CITY OF ALAMEDA PLANNING BOARD
RESOLUTION NO. 1203

A RESOLUTION OF THE PLANNING BOARD OF THE CITY OF ALAMEDA APPROVING PLANNED DEVELOPMENT PD-81-2, TRACT 4500, VILLAGE 5, HARBOR BAY ISLE SUBJECT TO CONDITIONS

WHEREAS, the Planning Board of the City of Alameda has considered the Planned Development for Tract 4500, consisting of 863 single family and duplex condominium dwelling units, a 59-lot business park, and lagoon system on a vacant 436.7 acre site at Harbor Bay Isle, bounded by Catalina Avenue and Tract 3810 of Harbor Bay Isle on the northeast, the San Francisco Bay on the southwest and the Metropolitan Oakland International Airport on the south and east; and

WHEREAS, said Board has held several public hearings on this Planned Development and has examined pertinent maps, drawings and documents; and

WHEREAS, said Board has made the following findings:

1. The Harbor Bay Isle EIR, including by reference current CLUP and other General Plan Elements and the 1980 JHK Traffic Study, are adequate for the revised project description which includes the Planned Development for Tract 4500.

2. With the conditions imposed, the development would comply with the Subdivision Ordinance and the R-1-PD and CM-PD Districts of the Zoning Ordinance.

3. With the conditions imposed, and the Noise Easement with the Port of Oakland in effect, the proposed development would be consistent with the Combined Land Use Plan, the Noise Element, the Seismic Element and the Energy Element of the City of Alameda.

4. The residential density proposed is appropriate for the site.

5. The private open space provided is sufficient.

6. The interior common and public open space and recreational areas are adequate in size and appropriately located to serve the needs of residents.

7. The nearby beach and Shoreline Park, when developed, will provide additional open space resources useable by residents.

8. The automobile circulation system, with conditions of this PD approval imposed, is adequate and appropriate for the needs of the development.

9. The height limits proposed in the residential design scheme, 1.5 stories along the shoreline, increasing to 3 stories at the stacked duplex area, are appropriate and necessary to achieve view corridor access, solar access and protection from wind. See Exhibit D.

10. The special conditions imposed for the Bay Edge Road area are necessary and appropriate to assure that sensitivity to the shoreline is maintained in all development which occurs in that area.

11. With the conditions imposed, the utility companies have indicated that they can provide adequate service for the proposed development.

12. The imposed conditions regarding noise standards provide a performance criterion of achieving 40 dB CNEL maximum within dwellings which is appropriate.

13. The imposed conditions provide mechanisms for insuring appropriate design controls for the development.

NOW, THEREFORE BE IT RESOLVED that the Planning Board of the City of Alameda hereby approves the Planned Development for Tract 4500 with the following conditions:

GENERAL

1. The Final Subdivision maps shall be reviewed for conformity and approved if in conformity to the approved Tentative Map by the Planning Department before the Final Map is submitted to the City Council.

2. A Final Development Plan for each development proposal requiring a Final Map within Village 5 and the Business Park shall be reviewed by the Planning Staff for conformance with the Planned Development Design Guidelines and these conditions and brought before the Planning Board for approval prior to issuance of building permits. The Final Development Plan submitted shall include a building site plan, a plot plan as defined in Sections 11-1357 (a) & (b) of the Alameda Zoning Ordinance, elevations of buildings proposed, roof plan, exterior textures and colors, and a preliminary landscape plan for streetscapes, residential common areas, and the Business Park open areas associated with the development being proposed. The Planning Staff shall review and approve final landscaping and tree plans and any modifications to building exteriors subsequent to Final Development Plan approval by the Planning Board and prior to issuance of building permits. Plan checking for building permits may proceed concurrently with such review.

3. These conditions shall apply for the life of the project and shall continue in effect if the project ownership changes.

"VILLAGE 5" - RESIDENTIAL

4. Project density shall not exceed 8.5 dwelling units per gross acre or a total of 863 dwelling units for all of "Village 5".

