti-free site and to remove any occurrence of graffiti within a 48 hour period.

Commissioner Márquez made a motion to approve the project per staff recommendation. She commented that the applicant was very responsive to concerns raised regarding the project and she thanked the public for their participation in the public hearing.

Commissioners Faria and McDermott seconded the motion.

In response to Commissioner Loché's question about designating a noise disturbance coordinator, Planning Manager Buizer responded that Condition of Approval No. 18 requires the applicant to designate an individual as the noise disturbance coordinator who will be responsible for the project site and who will serve as a primary contact if there are issues concerning noise caused by construction.

Commissioner Lavelle indicated her support for the motion as the project would be a valuable addition to the business community in Hayward. She spoke favorably of and highlighted Condition of Approval No. 8 that would strictly disallow outdoor storage at the facility and she was impressed with the applicant's commitment to the maintenance of a satisfactory site. She pointed out for Eden Rock residents that the applicant will be required to post the written Conditions of Approval in a location where it can be readily viewed by the public to ensure compliance. Ms. Lavelle commented that the proposed project would deter the homeless and loiterers from congregating at the site and will also block their access route to surrounding properties. Commissioner Lavelle added that homeless people in need of a place to sleep are referred to alternative and appropriate shelters in the City.

Commissioner McDermott supported the motion as it was a great addition to the area and was pleased with the architecture of the proposed facility.

Commissioner Trivedi supported the motion stating that he liked specific aspects of the design including how the project orients noise disturbances and potential lighting impacts away from the mobile home park community. He recommended that non-glare inducing lights be used on the North side of the facility.

Chair Lamnin offered a friendly amendment to the motion requiring that the applicant work with the Hayward Police Department in incorporating safety through Crime Prevention Through Environmental Design (CPTED) measures; as the motion maker, Commissioner Márquez was amenable to the suggested amendment.

Chair Lamnin noted that Community Action Network was a resource that was available to the homeless community members in finding housing and employment. She recommended that staff look into traffic concerns in the Hesperian Boulevard and Industrial Parkway area as there might be traffic impacts at this location.

AYES:	Commissioners Loché, Trivedi, McDermott, Faria, Márquez, Lavelle Chair Lamnin
NOES:	None
ABSENT:	None
ABSTAIN:	None

COMMISSION REPORTS

3. Oral Report on Planning and Zoning Matters

Planning Manager Buizer stated that the General Plan would be considered for adoption at the July 1, 2014 City Council Meeting. She noted that the next Planning Commission meeting will be held on July 24, 2014.

4. Commissioners' Announcements, Referrals

Chair Lamnin shared that a newly opened business in the City had reported to her that they had a positive experience in working with City staff to get their business operational. She announced that this was her last meeting with the Planning Commission as she had been elected to the Hayward City Council.

APPROVAL OF MINUTES

5. The minutes of May 22, 2014 were approved with Chair Lamnin, Commissioner Trivedi and Commissioner Faria abstaining.

   The minutes of June 5, 2014 were unanimously approved.

ADJOURNMENT

Chair Lamnin adjourned the meeting at 10:05 p.m.

APPROVED:

_____
Vishal Trivedi, Secretary
Planning Commission

ATTEST:

_____
Avinta Madhukansh-Singh, Senior Secretary
Office of the City Clerk

MINUTES OF THE REGULAR MEETING OF THE CITY OF HAYWARD PLANNING COMMISSION
Council Chambers
Thursday, July 24, 2014, 7:00 p.m.
777 B Street, Hayward, CA94541

MEETING

A regular meeting of the Hayward Planning Commission was called to order at 7:00 p.m. by Vice Chair McDermott.

ROLL CALL

Present:	COMMISSIONERS:	Loché, Trivedi, Faria, Lavelle
	CHAIRPERSON:	McDermott
Absent:	COMMISSIONERS:	None
	CHAIRPERSON:	None

Commissioner Lavelle led in the Pledge of Allegiance.

Staff Members Present: Buizer, Golubics, Lawson, Madhukansh-Singh

General Public Present: 10

PUBLIC COMMENTS

Michael Galvan spoke about the development of the old Holiday Bowl site, indicating his support for single story housing or multi-story developments with elevators that will promote increased accessibility and aging in place.

WORK SESSION

1. Preliminary Review of Proposed Project Concept: Horizontal Mixed Use project on the former Holiday Bowl Site at Mission and Industrial as presented by Doug Rich of Valley Oak Partners

Planning Manager Buizer provided a synopsis of the staff report. She noted that there is not an application for review at this time; however, there is a Conceptual Plan for review of the former Holiday Bowl site. She pointed out that this location has been identified as a catalyst site in the Economic Development Strategic Plan. She noted that the project site is zoned for mixed use, which will primarily consist of residential units.

