



HAYWARD AREA SHORELINE PLANNING AGENCY

HASPA Meeting
City of Hayward City Hall
Second Floor, Conference Room 2-A
777 B Street
Hayward, CA 94541

Thursday, April 14, 2016
5:00 p.m. – 7:00 p.m.

- | | | |
|----|--|----------|
| 1. | Call to Order | Mendall |
| 2. | Introductions | Trustees |
| 3. | (d) Changes to Agenda | Trustees |
| 4. | (d) Approval of Agenda | Trustees |
| 5. | (a) Approval of HASPA Minutes for January 14, 2016 | Trustees |
| 6. | Public Comment | Public |

NEW BUSINESS

- | | | |
|-----|--|----------|
| 7. | (i & d) Project Review – 4150 Point Eden Way | Golubics |
| 8. | (i & d) Shore Realignment Master Plan Overview | Golubics |
| 9. | (i & d) Creation of a Maintenance Master Plan | TAC |
| 10. | (i & d) Improving Staffing of HASPA Agencies | TAC |

UNFINISHED BUSINESS

- | | | |
|-----|--|--------|
| 11. | (i & d) HASPA Shoreline Levees – Follow-up | Taylor |
| 12. | (d) Tours of the Hayward Shoreline | TAC |
| 13. | (d) HASPA Partners & Guests | TAC |

REPORTS

- | | | |
|-----|-------------------------------------|--------------|
| 14. | (i) Report from TAC (verbal) | Golubics |
| 15. | (i) Reports from Trustees (verbal) | Trustees |
| 16. | (d) Setting Agenda for Next Meeting | Trustees/TAC |

ADJOURNMENT

Mendall

- (i) Information
- (d) Discussion
- (a) Action



HAYWARD AREA SHORELINE PLANNING AGENCY

City of Hayward
East Bay Regional Park District
Hayward Area Recreation and Park District

Meeting of Board of Trustees
City of Hayward City Hall
Second Floor, Conference Room 2-A
777 B Street
Hayward, CA 94541

January 14, 2016

DRAFT MINUTES

HASPA TRUSTEES PRESENT:

Al Mendall, City of Hayward, Chair
Minane Jameson, Hayward Area Recreation and Park District
Dennis Waespi, East Bay Regional Park District
Paul Hodges, Hayward Area Recreation and Park District (Alternate)

HASTAC MEMBERS PRESENT:

Damon Golubics, City of Hayward
Mark Taylor, East Bay Regional Park District
Jennifer Koney, Hayward Area Recreation and Park District
Adrienne De Ponte, Hayward Area Recreation and Park District (Alternate)
Erik Pearson, City of Hayward (Alternate)
Kevin Takei, East Bay Regional Park District

STAFF:

Helena Graves, City of Hayward
Karl Zabel, Hayward Area Recreation and Park District
Bob Nisbet, East Bay Regional Park District
Rick Hatcher, Hayward Area Recreation and Park District

VISITORS:

Betty Moose
Audrey Le Pell
Evelyn Cormier
Maggie Wenger, San Francisco Bay Conservation and Development Commission (BCDC)
Beckie Zisser, Save the Bay

1. Call to Order

A regular meeting of the Hayward Area Shoreline Planning Agency was called to order at 5:04 P.M. by Chair Mendall.

2. Introductions

Round robin introductions of those present were made.

3. **Changes to Agenda**

No changes were made to the agenda.

4. **Agenda Approval**

The agenda was approved with no objections.

5. **Approval of HASPA Minutes for October 22, 2015**

Moved by Trustee Waespi and seconded by Chair Mendall, without objection, to approve the minutes of the Hayward Area Shoreline Planning Agency (HASPA) meeting on October 22, 2015.

6. **Public Comments**

Audrey LePell, Hayward Resident, spoke about a newspaper article, "Bay restoration tax proposed for all 9 area counties," regarding a proposed parcel tax. She wanted to ask the HASPA Trustees to find out who the seven members of the San Francisco Bay Restoration Authority are and who they represent. This topic was presented and addressed under Item #9.

7. **Recognition of HASCAC and Presentation of Certificates of Appreciation**

Trustee Mendall noted that HASPA was formed, according to Betty Moose, former Chair of Hayward Area Shoreline Citizens Advisory Committee (HASCAC), over 40 years ago. This was at a time when there were many development proposals under consideration and the citizens of Hayward and other concerned members of the public came together and voiced that they wanted to protect the shoreline. Over the course of time since then, most of the shoreline area is protected as open space or owned by public agencies who will protect it as opposed to developers and private interests who may try to develop it. Protection of the shoreline has been a huge success, specifically for future generations to enjoy and appreciate.

Adrienne DePonte, Hayward Area Shoreline Technical Advisory Committee (HASTAC) member, mentioned that at the Shoreline Interpretive Center there is a plaque that lists the name of each HASCAC members as a remembrance and thanks each of them for their service and contributions to HASPA.

Trustee Waespi indicated that long before becoming a Trustee, he knew of the good work of HASPA and the contributions of all the people involved in the preservation of the shoreline for the future.

Betty Moose, San Lorenzo resident, proposed the idea that a sign be erected by the shoreline to educate people about what has been done and how the shoreline came to be protected. She also suggested that a section of the new Hayward library could include information about the history of the shoreline.

Evelyn Cormier, Hayward resident, indicated that a history of the shoreline has been written by an oral historian in the 1980's and is housed in a historical repository at the University of California, Berkeley.

Three members of HASCAC were present at the meeting, Evelyn Cormier, Betty Moose and Audrey LePell. A Certificate of Appreciation and a color brochure, "Hayward Shoreline Planning Agency (HASPA) – A Continuing Shared Vision 2016," was presented to each person in recognition of their service.

A short recess was called at 5:16 p.m. for refreshments and the meeting resumed at 5:23 p.m.

Betty Moose expressed appreciation for the certificates of appreciation, the refreshments and the Shared Vision brochure.

NEW BUSINESS

Damon Golubics began the discussion by informing the Trustees that HASTAC, or the TAC, has been meeting monthly instead of quarterly. There are many prongs to the current mission of sea level rise and with the assistance of Maggie Wenger (BCDC), the TAC has come up with a list of priorities, not in order of importance, is as follows;

Complete levee trail maintenance, build community support/public outreach, create programs, habitat measures, set political groundwork with elected officials to inform them of the work of HASPA and plant seeds for potential financial assistance, alternatives and analysis, engagement with other agencies such as Alameda County Flood Control and Department of Fish and Wildlife to develop relationships to help further the new mission, and completion of a Shore Realignment Master Plan concerning sea level rise. Further discussion of these items can be found under Agenda Items #11 and #13.

8. HASPA Shoreline Levees – Discussion of Immediate Needs

Damon Golubics introduced Mark Taylor to discuss Levee Repair. Mark began his presentation by indicating this would be a presentation about the current and past still unmet levee repair needs on the Hayward Shoreline. His presentation included visual examples of some of the extent of damage that has occurred along the shoreline and then discussed the process required to make the necessary repairs. An example of this was from a storm in 2005 and the damage done to the Bay Trail which is located west of West Winton Avenue. He presented a list of the various regulatory agencies that EBRPD needs to get permits and approval authorization from before doing work on the levee. Some of these agencies include:

- U.S. Army Corp of Engineers
- U.S. Fish and Wildlife Service
- National Marine Fisheries Service (NOOA)
- Regional Water Quality Control Board
- California Department of Fish and Wildlife
- San Francisco Bay Conservation and Development District

There are two kinds of permits; Maintenance Permits and Separate (or individual) Permits. Different agencies have different requirements. Paperwork has become much more extensive and this often requires the need to hire consultants to get all paperwork completed and processed through the various permitting agencies. The lengthy amount of time to obtain permits slows down the ability to actually do the repairs, specifically in a timely manner. There are certain routine maintenance activities that are authorized or can be done from April 15

through October 31 each year. There is an additional limited time period (August 1 – October 31) for work near areas designated as Special Status Species Aquatic Habitat. During the winter, agencies are authorized to perform some maintenance activities such as removing debris and erosion control, however, this work must be done by hand with no “mechanical” assistance.