5. Average lot coverage in each Neighborhood shall not exceed 48%. A maximum building coverage of 55% shall be permitted on individual lots except in Bayside and lagoon-edge lots in Neighborhoods A and C where a maximum building coverage of 65% shall be permitted.

6. Bayside and lagoon-edge lots excluding duplex lots, shall not exceed 1.5 stories in height, as described in the PD Design Guidelines, with exceptions for 15% of the lots as shown on Exhibit D.

7. Minimum lot sizes and setbacks shall be as described in the Design Guidelines of the PD, Submittal #1 of the 9/17/81 Staff Report for each neighborhood.

8. Design feature encroachments into setbacks listed under the Design Guidelines of the PD, shall be permitted only where the effective yard width, including private service easement, is at least 10 feet. Such encroachments shall not reduce the effective yard width to less than 5 feet.

9. Private streets shall be at least 20 feet in width to accommodate both vehicular and pedestrian traffic.

10. Sidewalks along entry streets and major pedestrian areas shall be a minimum of 5 feet in width and provide wheelchair access to all common areas.

11. Hammer head or other approved turn arounds shall be constructed at the ends of the private streets at the north boundary of Neighborhood A, to the satisfaction of the City Engineer.

12. The partial diamond block immediately west of Aughinbaugh Way shall have street access from either Mecartney Road or Street 3-C.

13. Where pathways occur between residential lots a minimum width of 15 feet shall be provided between structures.

14. The dominant effect of paving in Neighborhood C shall be ameliorated by:

    a. Reducing the amount of unnecessary paving for the guest parking (the 650 square foot triangle in each diamond back along Mecartney Road); and

    b. Providing substantial shade trees along the south edge of the auto courts.

15. The 15 foot wide walkway space between the neighborhood nodes in Neighborhood C shall be composed of a variety of paving materials, street furniture (benches, trash containers, lights, etc.) and plantings. It shall not consist primarily of a paved walkway.

16. A recreational vehicle and mini-warehouse storage facilitity of a minimum size of four acres shall be provided in the business park for Harbor Bay Isle residents. Parking facilities for a minimum of 225 recreational vehicles shall be included. Perimeter berming and landscaping shall be provided to obscure buildings, vehicles and security fencing.

17. All landscaping in the areas to be maintained by the City of Alameda shall be approved by the City Engineer and Planning Director prior to approval of the Final Development Plan.

18. Landscaping shall not obstruct signs and housenumbers. All temporary uses and structures and signs shall be subject to approval of the Planning Director prior to establishment or erection.

19. Landscaping on common and public areas shall be designed to minimize the use of water and shall be compatible with the soil.

20. Trees planted on the south side of residences shall accommodate desirable solar energy design characteristics and provide shade in summer and permit penetration of sunlight in the winter.

21. The model homes' architectural design and landscaping plan shall be submitted to the Planning Department Design Review Staff for approval prior to issuance of building permits.

22. Landscaping of model homes lots shall not cover areas which would otherwise be paved, i.e., driveways, streets, in the actual residential neighborhood.

23. The siting and/or design of structures shall provide useable solar exposure to every building.

24. Trash collection areas shall be approved by the Planning Director. Each neighborhood shall be provided with common area landscape maintenance equipment storage facilities.

25. Mailboxes shall be placed in pairs or grouped whenever possible.

26. Deadbolts and reinforced striker boxes shall be installed on exterior doors.

27. Design of fences and windscreens requiring a building permit shall be subject to approval of the Planning Department Design Review Staff for general conformance with the PD Design Guidelines. The design concepts illustrated in the perspective sketches included in the PD will be used to assist in establishing "general conformance" to the PD Design Guidelines.

28. Design of common and public open areas shall be subject to final approval by the Planning Staff where Private Service Easements for use of adjacent residents are proposed, as shown in the Design Guidelines of the Planned Development for the four Neighborhoods.