Doug Rich, project applicant and representative for Valley Oak Partners, noted the importance of Mission Boulevard and Industrial Parkway as a catalyst for the area, stating that his firm would like to make this site a high quality commercial district and residential area that will spur further development along Mission Boulevard. He shared that the organization of the site is centered around the civic plaza and the open space area and he highlighted that the plaza will provide important economic benefits for the surrounding retailers. Mr. Rich stated that the idea was to make the site a destination retail location which could be a place where people could visit and congregate

throughout the day. He said that the outdoor plaza would feature public art and landscaping that will make the plaza an active outdoor place that will also be visually attractive. He stated that urban planning throughout the Bay Area has evolved demonstrating that pushing retail establishments out and closer to the street and tucking the parking behind the retail buildings helps to activate the street and creates a strong architectural and visual edge. Furthermore, the project site will feature residential components above the retail to enhance the vertical architectural edge. Mr. Rich shared that comments about making single level living space available in the development was expressed at the City Council meeting as well as the present Planning Commission meeting. He noted that the project will strive to provide a variety of housing types and added that his firm will explore utilizing the residential units above the retail uses for this purpose as it will help promote aging in place. He stated that the central green space location will create an active area for residents. Mr. Rich indicated that it was being considered to orient some of the housing units so that they face the golf course. He said that the interior sites will be completed with residential homes that are owner occupied.

Commissioner Faria was pleased with the layout of the development project and stated that she was excited that a project may soon commence at this site. Although she liked the idea of having an outdoor plaza for the retail establishments, she was concerned about the safety of the people who would be sitting in the plaza as the intersection gets to be very busy with traffic during peak commuting hours. She asked if it would be possible to install a barrier protecting individuals occupying the plaza area. Mr. Rich confirmed for Commissioner Faria that the paved walkway would be six feet wide and that the entire width of the walkway would be fourteen feet wide. Commissioner Faria commented that with other development projects in the City, a paved walkway of eight to ten feet was determined to be wide enough to accommodate both pedestrians and bicyclists.

Commissioner Trivedi was pleased that the Planning Commission was being presented with the opportunity to give feedback to the developer early on in the development process and was appreciative that a project was being proposed for this vacant site along one of Hayward's main corridors. He supported a mixed use project that would include retail on the ground floor and residential above. He stated that he would like to see more retail establishments in the project. Commissioner Trivedi commented that one benefit of orienting homes towards the golf course was that it would improve safety by having more eyes on the pathway. In response to Commissioner Trivedi's question about the retail uses envisioned for the site, the applicant indicated that some retailers being considered were a smaller grocery store, a bagel shop, and/or a coffee shop. Commissioner Trivedi stated that it would be ideal if the entire triangle where the project site is located could be developed or redeveloped. Mr. Rich responded that his firm was in conversation with the owners of the adjacent parcels regarding the possibility of acquiring the remaining parcels within the triangle area. Commissioner Trivedi said that although the civic space proposed at the corner of the intersection sounded like a good idea, he was concerned about the exhaust and noise generated from the vehicles passing by.

Commissioner Loché echoed the concerns raised by Commissioner Trivedi regarding the need for additional retail uses fronting Mission Boulevard. In regards to Commissioner Loché's questions about the proximity of the proposed development site to the California State University East Bay (CSUEB), Mr. Rich responded that his firm was considering the feasibility of having public transportation that would help University students gain access to the retail uses, especially for night

life uses. Commissioner Loché pointed out that it would be advantageous to give University students more options aside from Downtown Hayward as a destination site to visit. He added that some of the housing could even be used to target students attending CSUEB and he underscored that students should be kept in mind as this site is being developed. Commissioner Loché asked the applicant if it was anticipated that residents would utilize the parking designated for the retail uses. Mr. Rich responded that the design would be such that the access to the commercial areas will be distinct and separated from the residential areas. Commissioner Loché pointed out that it was important to keep in mind how easily accessible public transit options such as BART, would be to the development site. Mr. Rich noted for Commissioner Loché that the project was expected to have townhomes ranging in size from 1,600 sq. ft. to 2,200 sq. ft. and single level units that would be 800 sq. ft. to 1,200 sq. ft. He added that based upon this range of options, he envisioned the price of the units to accommodate prospective residents from differing income levels.