An example of when a Separate Regulatory Authorization Permit is required is when a levee is being built that has not had rip-rap in the past since you are not just adding to an existing rip-rap bank area. This requires a Separate permit as opposed to a Maintenance Permit. Rip-rap is a type of broken up rock, or rubble that is used for erosion control, mostly where land meets bodies of water. For the outer bay shoreline, one-quarter ton rip-rap is used. Separate permits are not considered a repair permit and it should be noted that these permits are more expensive. A Separate permit involving a marsh area also requires mitigation for loss of habitat and biological monitors have to be onsite at all times to assess the mitigation and/or loss of habitat due to loss of a levee area. All of this increases the cost and complexity of obtaining the required permits from the various agencies.

Repair permits are required and are issued for work areas of up to 150’ in length of a particular geographical area. If you have work that is in an area greater than 150’ in length, it would require a permit for each 150’ section or subsection.

An example of a repair that should have required only five hours of work and had been classified as maintenance since it just involved adding to an existing levee, turned into a much more complicated project because of its location as a historical area, which then involved authorization/permitting through the State Office of Historic Preservation Office (SHPO).

An Emergency permit can be obtained when there is critical work to be done and time is of the essence due to public safety. Since 2010, EBRPD has had to utilize the Emergency Permit process due to the extended period of time required to just get a maintenance permit. The area in question required immediate repairs. The process to obtain an Emergency permit takes 30 days as opposed to potentially years for a Maintenance Permit. This type of permit (Emergency permit) has its drawback. Once the permit is obtained, the work must commence within 24 hours, which includes ensuring all the equipment is staged and staff is go once the permit is in hand. This type of permit has become costly and now takes longer to obtain than in the past.

An example of this is with a particular a storm incident/event and half of a road was gone after a levee breach. It took months to get an emergency permit back in 2014. There was an immediate need since two foot chunks of road were washed away. A few days later, another two foot section of road was gone. Another drawback of an Emergency Permit is that it is only a repair to existing conditions. The permit does not provide authorization to rebuild a road and bring it up to standard current conditions. EBRPD has many trails that get accelerated from a Maintenance Permit level to an Emergency Permit requirement due to the need for safety since they are used by the public.

The Hayward Area Recreation and Park District (H.A.R.D.) sought to rebuild Triangle Marsh levee and that took three to four years to get permits for the work. The road was closed off to the public. Additional rip-rap will be required in the next five to ten years to prevent overtopping of this particular road. Overtopping occurs when the water, due to storms, is higher than the roadway and washes over the roadway causing damage. Overtopping also occurs when waves driven by wind overtop the rip-rap that is protecting the levee or trail and causes damage to the roadway. The Frank Tract levee will also require more rip-rap to prevent overtopping. H.A.R.D.’s Marsh Trail needs to be raised since overtopping occurs during King Tide events.

Cogswell Marsh has an immediate need for levee repairs (approximately of 50 linear feet of area) and permits applied for in 2015 are still pending. This levee was last repaired in 2006. The delay in obtaining the permits is due to the backlog of the various agencies. In one case, a permit for work that was applied for in 2013 is now out of date and has to be reapplied for. It's hard to believe that needed permits weren't reviewed over the course of the three years by some of the involved agencies.

Oro Loma Marsh levee has had emergency levee and road repairs five times since 2007 and has an immediate need for additional repairs and those permits applied for in 2015 and are still pending. Also required is additional rip-rap for areas not covered by other permits to prevent overtopping.

The Hayward Marsh outer levee, north of the Shoreline Interpretive Center has lots of issues since there has never been rip-rap on the levee. HARD levees were originally built by the owners of the salt ponds. EBRPD has 40 separate permits that are still pending that were applied for in 2015, 2014, 2013 and have been told they will be available in 2016. This is for work on levees that are in danger of collapsing.

EBRPD is in the beginning stages of a large restorative project but permits are required to achieve these goals. Decisions need to be made about which levees to keep and which levees to repair. A cost comparison shows that in 2007 it cost \$500 per foot to do repairs. There are levees that have some 15,000 linear feet to repair. Costs have gone up since 2007 and additional rip-rap is now required. Unfortunately, the permitted repairs do not allow for widening and rising of the roads, thus, park district staff continues with what repairs are permitted (the status quo).

EBRPD has some levee areas that require immediate repair with additional rip-rap needed to prevent overtopping of targeted areas within the next five years. HARD's levees will also require additional rip rap to prevent overtopping, as well, within the next five years.

Letters of support to regulatory agencies regarding permitting and more grant funding are needed to address the repairs and sustainment of the HARD and EBRPD levees.

Betty Moose and Evelyn Cormier both asked questions regarding how many agencies need to approve each of these permits and whether there is a central oversight agency for all these agencies.

Mark Taylor responded that all if all five different regulatory agencies have authority over a specific type of work and all five separately issue permits. No one central agency is responsible for the oversight of all permits and many of the permits require that you obtained permits from one agency before you can obtain another permit from the next agency. Some agencies require permits from additional agencies. For example, if the work is in a tidal channel, like Sulphur Creek, then permits required from the U.S. Coast Guard and NOAA because it involves a body of water.

Further delays can occur during the permitting process due to the preparation of biological assessments needed for the proposed work. Since permits (for levee projects) take so long to obtain (years in some cases), biological assessments may need to be redone because the information in the assessment is dated and needs to be relooked at given that several years have passed (changing site conditions). Of course, additional costs are involved to complete another project biological assessment since it takes so long to obtain the permits.

With the issue of sea level rise, if you build up levees you have to build wider levees and that requires mitigation because you are impacting either marshlands or the Bay. Most levees have not been built to flood control standards. They are old salt pond levees that have just been added to over the years.

Maggie Wenger from BCDC explained that the speed related to the permitting process for Maintenance and other permits is proportional to the weight or pressure put on by the requesting agency on the reviewing agencies. It is important to also provide consistent and steady attention on each agency's headquarters staff involved in reviewing the permits. Maggie stressed that things can "slip through the cracks."

Adrienne De Ponte said the new direction and focus for the JPA, with great consultation with Maggie Wegner, came up with the current TAC list of items to work on. Levees are a tangible item on the list because levees are not current (meaning not up to standards). Due to this observation, there is a need focus on both short term and long range needs regarding how to protect the shoreline.

The California State Department of Fish and Wildlife issued permits for the South Bay Salt Pond Restoration for a ten year time span as part of a larger restoration project. The question came up in discussion that if HASPA had authority over an area (i.e. an easement, etc.), it might be possible to apply for permits for larger scale projects and such project could be implemented over a longer span of time.

