

CITY OF ALAMEDA PLANNING BOARD
RESOLUTION NO. 1533

A RESOLUTION OF THE PLANNING BOARD OF THE CITY OF ALAMEDA
APPROVING PLANNED DEVELOPMENT AMENDMENT PDA-85-4 AT THE
HARBOR BAY BUSINESS PARK

WHEREAS, the Planning Board of the City of Alameda has considered PDA-85-4 to Planned Development PD-81-2 to realign the Harbor Bay Parkway right-of-way along the Shoreline Park, to redefine the boundaries of the Shoreline Park, and to create a revised layout of lots as required in Section 11-1357.3 of the Alameda Zoning Ordinance; Applicant: Harbor Bay Isle Associates; and

WHEREAS, the Board has held a public hearing on this application and has examined pertinent maps, drawings, and documents; and

WHEREAS, the Board has made the following findings:

1. With the imposed conditions, the project would not result in increased or more intense environmental effects than the project approved as PD-81-2.
2. The proposed Shoreline Park is larger than the Shoreline Park approved under PD-81-2.
3. The conditions listed below retain sufficient control of the sensitive aesthetic environment in the area between the lagoon and bay, served by Bay Edge Road in the PD-81-2 plan.
4. The proposed amendment conforms to the Combined Land Use Plan.

THEREFORE BE IT RESOLVED that the Planning Board of the City of Alameda hereby approves PDA-85-4 as shown on the exhibits labelled "Exhibit A, August 26, 1985" including a revised street and lot pattern for the Business Park, and "Exhibit B, August 26, 1985" including conceptual landscape plans for Harbor Bay Parkway and the Shoreline Park subject to the following conditions which modify and augment the conditions contained in Planning Board Resolution Number 1203 dated December 1, 1981, which conditions otherwise remain in full force and effect:

1. Condition #44 shall be revised to delete column g.
2. Condition #46 shall be revised to read:
 - 46.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 area shall include restaurants, hotels, motels, and other uses which do not generate an excess amount of large truck traffic.
3. Condition #48A(1) shall be modified to delete "Bay Edge Road" in the fifth line.
4. Condition #48A(4) shall be modified to read: "Feeling of termination of Harbor Bay Parkway at the turnaround bulb and of Mecartney Road at the Bay Edge".
5. Condition #67 shall be changed to read as follows:
 67. The northerly loop road proposed to extend from Harbor Bay Parkway to the vicinity of Catalina Avenue and intended to provide access to small lots along the northerly Business Park boundary is approved in concept only. Prior to the approval of any Parcel Maps which would create parcels with access from the loop road the Planning Board shall approve the specific roadway alignment and criteria for building setbacks and landscape screening along the Catalina Avenue interface. The intent of such approval is to create an aesthetically pleasing view of the Business Park from the residential properties fronting the northerly side of Catalina Avenue. To assist the Board in making such determinations applicant shall submit at that time a conceptual landscape plan for the portion of the Business Park abutting Catalina Avenue including a minimum six foot high berm with appropriate erosion control, an analysis in graphic and/or tabular form demonstrating the range of building sizes that could occupy the Business Park parcels backing on Catalina Avenue in conformance with Condition #44 of Resolution Number 1203 for Tract 4500 and such other materials as may be required.
6. Condition #69 shall be modified to read as follows:
 69. Developer shall be responsible for meeting the requirements of increased fire protection facilities created by PD-81-2, PDA-85-4, 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, PDA-85-4, or the Tentative Map for Tract 4500. The ultimate location and configuration of the required facilities will be determined through agreement between the City of Alameda and Harbor Bay Isle Associates.
7. Condition #72 shall be added to read:
 72. The conceptual landscape plan for Harbor Bay Parkway as shown on Exhibit B is approved subject to detailed final landscape plans being submitted to the Planning Department for review and approval prior to installation of the landscaping.
8. Condition #73 shall be added to read:

- 73.a. The conceptual landscape and development plan for the Shoreline Park is approved subject to a detailed Final Development Plan for the park being reviewed and approved by the Planning Board prior to any construction or installation of landscaping being undertaken. The Shoreline Park may be installed in phases but must be done no later than the adjoining segment of Harbor Bay Parkway. Final agreement between Harbor Bay Isle Associates and the Bay Conservation and Development Commission may necessitate changes in detail between Exhibit B and the Final Development Plan. Each segment of the Shoreline Park shall provide for continuity of pedestrian and bicycle access to adjacent developed park segments.
- b. Parking for public use of the Shoreline Park shall be provided in the vicinity of the marine terminal facility and at least two parking areas in connection with development of Business Park facilities on the landward side of Harbor Bay Parkway Extension - Phase III, one of which shall be along the Port of Oakland lagoon edge portion, and the other along the Bay edge portion.
9. Condition #74 shall be added to read:
74. The area shown reserved for marine terminal use need not be developed concurrently with adjoining segment of the Shoreline Park but may be considered in the context of a separate Final Development Plan. If development of the terminal area follows that of the adjoining park areas continuity of interim pedestrian and bicycle circulation facilities and landscaping shall be maintained in the terminal area to the satisfaction of the Planning Director. In the event that the marine terminal proposal is abandoned before development occurs an appropriate alternate use of the site shall be considered and approved by the Planning Board within the context of the required Final Development Plan.