Commissioner Lavelle commented that if the single level living is to be located on top of the retail uses, then this would necessitate the need for elevators for accessibility reasons, thereby driving up the cost of purchasing the single level units. She stated that some type of barrier would be needed separating people sitting in the proposed plaza area from the noisy traffic passing by on the streets. Otherwise, people may not feel comfortable hanging out in this area; she suggested moving the seating area inwards where it would be closer to the parking lot. Commissioner Lavelle favored increasing the number of retail uses as this could be supported by residents of the South Hayward area. She recommended that the applicant consider a sports theme for the project that would be consistent with the past and present uses that have operated in that area. She noted that if a bar or restaurant is the main retail attraction at this site, then this would attract visitors walking from nearby neighborhoods as well as the proposed development, thereby decreasing some of the parking concerns in the area. Commissioner Lavelle added that there is a need for more places in Hayward where people can gather to watch sporting events on television and emphasized that she was favorable to this type of use at the proposed site. As another possible use, she recommended a rotating art and photography gallery that will invite visitors of all ages to view and purchase artwork and/or have coffee in the area. She urged the developer to work with the owner of the adjacent apartment complex about potentially improving this site. She concluded that the Holiday Bowl site has been vacant for nearly a decade and that she was looking forward to seeing this site developed and improved.

Vice Chair McDermott stressed the need for a small grocery store in this area. She supported having a sports bar in the area and increasing the number of retail uses at this location. She agreed with her fellow Commissioners regarding safety and noise concerns for an outdoor seating area in the plaza. Vice Chair McDermott stated that it was important to the community to provide housing options promoting aging in place. Mr. Rich indicated for Vice Chair McDermott that the number of parcels proposed for the development has not yet been determined. Vice Chair McDermott supported the conceptual plan of the project and was appreciative that the retail uses would create additional jobs in Hayward.

Commissioner Trivedi encouraged the applicant to be considerate of the impact that any future construction may have on the quality of life of current residents living nearby. He reiterated that he has a strong preference for incorporating more retail uses in the project. Mr. Rich commented that his firm had originally intended to include more retail extending down Mission Boulevard; however, after having conversations with potential commercial tenants, it was emphasized that the development attract the right type of tenants. The applicant was avoiding a situation where any excess retail spaces would be filled with uses that were inconsistent with their vision for the development. He added that if the development could capture the right type of commercial tenants early on and if these businesses were viable, then this catalyst site could be used to spur additional development along Mission Boulevard.

PUBLIC HEARING

2. Adoption of a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program and approval of a Zone Change from RS/B4 (Single Family Residential/ B4 Special Lot Standards Combining District) to PD (Planned Development) (Application No. PL-2013-0349) and Vesting Tentative Tract Map No. VTTM 8151 (Application No. PL-2013-0351) associated with Thirteen Detached Single Family Homes on a 1.45-Acre Parcel Located at 24582 and 24570 Eden Avenue and 24655 Mohr Drive – Che Chen and Shu Fen Liu (Applicant & Owner)

Senior Planner Golubics provided a synopsis of the staff report.

Senior Planner Golubics confirmed for Commissioner Trivedi that there is a single family residential unit on the western portion of the property and there are two additional residences located on the eastern portion of the property which are presently occupied by tenants. He pointed out that there are additional buildings on the property which were utilized for agricultural uses in the past. Additionally, there was a tractor repair business that was in operation approximately ten years ago at this site. Mr. Golubics clarified for Commissioner Trivedi that the private road offers a through connection between Eden Avenue and Mohr Drive and noted that there was a speed bump along the road to slow down traffic for motorists using this road as a cut through street.

Commissioner Lavelle asked what level of Leadership in Energy & Environmental Design (LEED) certification the applicant will provide for the homes. Senior Planner Golubics indicated that due to this project being on a smaller scale, it was not financially feasible for the applicant to provide a higher level of LEED certification; instead, the applicant will provide the entry level LEED certification. Commissioner Lavelle highlighted that the provision of the LEED certification as a green energy feature was an attractive selling point for the project. She expressed concern if the oak and evergreen trees would be appropriate to use in this development and wondered if the City's Landscape Architect foresaw any problems with the roots of these trees getting into the main sewer and causing damage. Senior Planner Golubics responded that the City's Landscape Architect did review the conceptual plans of the project and that she would review the project once again during the Precise Plan phase of the project. Commissioner Lavelle commented that it would not be appropriate to use evergreen trees that drop a lot of pine needles onto the ground or on rooftops as this could create a fire hazard, especially during dry drought seasons. She urged the applicant to pick the right type of trees for the site that will make the neighborhood an enjoyable place to live in. In regards to Commissioner Lavelle's question about the cost of the public art to be used at the two