29. Light standards on public streets shall conform to City standards for ease of maintenance and shall be equipped with high pressure sodium lights for energy conservation. Lighting on private streets and pathways, to be maintained by the Homeowners' Association, shall not be held to City standards for lighting intensities.

30. Garages and guest parking places shall not be converted to other uses.

31. Parking in Neighborhood A shall be distributed to adequately serve all areas.

32. Windows shall not directly face other windows across side yards.

33. Addresses shall be posted at all entryways to each house.

34. Residential siting and design shall minimize glare and noise from all adjacent uses, e.g., recreation facilities and streets.

35. A turnaround to accommodate buses shall be provided at the end of Street 1-C.

36. Emergency vehicle access shall be provided from Catalina Avenue to Neighborhood D at Verdemar Drive and to the Business Park at Island Drive.

37. Turns into the cul-de-sacs of Neighborhood D shall be redesigned to accommodate fire trucks as requested by the Fire Department.

38. The community recreation site on the boundary between Neighborhoods B and C shall be expanded at its north side by closure of Street 1-B. Emergency access across the amenity shall be provided.

39. Alterations and minor additions (decks, arbors, patio covers) may be approved by the Planning Staff.

40. Major additions to homes (garages, rooms, etc.) in this PD must be approved by the Planning Board as an amendment to the approved PD.

41. Applicant shall submit an application to rezone the Shoreline Park to O, Open Space concurrent with filing of the first final subdivision map which includes property adjoining the shoreline park.

42. CC&R's shall be reviewed by Planning Staff prior to the issuance of Building Permits with specific attention to Homeowner's provisions for the following:

    a. Maintenance of common open spaces and pathways for recreational use and aesthetic appearance.

    b. Streetside and common open space planting and maintenance.

    c. Parking facilities and enforcement of prohibition of parking on streets.

    d. Lighting, benches, play equipment and irrigation systems.

    e. Informing home buyers of noise levels in the area.

    f. Informing home buyers of restrictions on and procedures for approval of exterior alterations and additions to homes.

    g. Prohibition of outdoor storage of boats, campers, etc.

    h. Informing home buyers of the limitation on average lot building coverage of 48% explaining that is an average of the entire Neighborhood in which the home they may be considering to purchase is located.

43. Insulation and other building details shall be provided which will reduce noise intrusion to achieve an interior maximum noise level of 40 dB CNEL, as required by the Noise Element; an acoustical analysis shall be prepared and submitted with building permit application. Prospective home buyers shall be informed of noise levels in the project area prior to purchase.

44. Minimum setbacks within the Harbor Bay Business Park shall be as follows:

USES PROPOSED / ADJACENT USES	A. Other CM-PD zoned Land & Uses	B. Residential	C. Lagoon	D. Shoreline Park	E. Airport	F. Harbor Bay Pkwy	G. Catalina Ave. (measured from north curb face) (d)	H. Street separating non- residential uses.
1. Parking Lot, drives, rec, vehicle & mini-warehouse storage (a)	10', 15', 20', for each side or rear yard fro small, med., lg. lots. (c)(e)	35 (b)	25	25(b)	15	50(b)	67(b)	20
2. Restaurants, retail, comm.. entertainment	10', 15', 20', for each side or rear yard fro small, med., lg. lots. (c)(e)	35(b)	25*	25*	15	50	82(b)	20
3. Lt. mfg., offices/research up to 35' in. ht. FAR O.5 TO 1.	10', 15', 20', for each side or rear yard fro small, med., lg. lots. (c)(e)	35(b)	25	35	15	50	82(b)	20
4. Offices/Research up to 50' in ht. FAR 0.5 to 1.	10', 15', 20', for each side or rear yard fro small, med., lg. lots. (c)(e)	100	35	50	15	50	132(b)	35
5. Offices/Research up to 50' in ht. FAR 2 to 1.	10', 15', 20', for each side or rear yard fro small, med., lg. lots. (c)(e)	100	35 t o	50 t o	15	50	132(b)	35 t o
6. Offices/Research up to 100' in ht.	10', 15', 20', for each side or rear yard fro small, med., lg. lots. (c)(e)	100	55	100	15	50	144(b)	65
7. Offices Research up to 156' in ht. w/approved variance	10', 15', 20', for each side or rear yard fro small, med., lg. lots. (c)(e)	125	55	100	15	50	167 (b)	100
8. Other mfg/storage	10', 15', 20', for each side or rear yard fro small, med., lg. lots. (c)(e)	100(b)	NA	NA	15	50(b)	82(b)	35(b)