PASSED AND ADOPTED by the Planning Board of the City of Alameda on the 11th day of September, 1985, by the following vote:

AYES: (6) Wood, Roveda, Camicia, Simmons, Persoff, Beazley

NOES: (0) None

ABSENT: (1) Roveda

ATTEST:
Arnold B. Jonas, Secretary
City Planning Board

STAFF REPORT

TO: PLANNING BOARD

FROM: PLANNING STAFF

DATE: AUGUST 22, 1985

RE: Agenda for regular Planning Board meeting of August 26, 1985, Item # 5.

APPLICANT: Harbor Bay Associates

APPLICATION:

Continued consideration of Planned Development Amendment PDA-85-4 to Planned Development PD-81-2 for the Harbor Bay Business Park to realign the Harbor Bay Parkway right-of-way along the Shoreline Park, to redefine the boundaries of the Shoreline Park to include a marine terminal and other open space features, and to create a revised layout of lots accessed by a loop road in the interior portion of the Harbor Bay Business Park.

SUBMITTALS:

1. Proposed revised Master Plan. (see July 22, 1985 Planning Board packet)
2. Narrative describing background and content of amendment request. (see July 22, 1985 Planning Board packet)
3. Setback and open space diagram. (see July 22, 1985 Planning Board Packet)
4. Letter from Rosalie McPherson and cross section.
5. Diagram from HB Associates showing cross section, letter.

A landscape plan will be posted at the meeting of August 26, 1985.

BACKGROUND:

The Planning Board opened a public hearing on the proposed PD Amendment at the regular Planning Board meeting of July 22, 1985. After taking public testimony the Board asked for more detail on the shoreline park and continued the item.

DETAILS OF THE PROPOSAL:

Applicant proposes realignment and extending of Harbor Bay Parkway as shown in Submittal #1. Harbor Bay Parkway would flank the Shoreline Park from easterly of the Port of Oakland dike northwesterly into the area which under PD-81-2 was to be served by Bay Edge Road. A secondary street would continue from a turnaround bulb at that location northeasterly across the Business Park and lagoon connecting to the southerly extension of Aughenbaugh Way, as in the previously approved Planned Development.

Applicant also proposes modifications to the Shoreline Park to meet BCDC requirements and to accommodate revisions to the PD based on Skidmore, Owens, and Merrills studies for the Business Park. Under the proposed revisions seven acres of Shoreline Park are to be developed. The remaining 850 feet of shoreline in the Business Park and the entire shoreline in Village 5 (5 acres total) will be presented for approval at a later date.

The proposed Shoreline Park plan differs from plans in the approved PD by the inclusion of a 1650 foot, 2.46-acre portion to the southeast of the Port of Oakland dike. This portion was added to meet BCDC's requirements. Also included in the Shoreline Park area is a proposed marine terminal area which is not included in the open space calculation. Some type of ferry or hovercraft terminal is intended for this site, the architectural plans and surrounding landscaping, parking lots, and open spaces to be submitted at a later date. In summary, the proposed Shoreline Park includes 7 acres while the approved portion in the Business Park, PD-81-2, contained 5.8 acres. Additional park area in the remaining 850 feet of shoreline area within the Business Park will bring the proposed total to a still larger area than that previously approved.

Applicant also proposes an interior loop road providing access to the northerly lots and to interior lots not fronting on Harbor Bay Parkway. A turnaround bulb is proposed near the lagoon (Submittal #1) so that traffic can turn around and exit without using Harbor Bay Parkway.

Additional Detail on Shoreline Park Plan:

As requested by the Planning Board, stakes have been placed to identify the exact location of the Shoreline Park, trails, and marine passenger ferry terminal. A landscaping plan will be presented at the Planning Board meeting on August 12. A landscaping schematic which is preliminary to that submittal has been reviewed by Planning Staff.

The landscaping plan for the developed portion of Harbor Bay Parkway from the entry to the Business Park to the intersection with South Loop Road is proposed for revision to eliminate the red-flowering eucalyptus entirely, to retain the alders and increase their numbers and to introduce two varieties of palm trees in clusters to emphasize street intersections and the Business Park entrance. The second phase of the parkway from the South Loop intersection to the shoreline would be transitional, continuing the alders and introducing Stone Pines. The alders would be planted in tight rows to create a feeling of enclosure and seasonal change with clusters of Stone Pines for year-round green and denser screening of parking and utility areas. The third phase, along the shoreline, would eliminate the alders and substitute a continuous but undulating edge of flowering groundcover and evergreen shrubs with palms at intersections, clumps of Monterey Cypress and another evergreen not yet selected. The clustering would be designed to screen parking and utility areas and provide views of the bay and architectural interest. The flowering eucalyptus removed from the Parkway would be used along South Loop Road.