entry points in the subdivision, Mr. Golubics noted that the public art will be integrated into the Precise Plan and the cost of the artwork was still a detail to be determined. Commissioner Lavelle suggested that the artwork should be tasteful and fitting of the neighborhood, noting that the proposed project would be an improvement to the current parcel and she indicated her support for a planned development for this site. Mr. Golubics confirmed for Commissioner Lavelle that Condition of Approval No. 102 (o) regarding the subdivision being no less than 75% owner occupied would be enforced by the Homeowners Association, noting that this requirement has come out of City Council review of development projects in Hayward and was a standard requirement of other projects in the City. He underscored that the goal of this condition of approval was to avoid the proposed subdivision turning into predominantly rental units.

Commissioner Faria raised the concern whether the decorative LED lighting would fit in with the surrounding neighborhood. Senior Planner Golubics indicated that one of the goals of the development was to have ample lighting which would be unique to this development; he provided assurance that lighting would not spillover to the main streets. Commissioner Faria was concerned that there would not be adequate parking for residents of the development. Mr. Golubics conceded that the size of the site did have some constraints regarding parking; however, the applicant was going to meet this challenge by offering six street spaces within the subdivision. He noted that staff is recommending that an additional two parking spaces be made available on the southwestern part of the subdivision as this would assist in alleviating some parking concerns. Commissioner Faria stated that large homes such as those planned for in the proposed subdivision are likely to have multiple individuals and/or families residing there, which would equate to more vehicles per residence. Commissioner Faria asked if neighboring residents had been consulted about the two-story residences being constructed in the development and also about high growing trees that may obstruct the visual space in the area. Mr. Golubics stated that staff held a community meeting regarding the project and one of the takeaways from the meeting was to have additional trees and buffering for lots 7, 8 and 9 that would provide a permanent screen from the proposed two-story homes looking down into the backyards of surrounding residences. He shared that evergreens were identified as the tree variety of choice as these trees provided screening year-round. He added that the community members who participated in this meeting have not expressed any other concerns since the previous meeting was held one year ago.

In response to Commissioner Loché's question about following up with current residents of the neighborhood who had privacy concerns regarding the construction of two-story homes located adjacently, Mr. Golubics indicated that staff could contact these residents once again during the Precise Plan phase of the project.

Senior Planner Golubics clarified for Commissioner Trivedi that the Precise Plan phase of the project is performed on the staff level and that this project will not return to the Planning Commission for further review. In regards to an email received from a resident on Mohr Drive (Attachment V), Commissioner Trivedi questioned if staff has explored traffic calming measures for Mohr Drive. Mr. Golubics stated that the traffic study evaluated West Street, Mohr Drive, Eden Avenue, and Depot Road and according to the data gathered from this study, there was no lower

level of service at these intersections and they were maintained at an A, B, or C. He added that it was a borderline case to have the developer conduct a traffic study as this is typically required if the City's Traffic Engineer observes that the development will result in 40 or 50 new vehicle trips during peak hours. Mr. Golubics reported that the proposed project would create 32 additional vehicle trips during peak hours; however, the project did surpass the threshold for the number of daily trips, which was 161 vehicle trips, thereby requiring the traffic study. He summarized that there would not be a significant amount of traffic generated from the development of the thirteen new homes. To address the concerns of the Mohr Drive resident, Commissioner Trivedi requested that staff look into general traffic concerns along Mohr Drive. Mr. Golubics indicated that Planning Division staff in conjunction with the Police Department will look into the speeding issues on Mohr Drive and would possibly conduct targeted enforcement of vehicles exceeding the speed limit.

In response to Vice Chair McDermott's question about public artwork being required of other development projects in the City, Senior Planner Golubics said that the Cannery development project involving the Libitzky property, also had a requirement for public artwork. He indicated that staff has not seen a conceptual plan for the artwork and that they are not at the Precise Plan stage with this project yet; however, the Planning Commission did require the developer to work with the Hayward Area Historical Society in coming up with artwork reflective of the Cannery's history.

Vice Chair McDermott supported having a full bathroom on the first floor as this would promote aging in place and would meet the needs of individuals with physical limitations. Mr. Golubics clarified for Vice Chair McDermott that the developer will lay the foundation so that it is elevated and in a manner where the foundation does not expand or contract with the soil. He indicated that the building permit phase will ensure that the foundation is built properly.

Vice Chair McDermott commented that if the occupancy of residences within a particular development decreases below 75% owner occupied, then it becomes difficult for future home owners to obtain financing within that development.