(a) = Recreational vehicle storage or mini-warehouse storage areas require dense/tall landscape screening to minimize their visibilitiy from adjoining areas. They shall not be located adjacent to the Catalina Avenue frontage.

(b) = Berm, dense/tall planting or grade separation greater than 6', or a combination thereof.

(c) = Parking to a side or rear lot line is permitted if adjoining property incorporates a minimum 15' wide landscaped area along the common boundary.

(d) = Building heights within the business park shall be measured from the top of the north curb of Catalina Avenue.

(e) = small lots = 0.5 – 1.5 acres, med. lots = 1.5 – 5.5 acres, lg. lots = > 5.5 acres.

* = Restaurant may encroach subject to Staff approval.

44. Minimum setbacks within the Business Park shall be required as shown in the following table:

USES PROPOSED / ADJACENT USES	A. Other CM-PD zoned Land & uses	B. Residential	C. Lagoon	D. Bay Edge Park	E. Airport	F. Harbor Bay Pkwy	G. Bay Edge Road	H. Catalina Ave. (measured from north curb face) (d)	I. Street separating non-residential uses
1. Parking Lot, drives, rec. vehicle & mini-warehouse storage (a)	10', 15', 20' for each side or rear yard for small, medium, large lots. (c)	35 (b)	25	25 (b)	15	50 (b)	35 (b)	67 (b)	20
2. Restaurants, retail, comm. entertainment		35 (b)	25*	25*	15	50	35*	82 (b)	20
3. Lt. mfg., offices/ research up to 35' in ht. FAR 0.5 to 1.		35 (b)	25	35	15	50	40	82 (b)	25
4. Offices/Research up to 50' in ht. FAR 0.5 to 1.		100	35	50	15	50	40	132 (b)	35
5. Offices/Research up to 50' in ht. FAR 2 to 1.		100	35 — to ↓	50 — to ↓	15	50	40	132 (b)	35 — to ↓
6. Offices/Research up to 100' in ht.		100	55	100	15	50	40	144 (b)	65
7. Offices/Research up to 156' in ht. w/approved variance		125	55	100	15	50	40	167 (b)	100
8. Other mfg/storage		100 (b)	NA	NA	15	50 (b)	NA	82 (b)	35 (b)

(a) = Recreational vehicle storage or mini-warehouse storage areas require dense/tall landscape screening to minimize their visibility from adjoining areas. They shall not be located adjacent to the Catalina Avenue frontage.

(b) = Berm, dense/tall planting or grade separation greater than 6', or a combination thereof.

(c) = Parking to a side or rear lot line is permitted if adjoining property incorporates a minimum 15' wide landscaped area along the common boundary.

(d) = Building heights within the business park shall be measured from the top of the north curb of Catalina Avenue.

* = Restaurant may encroach subject to Staff approval.

45a. Maximum Building coverage in the Business Park shall be as follows:

Small Lots - 50% coverage
Medium Lots - 40% coverage
Large Lots - 35% coverage

Maximum building coverage may be increased in proportion to the amount of required parking which would be enclosed in a structure or structures up to a maximum building coverage of 50% where all of the required parking is enclosed in a structure or structures.