Damon Golubics mentioned there is a need for an ombudsman to assist in the many moving permits associated with a large scale project and the permitting process. Also, with the long list of work that needs to be done within the HASPA shoreline area, an Environmental Impact Report, or EIR, could be used to look at an entire program of projects within the HASPA shoreline area. Having a Program EIR could pre-evaluate environmental impacts associated with a variety of shoreline projects prior to permits being issues for such projects.

Mark Taylor responded that this approach was tried with Hayward Marsh permitting the work where a blanket permit(s) for a list of work was sought. There were issues associated with this approach and it turned out to be cost prohibitive. Also, an EIR adds significant cost and the short shelf life of the EIR also is seen as a problem. The cost for Hayward March work is at \$7.5 million in repairs and upgrades in one marsh and there is more work needed in other areas. The problem sometimes once the permit is obtained is that there is no money left or staff time available to do the work.

Chair Mendall stated that a master plan for protecting the shoreline from sea level rise is needed and there is also an inventory of needs. It will require an itemized plan of how to address these many inventoried needs and the Chair brought up the questions whether it was possible to form an operating agreement between two agencies like HARD and EBRPD to obtain permits for large scale projects that affect both agencies.

Kevin Takei responded by saying that is not possible to get permits jointly with another agency for work that needs to be done. Each agency must apply for and obtain agencies for their own agency.

Chair Mendall indicated a possible action item would be to send letters of support from HASPA, EBRPD, HARD and COH to support the need to work separately in some instances and together in seeks grants and other funding opportunities that may arise. Pooling staff is another idea Chair Mendall brought up as an idea to for the group to consider.

Trustee Waespi suggested asking local elected officials Bill Quirk and Eric Swalwell to get involved since they are on committees that can assist in this process. Inviting them to the shoreline to view the needs would be helpful.

Trustee Jameson agreed with Trustee Waespi and also suggested writing to them and requesting letters of support.

Trustee Mendall also agreed and suggested giving specific requests when asking for support. Providing tours would be a good way to assist them in visualizing the needs as well.

Damon Golubics clarified for Chair Mendall that the subject of climate change is important and if other topics come up like solar fields, they will be addressed at future HASPA meetings, but that sea level rise will be the primary goal and focus for HASPA.

9. **Save The Bay Presentation – June 2016 Ballot Measure**

Trustee Mendall introduced Beckie Zisser from Save the Bay. Her presentation stressed the importance of health of the Bay and work to reverse the damage caused over the past 150 years. Wetlands restoration is the key, in her organizations view, to adapting to sea level rise and climate change. The damage that has been done cannot be stopped but Bay Area residents can strive to mitigate the damage that has been caused by urbanization. The best, adaptive, cost effective and natural way to do this is by concerted efforts to restore the Bay's natural wetlands. By protecting shoreline communities through their organizations efforts, it allows for a reduction in wave energy which absorbs water and has the ability to release it over time and can accumulate sediment over time as well to adapt to the rising tides. From 1850 to 1998, a great deal of tidal marshes have been destroyed which affects the habitat of the birds and fish that reside there. The Bay is a third smaller due to the development that has occurred due to Bay fill and development. Due to bay fill and development up until about 1960, we were still experiencing unregulated development and this is what precipitated the creation of Save the Bay, helped create BCDC, and helped stop unregulated development and try to reverse some of the damage that the Bay had faced for so long. There were 200,000 acres in the 1850's of tidal marsh and now there are 40,000 acres, an 80% loss. Per scientists' studies, the health of the Bay is dependent upon tidal wetlands and the need to get back to about 100,000 acres of Bay tidal marshes. Restoration to 200,000 acres is what is needed to restore the balance in the Bay. Approximately 35,000 acres, most of which are located in the North Bay, are slated for restoration and are in public hands. here is a need for money to fund these efforts.

To respond to Audrey Le Pell's earlier question during the Public Comment portion of the meeting, Beckie spoke about the San Francisco Bay Restoration Authority. In 2008, Save the Bay helped create this new regional body as an effort to find a new source for funding; public funding for tidal marsh restoration. Very little money is allotted through the national government for restoration. The specific focus at this time is to get something on the ballot to put before the voters and it must pass by a 2/3 majority. The Restoration Authority is comprised of elected government officials made up of a body of seven members; one from each of the four quadrants of the Bay Area, specifically involving local officials and park district representation. The seven members of this body are Supervisor John Gioia (Contra Costa County), Director John Sutter (East Bay Regional Park District), Restoration Authority Chair Supervisor Dave Pine (San Mateo County), Supervisor Scott Wiener (City and County of San Francisco) and Supervisor Keith Caldwell (Napa County). There was one vacancy on the Restoration Authority representing the South Bay (since filled by Councilmember Vinnie Bacon, City of Fremont).

The governing board does not have a staff nor do they have any funding yet. Save the Bay has been acting staff since 2008 along with the California State Coastal Conservancy. The SF Bay Restoration Authority is the operations side and Save the Bay is on the political side. The ballot measure proposes a \$12 parcel tax lasting ten years on the June, 2016 ballot. The parcel tax would generate \$5 million for wetlands restoration projects around the bay. The parcel tax is for very specific needs and will need a strong campaign to pass and it is tracking very closely at 2/3 support and the outlook is optimistic. It will require about \$2 billion to get back up to the 100,000 acres mark and this parcel tax will allow the funding to achieve a quarter of the goal. There is the potential to use the momentum of this parcel tax as leverage for additional funds down the road. At the national level in other areas, Chesapeake Bay, for example receives between \$75 and \$100 million funding annually. The Great Lakes receives \$300 million a year in national funding. The Bay Area is one of the biggest estuaries in the country and only receives \$5 million annually, which is not much in comparison.

The funds from this parcel tax must be used for one or more of the following criteria: restoring habitat, improving water quality and preventing pollution, protecting shoreline communities against flooding, and enhancing public access to shoreline. Money can be used for repair of levees as long as it is directly related to wetlands restoration. A certain percentage of the money will be earmarked for the East Bay. This will generate approximately \$4.5 million a year, which is about \$90 million over 20 years for Alameda and Contra Costa Counties.

In response to Evelyn Cormier's questions, the SF Bay Restoration Authority has oversight responsibilities and makes the final decision about what projects will be approved and receives the money. They are guided by the California Coastal Conservancy and an Advisory Committee, which is made up of approximately twenty stakeholders from various interested, independent citizens committees. They are also influenced by the public. The money must be used for wetlands restoration only.

All nine Bay Area Counties will review the measure. They will not affirm or deny it, just be made aware. Santa Clara is the lead county based on population. Thus far, over fifty area and state local business and environmental groups, interested parties, and stakeholders are in support and nothing like this has ever been done across all nine counties. Two websites for further information are Savesfbay.org and Restoresfbay.org. The cost to get this measure on the ballot is costly; it is estimated to be \$2 million, which is discounted from approximately \$6 million to get a measure on the ballot. East Bay Regional Park District has agreed to loan funds, as well as both Santa Clara Valley (\$1.5 million) and the Sonoma County Water Agency. The loans will be paid back if the measure wins, and if not, there is no pay back required.

Trustee Waespi made a motion to support putting the measure on the ballot for the Save The Bay/San Francisco Bay Restoration Authority parcel tax. Trustee Jameson seconded the motion. There were no objections.

Trustee Waespi made a motion to endorse support of the work of Save the Bay and the San Francisco Bay Restoration Authority.

Trustee Jameson seconded the motion. She indicated that if this measure is successful it could potentially create a lot of jobs.