Nik Sernande, project applicant with ARK Studio West and Laif McClellan, project applicant with Santa Cruz Real Estate Living, responded to questions that the Planning Commissioners had about the subdivision project.

Mr. Sernande indicated for Commissioner Lavelle that they do not have any specific styles in mind for the public artwork to be displayed at the proposed subdivision and he stated that they were flexible regarding the artwork and would work with the City so that the development could be approved.

Commissioner Faria spoke favorably of the drawings of the homes in the proposed subdivision. She asked what the capacity of the solar panels would be and whether this would be sufficient to meet the energy needs of the residential units. Mr. Sernande said that the number of solar panels the homes will be equipped with, which was ten solar panels, was based upon the recommendation of the solar energy contractor.

Commissioner Trivedi requested that the applicant be considerate of the water demands that the landscaping in the subdivision would require due to the current drought climate being experienced locally. In response to Commissioner Trivedi's question about the playground structure that would

be included in the development as an amenity, Mr. Sernande stated that the main purpose in having the tot lot adjacent to the bioretention area is to provide green space on Eden Avenue and Mohr Drive and to minimize the look of a larger development within this area. He indicated that it was cost prohibitive to go beyond (basic) LEED certification for a development project of this size. He noted that the design principles of this project feature sustainable/green components such as LED lighting, electric vehicle charging stations, and solar panels within each home. Mr. Sernande shared that another goal is to provide ample green spaces for the community to enjoy which is why the subdivision will be called "Eden Village." With regards to landscaping, he noted that the plant varieties which will be used will be California drought tolerant plants. Commissioner Trivedi encouraged the applicant to utilize natural landscaping. In response to Commissioner Trivedi's question about how much yard area each home would have, Mr. Sernande responded that the lot sizes are on average 3,400 sq. ft. and the houses are 2,000 sq. ft. Mr. Sernande noted for Commissioner Trivedi that he was amenable to modifying the design plan to include full bathrooms on the first floor. Commissioner Trivedi was pleased with the color palette being used in the subdivision; however, he indicated that the design of the homes was ranch style and was less modern than he would have liked to see.

Vice Chair McDermott was pleased that the applicant was receptive to changing the half bathroom to a full bathroom on the first level as this would meet the needs of the community.

Vice Chair McDermott opened and closed the public hearing at 8:43 p.m.

Vice Chair McDermott said she would prefer that every unit require a full bathroom on the first floor. Commissioner Loché was supportive of this as it would promote aging in place and also, the applicant was amenable to this.

Commissioner Lavelle agreed with the concept of having full bathrooms on the first floor of every unit; however, she cautioned against this modification in the design plan as it might increase the purchase price of the residential units. She suggested that the following alternative be mandated through a condition of approval requiring six units to have full bathrooms on the first floor and the remaining seven units to have the full bathroom available as an option. Commissioner Lavelle stated that she was impressed with the style of the homes, highlighting that the homes varied from one another on the interior and exterior.

Commissioner Faria agreed that considering that all of the units will have a bedroom on the first floor then all of these units should also have a full bathroom on the first floor.

Commissioner Trivedi pointed out that per the design plan all units already have 2.5 bathroom units. He said that the units as depicted are large enough where adding a full bathroom on the first floor was a feasible requirement. Commissioner Trivedi made a motion to approve the staff recommendation with a condition that all units include a full bathroom on the first floor. Commissioner Lavelle seconded the motion and offered a friendly amendment to Condition of

Approval No. 11(k) that the Precise Plan be modified to state that the exterior colors of the units are not orange, yellow, or pink.

AYES:	Commissioners Loché, Trivedi, Faria, Lavelle Vice Chair McDermott
NOES:	None
ABSENT:	None
ABSTAIN:	None

COMMISSION REPORTS

3. Oral Report on Planning and Zoning Matters

In response to Vice Chair McDermott's question on when the next Planning Commission meeting will be held, Planning Manager Buizer responded that she will notify the Planning Commissioners of future meeting dates shortly via email.

Planning Manager Buizer announced that the City Council will be conducting interviews for the vacancies on the City's Board/Commissions/Committee/Task Force and she stated that the new members will be appointed at the City Council Meeting on September 16, 2014.

Vice Chair McDermott announced that former Planning Commissioner Lamnin was elected to the Hayward City Council and former Planning Commissioner Márquez was appointed to the City Council. She offered her congratulations to both Council Members.