45b. Minimum landscape coverage shall be as specified in the Planned Development Guidelines submitted by applicant:

Small Lots - 35%
Medium Lots - 30%
Large Lots - 25%

46. Special criteria for the area served by Bay Edge Road shall be as follows:

a. Setbacks shall be as established in the Table in Condition #44. Building coverage and landscaping coverage shall be as established in Condition #45.

b. Floor area ratio (FAR) shall not exceed a ratio of 0.5:1 with increases in gross floor area permitted proportional to the amount of required parking provided within a structure or structure(s) up to a maximum FAR of 2:1 where all required parking is enclosed in a structure.

c. Uses locating in the Bay Edge Road area shall include restaurants, hotels, motels and other uses which do not generate an excessive amount of large truck traffic.

47. Parking areas, if located in front of a building, shall be bermed and landscaped to obscure the presence of cars. Section drawings shall be presented with the Final Development Plan for each development proposal, Condition #2, so that Staff may analyze the pedestrian and motorist visual corridor from the sidewalk and street, respectively.

48. The following are guidelines to assist City Staff and the HBI Architectural Review Committee in reviewing development proposals and in advising clients seeking to locate in the business park.

A. Landscaping

(1) A combination of adequate right-of-way setbacks, and lines and masses of major trees with berming and appropriate ground covers should be utilized in a bold fashion to achieve a strong unifying statement along arterials (Harbor

Bay Parkway, Bay Edge Road, Mecartney Road and Aughinbaugh Way and at the residential interface along Catalina Avenue and the northerly project boundary.) It is only through the use of these techniques that a variety of compatible, but differing, architectural styles can be introduced while maintaining the overall harmony of the developments. Exhibits A, B, and C, dated 8/31/81, shall be used to illustrate the desired effect along these streets.

(2) Each of these arterial streets should have its own strong landscape identity. The Street 1-C in the residential area, particularly along the Bay, should also be considered as an arterial.

(3) Gateway effect at Harbor Bay Parkway entry to Business Park.

(4) Feeling of termination of Harbor Bay Parkway at circle turn around and of Mecartney Road at the Bay edge.

(5) Coordinated design within employee spaces and protection of employee open areas from wind and auto traffic.

(6) Choice of hardy and drought resistant planting materials.

B. Architecture

(1) Prominent buildings should be placed along the Harbor Bay Parkway spine.

(2) Protection of the hills-to-Bay continuity. Vistas should still be available from some areas.

(3) Design attention to minimize or mitigation of architectural bulk.

(4) Inclusion of commercial facilities within large buildings or at street level.

49. Applicant shall actively promote the conservation of renewable and non-renewable resources in the design, construction and operation of all facilities within the Business Park. One aspect of such promotion will be the distribution of resource conservation guidelines to purchasers of Business Park property. The guidelines shall be drafted by the Planning Department. Subsequent amendments to accommodate changes in technology or other conditions shall also be subject to approval of the Planning Department.

50. Pleasant employee open areas shall be provided for variable uses in each development within the Business Park - lunches, recreation, routes between offices, offices and parking areas. Solar and wind conditions shall be enhanced to provide comfort. Employee areas shall be protected from automobile traffic.

51. Clear signs shall direct employees and visitors to parking areas.

52. A sign manual shall be prepared by applicant and approved by the Planning Director to coordinate signage in the Business Park.

53. Bicycle and motorcycle parking shall be provided in close-in areas of parking lots.

54. Pedestrian access from buildings to bus stops shall be direct but not appear as a main access from the street to the building.

55. A plan for carpooling shall be presented with the Final Development Plan for the first building in the Business Park in Tract 4500, Condition #1.

56. Unenclosed uses, outside storage, and manufacturing activities with negative sensory impacts shall be prohibited.

57. Industrial wastes from the Business Park shall be disposed of in a safe and approved manner and shall not be introduced into City of Alameda sewage, storm water or solid waste disposal systems. In the event that specific waste disposal or discharge permits are required for uses proposed to locate within the Business Park, such permits shall be obtained prior to the City approving occupancy of buildings or sites proposed to contain such uses unless granting Government agency procedures require otherwise.