Trustee Mendall agreed and directed the TAC to provide a formal, brief, official endorsement to assist in the process. The motion passed unanimously.

UNFINISHED BUSINESS

10. Setting Meeting Schedule for 2016

The next HASPA meeting is scheduled for April 14, 2016.

REPORTS

11. Report from TAC

Damon Golubics reported that the TAC is working on transitioning from the old JPA with a new emphasis on sea level rise. He spoke briefly about several Planning projects; the concrete recycler on Depot Rd has an Administrative Use Permit (AUP) but there are ongoing issues regarding wastewater discharge and City staff is working to help the permittee obtain the appropriate permits. It has been recommended that the work be done indoors only. Another project is a request for a rezoning accommodating the California Crosspointe High School at the former Heald College site. The City of Hayward will also be exploring an Industrial area zoning code update. A presentation will be made at a future meeting.

Adrienne De Ponte spoke about the mission to increase climate literacy as a good way to reach the community. There will be a shoreline clean up on January 24, 2016.

Mark Taylor let everyone know that they may hear propane cannons near the shoreline area. The California Department of Fish and Wildlife has an annual event; hunt day for water fowl at the Eden Landing Ecological Center. It is an annual tradition run by volunteers and is free of charge.

12. Reports from Trustees

Trustee Jameson spoke about there being a problem with seeing trash at the shoreline, especially along Winton going north. She informed everyone that City of Hayward has a trash reduction grant and the grant goal is 0% garbage by 2020. Sulphur Creek and the HARD are partnering with the City in this area as well. Sources of trash production, such as fast food restaurants, are being evaluated and in the future fast food type businesses generating such trash will be fined if found to be the source of trash being disposed of inappropriately.

Trustee Waespi participated in a great opportunity of touring the Bay Salt Pond facility. The work they are doing for habitat restoration is very good and there are also opportunities at Eden Landing for kayaking and they have a water craft launching area.

Trustee Mendall initiated the idea for a field trip with an invitation to City Council members, HARD, EBRPD Board Members all together tour the shoreline sometime in the future to view the activities and shoreline needs.

13. Setting Agendas for 2016

There is a need for a Shore Realignment Master Plan for the shoreline. An action item for the TAC is to create a path and timeline of the needs for this project and bring this to the Trustees for information and discussion. This will make it possible to see all the needs and project deadlines. The project will require time and money to fund the Master Plan. There is a need to determine these specific needs along the entire HASPA shoreline, project deadlines and amount

of money that will be required to achieve all goals. An outline of the project needs is required with a brief summary for each item for Trustees consideration or view at next meeting.

The TAC has plans to continue to bring presentations to the Trustees that support the JPA as well as mini work sessions to work through the project needs and action items with the TAC and the Trustees.

ADJOURNMENT

Chair Mendall adjourned the meeting at 7:01 PM.

(Minutes Submitted by Helena Graves, City of Hayward)

AGENDA ITEM #7

Project Review – 4150 Point Eden Way

Project:

4150
POINT EDEN
WAY

HAYWARD, CA

Consultants:

CIVIL - -
STRUCTURAL - -
MECHANICAL - -
PLUMBING - -
ELECTRICAL - -
LANDSCAPE - -
FIRE PROTECTION - -
SOILS ENGINEER - -

Title: master site plan

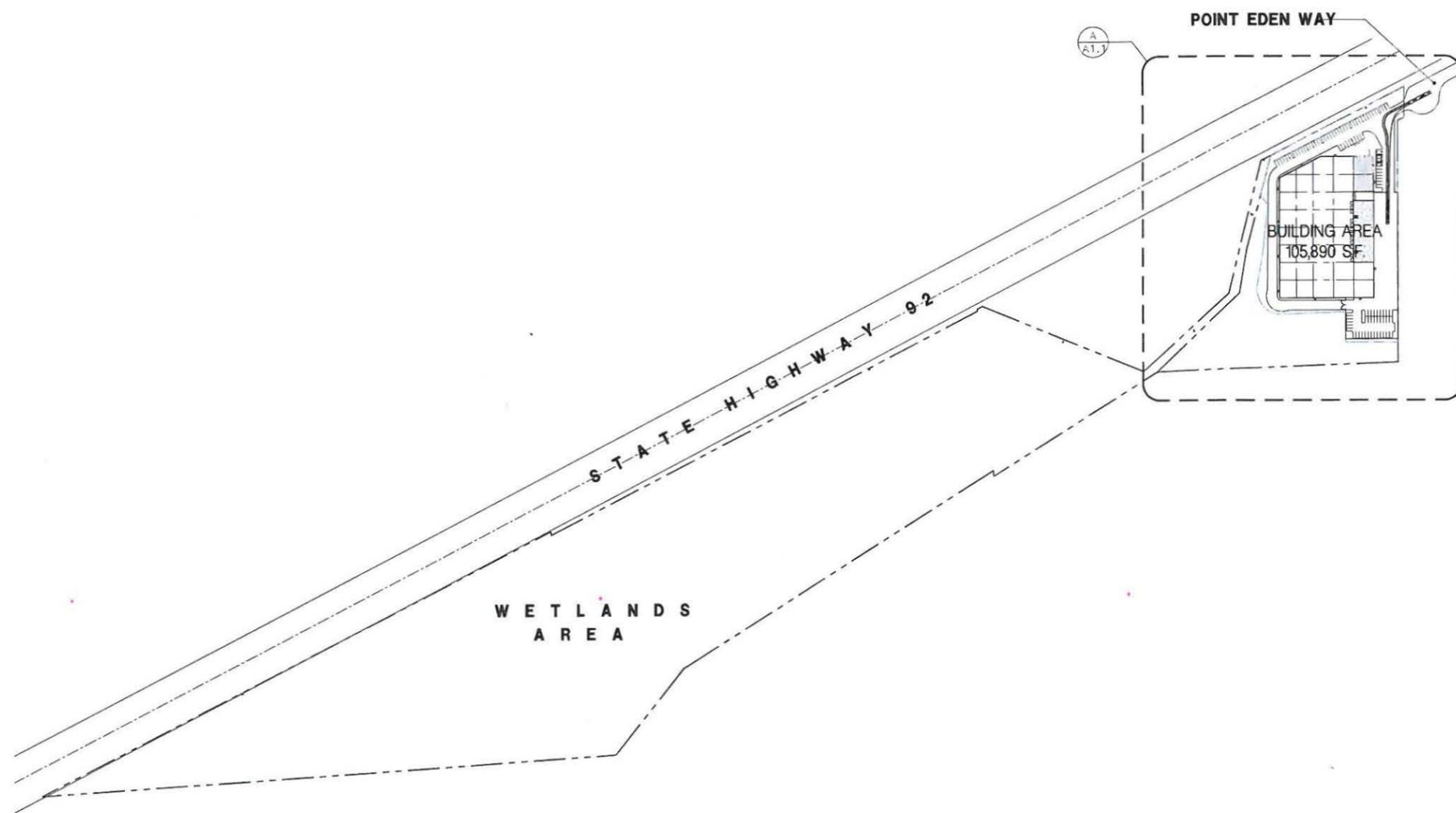
Project Number: 15261

Drawn by: T.G.