4. Commissioners' Announcements, Referrals

Commissioner Lavelle shared that the Off the Grid Food Trucks has been approved to move to a new location on Watkins Street, directly in front of the City Hall Plaza. She encouraged residents and employees in the downtown area to stop by and grab a bite to eat at one of the food trucks. In response to Commission Lavelle's question about the coin operated Laundromat on A Street and modifications to the parking requirements, Planning Manager Buizer stated that the proposal for this establishment is to have a coin operated Laundromat and also to operate a laundry service. The establishment has expressed that customers typically drop off laundry and are not visiting the Laundromat for extended periods of time; therefore, the establishment has requested a reduction in parking which would be consistent with the requirements of the central parking district. Commissioner Lavelle announced that the third and final Downtown Hayward Street Party for the summer will be held on Thursday, August 21, 2014 and she encouraged the community to attend this fun event.

Vice Chair McDermott expressed concern that the Off the Grid Food Truck event has been approved for two years. She suggested that in the future, the City enter into agreements with new undertakings for shorter periods of time, such as a one year agreement.

APPROVAL OF MINUTES

5. None.

ADJOURNMENT

Vice Chair McDermott adjourned the meeting at 8:59 p.m.

APPROVED:

_____
Vishal Trivedi, Secretary
Planning Commission

ATTEST:

_____
Avinta Madhukansh-Singh, Senior Secretary
Office of the City Clerk

MINUTES OF THE REGULAR MEETING OF THE CITY OF HAYWARD PLANNING COMMISSION
Council Chambers
Thursday, September 18, 7:00 p.m.
777 B Street, Hayward, CA94541

MEETING

A regular meeting of the Hayward Planning Commission was called to order at 7:00 p.m. by Acting Chair Trivedi.

ROLL CALL

Present: COMMISSIONERS: Enders, Loché, Lavelle, Parso
ACTING CHAIRPERSON: Trivedi
Absent: COMMISSIONER: Faria
VICE CHAIRPERSON: McDermott

Commissioner Loché led in the Pledge of Allegiance.

Staff Members Present: Buizer, Camire, Lawson, Madhukansh-Singh, Rizk

General Public Present: 5

ELECTION OF OFFICERS

Commissioner Trivedi welcomed Commissioners Enders and Parso to their very first meeting.

Commissioner Loché made a motion to elect Commissioner McDermott as Chair, Commissioner Trivedi as Vice Chair, and Commissioner Enders as Secretary. Commissioner Lavelle seconded the motion.

AYES: Commissioners Enders, Loché, Lavelle, Parso
Acting Chair Trivedi
NOES: None
ABSENT: Vice Chair McDermott, Commissioner Faria
ABSTAIN: None

ORIENTATION: Brown Act, Attendance Policy, Trainings, and Form 700
City Attorney Lawson noted that the Orientation would be conducted after the Work Session.

PUBLIC COMMENTS

None

WORK SESSION

1. Preliminary Review of Proposed Project Concept: 59 unit residential project with three retail tenant spaces.

Development Services Director Rizk indicated that staff's goal is to bring development projects to the Planning Commission to obtain early feedback prior to submittal of the formal application.

Associate Planner Camire presented a synopsis of the staff report. She pointed out that the proposed mixed use project's architectural design and massing is incompatible with the adjacent neighborhood of historic homes and businesses. In addition, the concept plan is insufficient in ground-floor retail which is inconsistent with General Plan policies that encourage pedestrian scale, mixed use projects. This was exemplified with the Wittek-Montana and Eden Housing project which is a mixed-use development approved for Hayward. She shared that this project featured pedestrian scaled ground floor retail which serves to build a community, creates a safer neighborhood with eyes on the street, and the ground floor visually serves as a base for other floors. She noted that staff received a phone call from a resident on C Street who expressed concern that the proposed design of the building was too large, that the project would generate a lot of traffic, and that it would be unsafe for residents on C Street to back their vehicles out onto C Street because of the increase in traffic.

Mr. Guru Thalapaneni, the project applicant, said that he has owned this property since 2000 and that he was able to rent most of the units out to tenants until the economic recession occurred in 2008 which reduced the occupancy level to 30%. He commented that because the current building has a large parking lot, there are more problems that occur at the site during evening hours caused by loiterers. His plan is to construct an attractive mixed use development in Hayward that will include residential and office spaces. He noted that approximately 30-35% of the lot size will be used for the development and that the remaining area would be open space. He stated that the retail component was added to the conceptual plan due to there being ample parking at the project site and described that the retail uses would front along 2nd Street. Mr. Thalapaneni said that customers visiting the retail stores located at the project site would have a separate parking area from the enclosed parking garage which would be for use by residents, in an effort to increase security. He described that some additional features would be solar panels on the rooftop and electric vehicle charging stations per each unit. He stated that the project will target technology professionals currently residing across the Bay in hopes of getting them to move to Hayward. He emphasized that the residential development in the downtown will help boost activity in the downtown area as there will be more patrons living in the units that could visit local restaurants and the movie theater. He indicated that downtown Hayward has a lot of potential, speaking favorably of the changes that have been made recently to the area.