58. Utilities shall be coordinated and joint-trenched where feasible.

59. The developer shall be responsible for such improvements to the Alameda Sewerage System as are caused by development of Harbor Bay Isle needs for increased capacity, as shall be determined by the Director of Public Works based on on-going studies.

60. An acoustical analysis shall be submitted with building permit applications.

61. State standards for energy conservation shall be incorporated into building design. Applicant shall present a report on energy-saving devices and construction techniques and designs which will be used to achieve energy savings during construction and occupancy, to the Chief Building Official.

62. The location of all utility lines shall be coordinated and approved by Staff. Any above ground utility appurtenances including the two lagoon outfall structures not yet erected shall be located and screened so as to present a coordinated pleasing appearance with project design and landscaping.

63. The Federal Aviation Administration height limits shall be adhered to in the areas adjacent to the Metropolitan Oakland International Airport.

64. Parking provided shall not exceed 125% of that required by the Zoning Ordinance when some or all of the parking si provided for in a structure or structures.

65. The parking requirements for restaurants proposed by applicant shall be reduced to the amount required in the Alameda Zoning Ordinance.

66. A master landscape design plan for the open space buffer area adjoining and south of Catalina Avenue along the business park shall be submitted by Harbor Bay Isle to the Planning Department for review and approval prior to submittal of the Final Subdivision Map establishing business park lots along that frontage. Trees included in such plan shall be specified as minimum four inch (4") caliper and twenty foot (20') height. Purchasers of business park lots in this buffer area shall conform to the approved master landscape design plan when designing and installing landscaping in conjunction with development of their individual properties.

67. The master landscape design plan shall provide for the development by Harbor Bay Isle of a six foot (6') high earth berm with suitable erosion protection along the extent of the common boundary between the business park and Catalina Avenue. The top of the berm shall be a minimum of 6 feet above the top of the north curb of Catalina Avenue and shall in combination with landscaping obscure vehicles parked on adjoining business park properties. The berm shall be created in conjunction with the widening and improvement of Catalina Avenue, all of which will be accomplished upon the approval of the first structure to be erected within the business park westerly of the alignment of Street 3-E and northerly of the alignment of Harbor Bay Parkway, both as shown on the approved Tentative Subdivision Map for Tract 4500.

68. Landscaping within the public right-of-way of Catalina Avenue shall be maintained by the same entity or method as used for maintaining landscaping along other public streets within the business park. That portion of the landscape buffer along Catalina Avenue which occurs on private property within the business park shall be maintained by the owners of the respective properties.

    The business park conditions, covenants and restrictions shall provide that the owner's association shall monitor landscaping maintenance on all portions of Catalina Avenue landscape buffer and take over the maintenance responsibility if not adequately performed to the satisfaction of the Planning Director.

69. Developer shall be responsible for meeting the requirements of increased fire protection facilities created by PD-81-2 and Tract 4500 by the provision of a fire station and site and/or money or a combination thereof. The specific location of the required fire protection facilities will not be established by PD-81-2 or the Tentative Map for Tract 4500. The ultimate location and configuration of the required facilities will be determined after appropriate public hearings through agreement between the City of Alameda and Harbor Bay Isle Associates within 12 months of the approval of PD-81-2.

70. During consideration of each final development plan for business park properties adjoining residential areas the design and location of exterior lights shall be evaluated in order to minimize to the grestest extent adverse impacts such as glare on the residential properties.

71. Each final development plan for properties adjoining the Bay Edge Park shall incorporate permanent design features to clearly define the property boundary between the public park area and adjoining private properties.

PASSED AND ADOPTED by the Planning Board of the City of Almaeda on the first day of December, 1981, by the following vote:

AYES: 6 (Roveda, Simmons, Hanna, Narahara, Camicia, Kennedy)

NOES: 0

ABSENT: 1 (Wood)

ATTEST: _____
Arnold B. Jonas, Secretary
City Planning Board