Date: 4/1/2016

Revision:

Sheet:
DAB-A1.0



OVERALL SITE PLAN A



PROJECT INFORMATION

Owner/Applicant

IPT ACQUISITIONS LLC
4675 MACARTHUR COURT, SUITE 625
NEWPORT BEACH, CA 92660
PHONE: 949-892-4915

Project Address

4150 POINT EDEN WAY
HAYWARD, CA

Legal Description

Construction Type

CONCRETE TILT-UP BUILDING
BUILDING OCCUPANCY: S-1/B OFFICE & WAREHOUSE
CONSTRUCTION TYPE: III-B

Code Analysis

2013 CALIFORNIA BUILDING CODE
2013 CALIFORNIA PLUMBING CODE
2013 CALIFORNIA MECHANICAL CODE
2013 CALIFORNIA ELECTRICAL CODE
2013 CALIFORNIA FIRE CODE
2013 CALIFORNIA GREEN BUILDING STANDARDS CODE

Applicant's Representative

HPA, INC.
383 4TH STREET - STE. 101
OAKLAND, CA 94607
PHONE: (949) 862-2113
FAX: (949) 863-0851
CONTACT: TERESA GOODWIN

Zoning

ZONING: INDUSTRIAL DISTRICT

Assessors Parcel Number

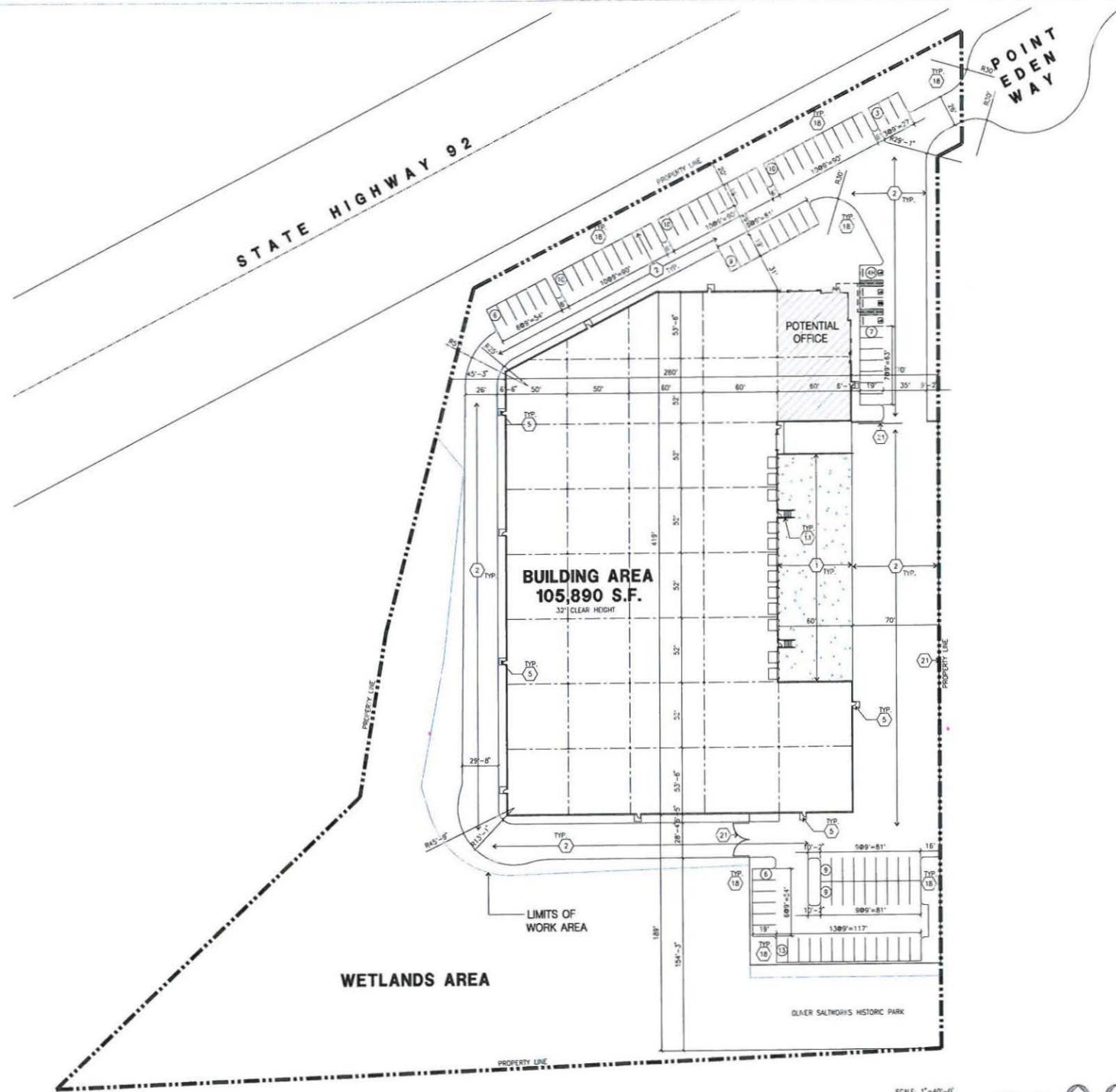
461-85-20-2

VICINITY MAP



PROJECT DATA

SITE AREA	
Gross Area	339,148 s.f.
in acres	7.78 ac
Net Area	235,780 s.f.
in acres	5.41 ac
BUILDING AREA	
Office	5,000 s.f.
Mezzanine	5,000 s.f.
Warehouse	95,880 s.f.
TOTAL	105,880 s.f.
COVERAGE	40.1%
AUTO PARKING REQUIRED	
warehouse 1/2,000 s.f.	53 stalls
office 1/250 s.f.	40 stalls
TOTAL	93 stalls
AUTO PARKING PROVIDED	
Standard (9' x 18')	97 stalls
TRAILER PARKING PROVIDED	
Trailer (30' x 60')	0 stalls
ZONING ORDINANCE FOR CITY	
Zoning Designation - Industrial District (I)	
MAXIMUM BUILDING HEIGHT ALLOWED	Height - No Limit
MAXIMUM FLOOR AREA RATIO	FAR - No Limit
SETBACKS	
Front - 20'	
Side - 0'	
Rear - 0'	



SITE PLAN KEYNOTES

- 1 HEAVY BROOM FINISH CONC. PAVEMENT.
- 2 ASPHALT CONCRETE (AC) PAVING
- 3 CONCRETE WALKWAY
- 4 DRIVEWAY APRONS TO BE CONSTRUCTED PER "L" & "C" DRAWINGS.
- 5 5'-6" X 5'-6" X 4" MIN. THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAIN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH. SLOPE TO BE 1/4" : 12' MAX. PROVIDE WALK TO PUBLIC WAY OR DRIVE WAY W/ 1:20 MAX. AS REQ. BY CITY INSPECTOR
- 6 NOT USED
- 7 NOT USED
- 8 TRUNCATED DOME.
- 9 CONCRETE RAMP TO THE BUILDING.
- 10 NOT USED
- 11 EXTERIOR STEEL STAIR.
- 12 NOT USED
- 13 HANDICAPPED ENTRY SIGN
- 14 HANDICAPPED PARKING STALL SIGN
- 15 NOT USED
- 16 NOT USED
- 17 BIKE RACK
- 18 LANDSCAPE AREAS.
- 19 CONC. FILLED GUARD POST 6" DIA. U.N.O. 42" H
- 20 PRE-CAST CONCRETE WHEEL STOP
- 21 6'H MIN. FENCE WITH 6'H GATE