In response to Commissioner Lavelle's question as to whether Mr. Thalapaneni has constructed or invested in residential facilities similar to the project at hand, the applicant responded that he built the home he currently resides in, that he owned medical offices in Antioch, and has previously owned other apartment complexes in Hayward.

Commissioner Lavelle asked the applicant if the present tenants were notified of the proposed development project. Mr. Thalapaneni said that his tenants are aware of the project and commented that once the project is underway, he will either shift the tenants to another location or he will compensate them. He elaborated for Commissioner Lavelle that the type of residents that he will be marketing his units to will be technology professionals currently residing in San Francisco, families with small children, or individuals who use BART for commuting to work.

In response to Commissioner Parso's question about amenities available to families with children, the applicant noted that the lot size was not large enough to create play areas which is why other types of open spaces were being proposed in the project.

Commissioner Loché noted that the project was over a half mile in distance from BART. He asked the applicant if the units would be available for rent to college students. Mr. Thalapaneni responded that his initial goal is to sell the units, and that he would consider renting the units as a secondary option.

Ms. Shirley Desai, a South San Francisco resident, indicated that her father's firm was the general contractor for the project and was also helping in the preliminary design of the plan. She commented that the building design along C Street could be modified to include more windows and artwork to make this side of the building look more appealing.

Mr. Marcel Duran, a resident of C Street, raised concerns about the increased traffic that the project would create and also the lack of a play area for children residing in the proposed development. He asked the applicant whether the project would include Section 8 housing, as there was already the availability of this type of housing in the surrounding areas.

Associate Planner Camire indicated for Commissioner Loché that a neighborhood meeting will most likely be held in the future to acquaint the public with the proposed development.

Commissioner Loché agreed with mixed uses in this zoning; however, he stated that the current number of ground floor retail proposed in the project was inadequate. He supported having more retail uses along 2nd Street. He stated that the large size of the development is overwhelming and commented that if the design was articulated to scale and included a stepping of the building that was in keeping with the neighborhood, the project would be a better design. Commissioner Loché said that the current design plan did not contribute to walkable neighborhoods which should be a goal for this section of the City. He acknowledged that the project was transit oriented due to where it is situated.

Commissioner Lavelle applauded the applicant for his creativity, thanked him for listening to the input provided by staff, and urged the applicant listen to concerns raised by neighbors. She pointed out for members of the public that the project was in the preliminary stages. She compared the proposed project to Casa Sandoval which is also a large building in Hayward. She commented that the number of units proposed in the project might be too many. She spoke favorably of staff's recommendation of stepping the structure and adding landscaping as these would make the project better received by the community. Commissioner Lavelle stated that the number of parking spaces seemed insufficient.

Commissioner Parso supported increasing the residential density in the downtown area; however, he was concerned with pedestrian safety. He commented that buildings with long expanses of blank walls and parking lots can be isolating and can pose a danger to public safety. He proposed

adding more retail uses, improving the lighting, and adding other means to make the project more pedestrian friendly and also suggested to the applicant to open up the development to the surrounding neighborhood rather than secluding it. He concurred with Commissioner Lavelle's comments that the project lacked sufficient parking. He pointed out that the current design placed the garage door right against the sidewalk which posed a safety hazard. He recommended that there be space in between the parking entrances and the sidewalk so that automobiles entering and exiting the parking areas could see up and down the sidewalks and pull out of the driveway safely.

Commissioner Enders commented that the project should include more retail spaces that would provide local jobs and could potentially employ some of the residents that will be living in the units. She stated that the ground floor design features be more pedestrian friendly, offering the following recommendations: transparent store front entrances, shade structures, more trees, decorative lighting, and buffers to the traffic. Commissioner Enders indicated that the project could be an aesthetic point of interest in the City if the architecture is done correctly. She stressed that the building design should be compatible with the design of the neighborhood and suggested that the applicant take inspiration from some of the historic homes in the area. She acknowledged the applicant for including bicycle spaces in the parking garage; however, she requested that the number be increased from nine spaces.