The Shoreline Park is a band with a minimum width of 50 feet measured from the line of highest tidal action, the 103 feet contour line, to the curb on the south side of Harbor Bay Parkway. Proposed cross sections of the Shoreline Park show three

alternative ways of treating the space to provide an 8-foot pedestrian path, 8-foot bike path, seating areas, planted areas, and lawn. The alternative treatments will be used in different portions of the Shoreline Park with the pathways remaining a constant element throughout.

PLANNING POLICY CONSIDERATIONS:

1. General Plan Designation - CLUP designation of the site is Light Industrial. CLUP shows a major thoroughfare providing access to the Business Park; the General Plan circulation element is generally conceptual and the exact alignment of the Parkway was not adhered to in PD-81-2. The proposed alignment of Harbor Bay Parkway and the proposed loop road would provide circulation within the Business Park consistent with CLUP.
2. Zoning - Subject site is zoned C-M-PD, Commercial Manufacturing Planned Development. An approved Planned Development is in effect for the Business Park.
3. Conditions of Approval PD-81-2 - Conditions #44 through #71 are in effect for the Business Park. A review of these conditions indicates that #44g, #46, and #48a refer to Bay Edge Road which would be eliminated by the proposed revisions. In addition, Condition #69 requires that a location and configuration for required fire protection facilities shall be determined within one year of the approval of PD-81-2. Such a facility is not shown on the plan. The other four conditions address setbacks and set design criteria for the Bay Edge Road area. This area was always seen as a very special view area, between the shoreline and the lagoon, which need protected view corridors and controls of building bulk. These conditions are proposed to be modified to preserve the same resources in the area now traversed by Harbor Bay Parkway rather than Bay Edge Road.
4. Comments on Setback From Catalina Avenue - Conditions #66 and #67 address the setback along Catalina Avenue where the small lots on the interior loop road as previously approved and now proposed to be increased in extent by this amendment would be located. Screening of buildings to be accomplished by a combination of berming and landscaping will be reviewed when the first structure west of Sheet 3-E and on the north side of Harbor Bay Parkway is submitted for review, as required in Condition #67. Since Sheet 3-E is proposed in this application to be eliminated and a new interior loop road is proposed this condition should be revised to ensure that development of the first small lot backing up to Catalina Avenue shall trigger review of the berming and landscape treatment for the buffer area. See proposed Condition #6.

At this time the planting approved along the north edge of the Business Park is a dense hedge-row of poplars with acacia filling in at the lower elevations. Continuing this planting theme along Catalina Avenue will provide a very dense buffer and the poplars, required to be planted at 20 foot heights, are expected to be fast-growing achieving ultimate 80-100' heights. They spread by sending up new shoots from the roots resulting in a very dense visual barrier and windbreak.

The cross-section prepared by HB Associates, Submittal #5, shows how the taller trees would screen the adjacent buildings. The Planning Staff also feels that with small Business Park lots adjoining Catalina Avenue and the required front setback from the interior loop road and rear setback from Catalina Avenue, small buildings will be built on these lots and that the impact on Catalina Avenue residents would not be significant.

5. Traffic and Parking - The inclusion of the hovercraft/ferry landing terminal is a traffic mitigation measure being proposed in conjunction with the Business Park expansion being proposed by Harbor Bay Associates and for which an EIR is now being proposed.

RECOMMENDATION:

The Planning Staff recommends approval of PDA-85-4 based on the following findings and conditions:

Findings:

1. With the imposed conditions, the project would not result in increased or more intense environmental effects than the project approved as PD-81-5.
2. The proposed Shoreline Park is larger than the Shoreline Park approved under PD-81-5.
3. The conditions listed below retain sufficient control of the sensitive aesthetic environment in the area between the lagoon and bay, served by Bay Edge Road in the PD-81-5 plan.
4. The proposed amendment conforms to CLUP.

Conditions:

1. Condition #44 of Resolution #1203 shall be revised to delete column g.
2. Conditions #46 shall be revised to read:

Special criteria for the area between the lagoon and bay 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 area shall include restaurants, hotels, motels, and other uses which do not generate an excess amount of large truck traffic.
3. Condition #48A(1) shall be modified to delete "Bay Edge Road" in the fifth line.

4. Condition #48A(4) shall be modified to read: "Feeling of termination of Harbor Bay Parkway at the turnaround bulb and of Mecartney Road at the Bay Edge".
5. Condition #69 shall be modified to read as follows:

Developer shall be responsible for meeting the requirements of increased fire protection facilities created by PD-81-2, PDA-85-4, 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, PDA-85-4, or the Tentative Map for Tract 4500. The ultimate location and configuration of the required facilities will be determined through agreement between the City of Alameda and Harbor Bay Isle Associates.
6. Condition #67 shall be changed to read as follows:
 67. The master landscape design plan shall provide for the development by Harbor Bay of a six foot (6') high earth berm on the Business Park side 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 with suitable erosion protection, shall be created in conjunction with the widening and improvement of Catalina Avenue, all of which will be accomplished upon the approval of the development of the first parcel within the Business Park that abuts Catalina Avenue on the approved Tentative Subdivision Map for Tract 4500 or subsequent amendments.