Commissioner Loché stated that he liked that each unit would have a balcony in the development and that there would also be rooftop open space. He suggested that the applicant consider roof top gardens and vegetation options.

Commissioner Trivedi commented that the building appeared to be large, boxy, and was wedged up against the street. He stated that if the building was terraced and spread out over the lot, while keeping the parking underneath, this would create more visual appeal. He described that the dark brick that was proposed to be used on the exterior walls of the ground floor was not inviting and did not have a pedestrian friendly presence. He noted that this was a high traffic area but there was also a lot of foot traffic created by people visiting nearby downtown businesses and walking to the schools and churches. Commissioner Trivedi generally supported the concept of the project. He requested that the ground floor be activated with as much retail uses as can be accommodated, even along C Street. He stated that he was amenable to there being more space between the building and the sidewalk and suggested that the parking lot be a step down from the neighborhood so that it is not imposing. Commissioner Trivedi encouraged the applicant to give thought to the layout of the units and to allow for accessibility of these units to all age groups and people of all capabilities. He appreciated that the applicant decided to come before the Planning Commission during the preliminary conceptual plan phase to obtain feedback.

ORIENTATION: Brown Act, Attendance Policy, Trainings, and Form 700

City Attorney Lawson provided a report on the Brown Act, Attendance Policy, Trainings, and Form 700. He indicated that there is a 500 feet radius around the homes and places of business of Planning Commissioners and City Council Members which served to identify whether projects, applications and other items pending a decision by these bodies are located or extended within the 500 feet radius. If so, then members would be required to recuse themselves and not participate in the Commission's discussion on the matter. He highlighted that decisions made by the Planning

Commission must be transparent and cannot involve any personal interests being impacted by the project. Mr. Lawson stated that the Brown Act is a state law requiring that the Planning Commission do the following: conduct business publically; publish meeting agendas several days ahead of time; permit members of the public to participate in meetings, with the exception of closed sessions and executive sessions. He stated another important consideration about the Brown Act is that discussions regarding public business on land use and planning have to take place publically. He cautioned members about emailing one another about Commission business as this could create concern about serial meetings; rather, he encouraged Commissioners to email staff about any questions they may have or to disseminate information on their behalf. He shared that there are exceptions to the Brown Act that would permit the Commission to attend a social or ceremonial occasion, such as the holiday reception that will be held by the Mayor and Council; however, Commissioners are not permitted to discuss business at such events. He indicated that Commissioners could attend trainings and conferences as a group but cautioned against the discussion of topics that may be discussed at a public meeting in Hayward.

Mr. Lawson said that the City Council has an established attendance policy for the Commission which requires that members attend a minimum of 75% of meetings. He indicated that the Fair Political Practices Commission is a state body that establishes conflict of interest regulations. He stated that the state law requires the filing of the Form 700 annually which requires members to indicate sources of income and other financial interests they may have within the Hayward community. The filing deadline is set for April 1 every year. Planning Commissioners are required per state law to take a two hour course in Ethics and a two hour course in Harassment Prevention, in two year cycles. Both trainings are available in an online format where information for the Ethics training is provided by the City Clerk's Office and information about the Harassment Prevention training is provided by the Human Resources department. The Harassment Prevention training must be completed within six months of appointment.

Development Services Director Rizk requested that Planning Commissioners notify staff as soon as possible if they are unable to attend a meeting so that staff can ensure that enough members will be present at a meeting to form a quorum which is required to hold a meeting.

COMMISSION REPORTS

2. Oral Report on Planning and Zoning Matters

Planning Manager Buizer shared the following topics to be discussed at future meetings: tentative tract map at Hayward Boulevard; an in-fill residential development in the Mt. Eden area; and the Housing Element which will be returning for certification. She notified the Commission that staff is moving forward with the consultant selection process for the downtown specific plan. She stated that this is a joint effort with the Alameda County Transportation Commission and noted that interviews of the top candidates will be held on October 2, 2014. She shared that the total process of creating a downtown specific plan is estimated to take 22 months.

3. Commissioners' Announcements, Referrals

None.

APPROVAL OF MINUTES

4. June 26, 2014
   July 24, 2014

Due to there not being enough Planning Commissioners present at the current meeting who attended the June 26, 2014 and July 24, 2014 meetings, the approval of the minutes were postponed until the next meeting.

ADJOURNMENT

Acting Chair Trivedi adjourned the meeting at 8:21 p.m.

APPROVED:

_____

Heather Enders, Secretary
Planning Commission

ATTEST:

_____

Avinta Madhukansh-Singh, Senior Secretary
Office of the City Clerk