SITE PLAN GENERAL NOTES

- 1. THE SOILS REPORT PREPARED BY _____
- 2. IF SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE.
- 3. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
- 4. SEE "C" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES. DETAILS ON SHEET AD.1 ARE MINIMUM STANDARDS.
- 5. THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM, PRIOR TO INSTALLATION & AT LEAST 60 DAYS BEFORE BLDG. COMPLETION AS REQUIRED.
- 6. SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
- 7. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
- 8. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
- 9. SEE "C" DRAWINGS FOR FINISH GRADE ELEVATIONS.
- 10. CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 6' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA. WAY W/ 1:20 MAX. SLOPE. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". SEE "C" DRAWINGS FOR FINISH.
- 11. PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
- 12. LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB
- 13. APPROVED CONCEPTUAL LANDSCAPE PLAN PRIOR TO GRADING PERMIT

SITE LEGEND

- [Symbol] LANDSCAPED AREA
- [Symbol] AC. PAVING - SEE "C" DRWGS. FOR THICKNESS
- [Symbol] CONCRETE PAVING SEE "C" DRWGS. FOR THICKNESS
- [Symbol] STANDARD PARKING STALL (9' X 19')
- [Symbol] HANDICAP PARKING STALL (9' X 19')
- [Symbol] PATH OF TRAVEL

OVERALL SITE PLAN

SCALE: 1"=40'-0"



VICINITY MAP



PROJECT DATA

SITE AREA	
Gross Area	339,148 s.f.
in acres	7.78 ac
Net Area	235,780 s.f.
in acres	5.41 ac
BUILDING AREA	
Office	5,000 s.f.
Mezzanine	5,000 s.f.
Warehouse	85,880 s.f.
TOTAL	152,880 s.f.
COVERAGE	40.1%
AUTO PARKING REQUIRED	
in warehouse 172,500 s.f.	53 stalls
office 12,500 s.f.	40 stalls
TOTAL	93 stalls
AUTO PARKING PROVIDED	
Standard (9' x 19')	97 stalls
TRAILER PARKING PROVIDED	
Trailer Stalls (10' x 30')	0 stalls
ZONING ORDINANCE FOR CITY	
Zoning Designation - Industrial District (I)	
HEIGHTS - NO LITE	
MAXIMUM BUILDING HEIGHT ALLOWED	
MAXIMUM FLOOR AREA RATIO	
FAR - No Lite	
SETBACKS	
Front - 20'	
Side - 0'	
Rear - 0'	

PROJECT INFORMATION

Owner/Applicant
IPT ACQUISITIONS LLC
4675 MACARTHUR COURT, SUITE E35
NEWPORT BEACH, CA 92660
PHONE: 949-862-4915

Applicant's Representative
HPA, INC.
383 4TH STREET - STE. 101
DUBLINO, CA 94607
PHONE: (949) 862-2113
FAX: (949) 863-0851
CONTACT: TERESA GOODWIN

Project Address
4150 POINT EDEN WAY
HAYWARD, CA

Zoning
INDUSTRIAL DISTRICT

Assessors Parcel Number
461-85-20-2

Legal Description

Construction Type
CONCRETE TILT-UP BUILDING
BUILDING OCCUPANCY: S-1/B OFFICE & WAREHOUSE
CONSTRUCTION TYPE: II-B

Code Analysis
2013 CALIFORNIA BUILDING CODE
2013 CALIFORNIA PLUMBING CODE
2013 CALIFORNIA MECHANICAL CODE
2013 CALIFORNIA ELECTRICAL CODE
2013 CALIFORNIA FIRE CODE
2013 CALIFORNIA GREEN BUILDING STANDARDS CODE



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IPT ACQUISITIONS LLC
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Project:

4150
POINT EDEN
WAY

HAYWARD, CA

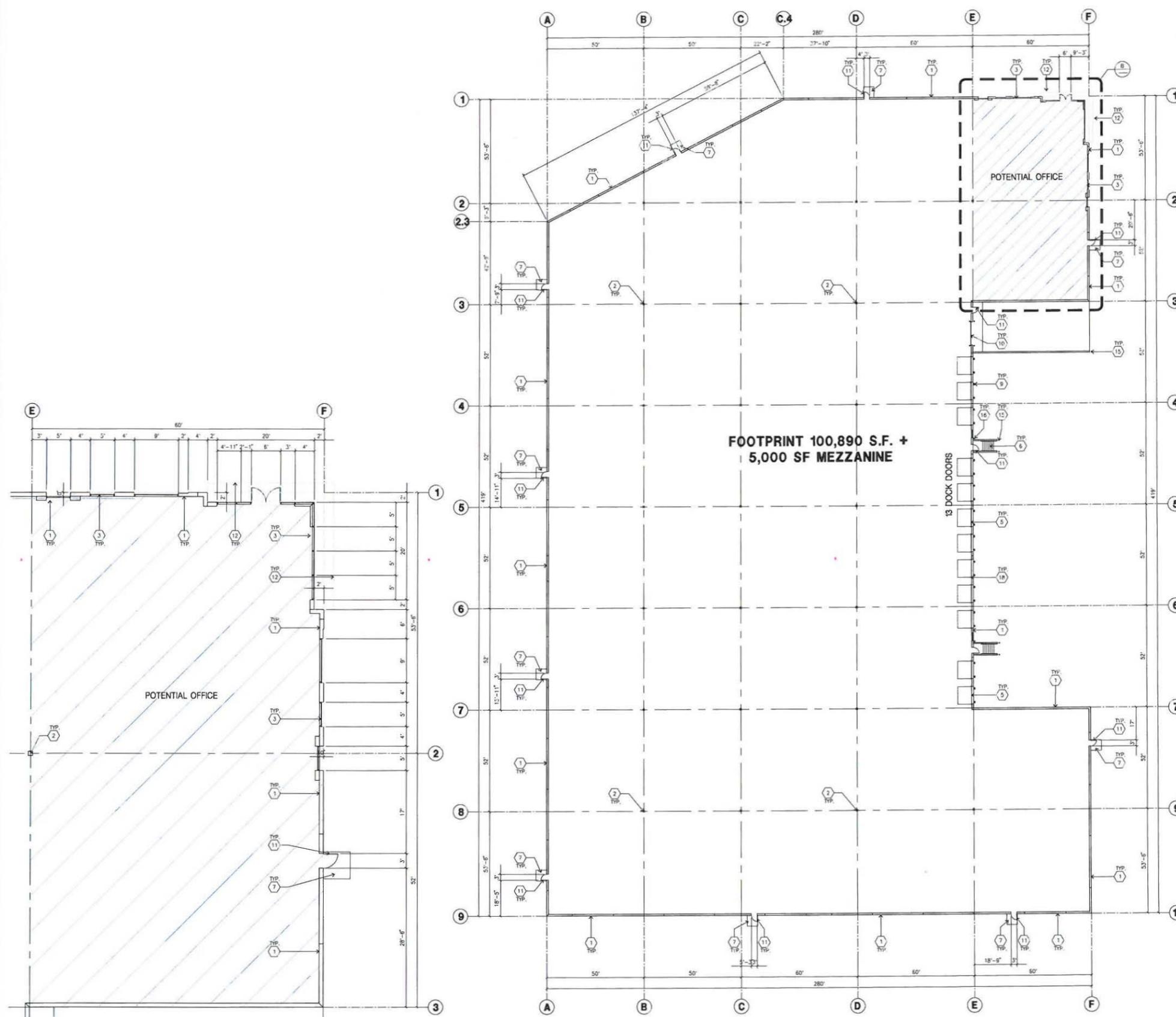
Consultants:

- CIVIL
- STRUCTURAL
- MECHANICAL
- PLUMBING
- ELECTRICAL
- LANDSCAPE
- FIRE PROTECTION
- SOILS ENGINEER

Title: overall site plan

Project Number: 15261
Drawn by: T.G.
Date: 4/1/2016
Revision:

Sheet:
DAB-A1.1



- KEYNOTES - FLOOR PLAN**
- 1 CONCRETE TILT-UP PANEL
 - 2 STRUCTURAL STEEL COLUMN
 - 3 TYPICAL STOREFRONT SYSTEM WITH GLAZING. SEE OFFICE BLOW-UP AND ELEVATIONS FOR SIZE, COLOR AND LOCATIONS.
 - 4 CONCRETE RAMP W/ 42" HIGH CONIC TILT-UP WALL AT TRUCK YARD SIDE OF RAMP
 - 5 9'-0" X 10' TRUCK DOOR, SECTIONAL O.H., STANDARD GRADE.
 - 6 STEEL STAIR
 - 7 5'-0" X 5'-0" X 4" THICK CONCRETE EXTERIOR LANDING F/4 TYPICAL AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREA. FINISH TO BE MEDIUM BROOK FINISH. SLOPE TO BE 1/4" = 1'-0" AWAY. PROVIDE WALK TO HARD SURFACE PER CITY REQUIREMENTS. NOT USED.
 - 8 DOCK BUMPER
 - 9 12' X 14' DRIVE THRU. SECTIONAL O.H., STANDARD GRADE.
 - 10 3/4" HOLLOW METAL EXTERIOR MAN DOOR.
 - 11 METAL CANOPY
 - 12 NOT USED
 - 13 KNOCK OUT PANEL
 - 14 CONIC FILLED GUARD POST, 6" DIA. U.N.O., 42"H.
 - 15 EXTERIOR METAL DOWNSPOUT W/ 2 OVERFLOW SCUPPERS. PAINTED TO MATCH BLD'G
 - 16 NOT USED
 - 17 Z GUARD PROTECTION

- GENERAL NOTES - FLOOR PLAN**
- 1 THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS MAN DOORS AT 100' +/- . A SEPARATE PERMIT WILL BE REQUIRED FOR ANY PACKING/CONVEYER SYSTEMS.
 - 2 FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.
 - 3 THE BUILDING FLOOR SLAB IS SLOPED.
 - 4 PROVIDE 6" DIA. CONCRETE BOLLARD AT ALL FIRE RISER AND UNPROTECTED INTERIOR FLOOR DRAIN.
 - 5 WAREHOUSE INTERIOR CONCRETE WALLS AND COLUMN PAINT PER OUTLINE SPECS. ALL OYP. BD. WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE PRIMER.
 - 6 ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, GRIDLINE, OR FACE OF STUD U.N.O.
 - 7 FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET #5.1. NOTE: ALL DOORS PER DOOR SCHEDULE ARE FINISH OPENINGS.
 - 8 CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE DUMPED INCLUDING CARS AND TRUCKS.

**FOOTPRINT 100,890 S.F. +
5,000 SF MEZZANINE**

ENLARGED FLOOR PLAN
SCALE: 1/8" = 1'-0"
scale: 1/8" = 1'-0"

OVERALL FLOOR PLAN
SCALE: 1" = 30'-0"
scale: 1" = 30'-0"

HPA
architecture

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PROPERTY TRUST

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WAY**

HAYWARD, CA

Consultants:

- CIVIL
- STRUCTURAL
- MECHANICAL
- PLUMBING
- ELECTRICAL
- LANDSCAPE
- FIRE PROTECTION
- SOILS ENGINEER

Title: overall floor plan

Project Number: 15261
Drawn by: T.G.
Date: 4/1/2016
Revision:

Sheet:
DAB-A2.1

Project:

4150
POINT EDEN
WAY

HAYWARD, CA

Consultants:

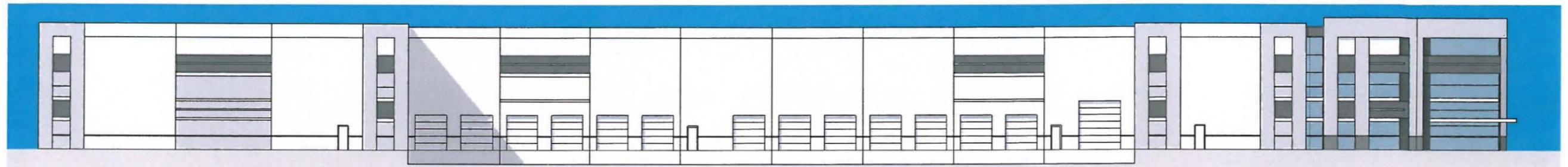
- CIVIL
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- MECHANICAL
- PLUMBING
- ELECTRICAL
- LANDSCAPE
- FIRE PROTECTION
- SOILS ENGINEER

Title: elevations

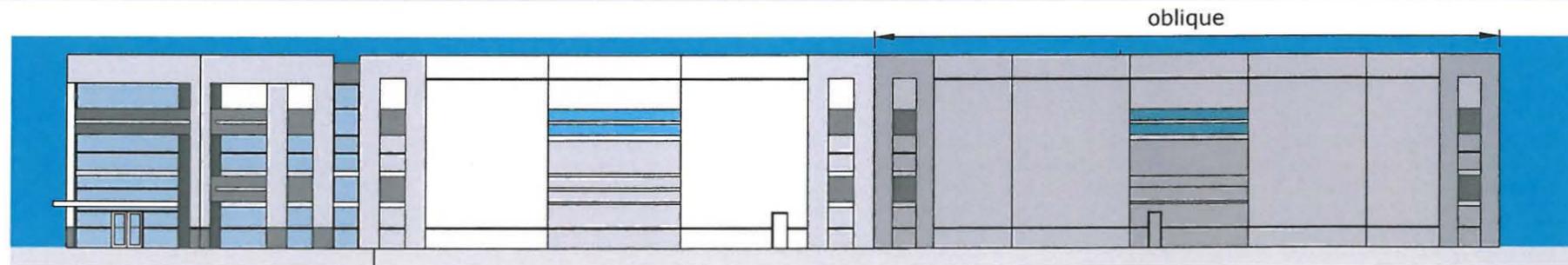
Project Number: 15261
Drawn by: T.G.
Date: 4/1/2016
Revision:

Sheet:
DAB-A3.1

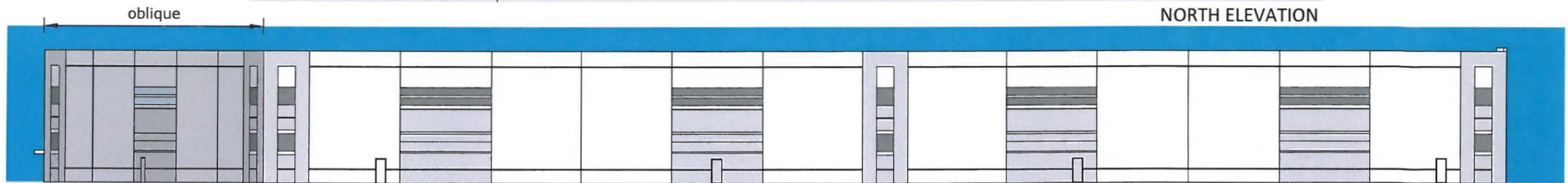




EAST ELEVATION



NORTH ELEVATION



WEST ELEVATION



NORTH EAST CORNER PERSPECTIVE



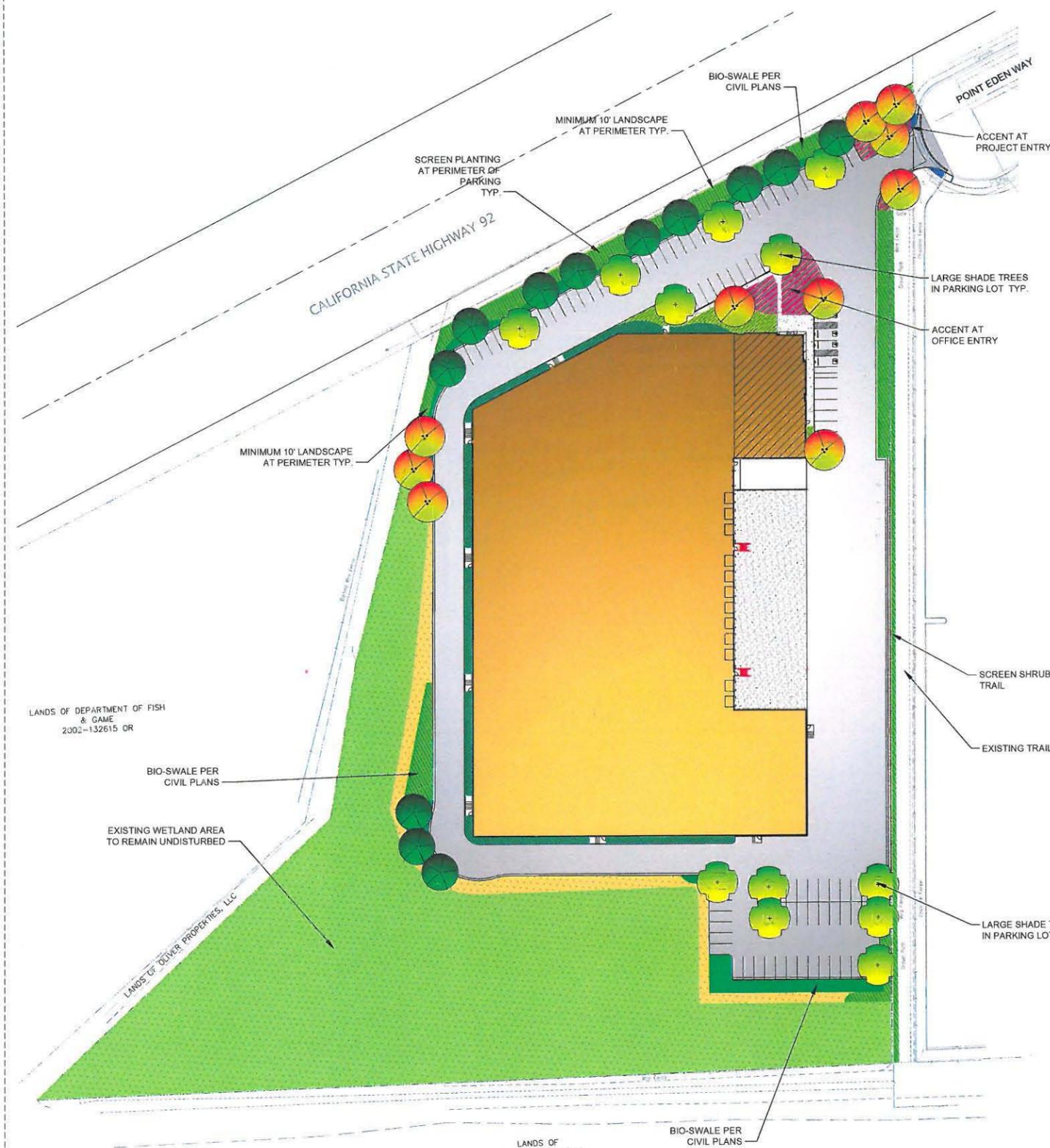
ENLARGED EAST ELEVATION



4150 Point Eden

HAY WARD, CALIFORNIA





PLANT LIST:
CA NATIVE BOTANICAL NAME COMMON NAME SIZE WATER REGIME/HYDROZONE MATURE HABIT H X W

TREES

N	PINUS PINEA	ITALIAN STONE PINE	15 GAL	L	40' X 40'
N	UMBELLULARIA CALIFORNICA	BAY LAUREL	15 GAL	L	15' X 15'
N	PISTACIA C. KEITH DAVEY	CHINESE PISTACHE	15 GAL	L	50' X 30'
N	PLATANUS 'COLUMBIA'	SYCAMORE	24" BOX	L	55' X 50'

LARGE SHRUBS

N	GARRYA ELLIPTICA 'JAMES ROY'	SILK TASSEL	5 GAL	L	6' X 6'
N	MYRICA CALIFORNICA	CALIFORNIA MYRTLE	5 GAL	VL	15' X 15'
N	CEANOTHUS 'CONFIDA'	CEANOTHUS	5 GAL	L	6' X 8'
N	ARCTOSTAPHYLOS HOWARD MCMANN	MANZANITA	5 GAL	L	8' X 8'

DROUGHT TOLERANT SHRUBS

N	CEANOTHUS 'ANCHOR BAY'	PROSTRATE WILD LILAC	5 GAL	L	2' X 6'
N	PHILADELPHUS LEWISII	MOCK ORANGE	5 GAL	L	6' X 5'
N	RHAMNUS C. 'MOUND SAN BRUNO'	COFFEEBERRY	5 GAL	L	5' X 6'
N	RIBES SANGUINEA	FLY CURRANT	5 GAL	L	5' X 5'
N	MALACOTHAMNUS FASCICULATUS	BUSH MALLOW	5 GAL	L	6' X 4'
N	BACCHARIS 'CENTENNIAL'	COYOTE BUSH	5 GAL	L	2' X 6'
N	ROSMARINUS O. 'COLLINGHAM'	ROSEMARY	5 GAL	L	2' X 6'
N	PHYSCARPUS CAPITATUS	PROSTRATE NINEBARK	5 GAL	L	2' X 4'
N	SALVIA CLEVELANDII	SALVIA	5 GAL	L	2' X 4'
N	ARCTOSTAPHYLOS 'EMERALD GREEN'	MANZANITA	5 GAL	L	1' X 4'
N	PHOLOMIS FRUITICOSA	JERUSALEM SAGE	5 GAL	L	3' X 4'

GRASS ACCENTS

N	FESTUCA CALIFORNICA	CALIFORNIA FESCUE	1 GAL	L	2' X 2'
N	MUHLENBERGIA RIDGNS	DEER GRASS	1 GAL	L	4' X 4'
N	CALAMAGROSTIS A. 'KARL FOESTER'	FEATHERREED	1 GAL	L	2' X 3'

PERENNIALS ENTRIES AND OFFICE ACCENT

N	ERIGERON GLAUCUS	SEASIDE DAISY	1 GAL	L	1' X 2'
N	ACHILLEA 'MOONSHINE'	YARROW	1 GAL	L	1.5' X 1.5'
N	ZAUSCHERMA	CALIFORNIA FUSCHIA	1 GAL	L	3' X 3'
N	NEPETA 'WALKER LOW'	CATMINT	1 GAL	L	1' X 3'

LEGEND

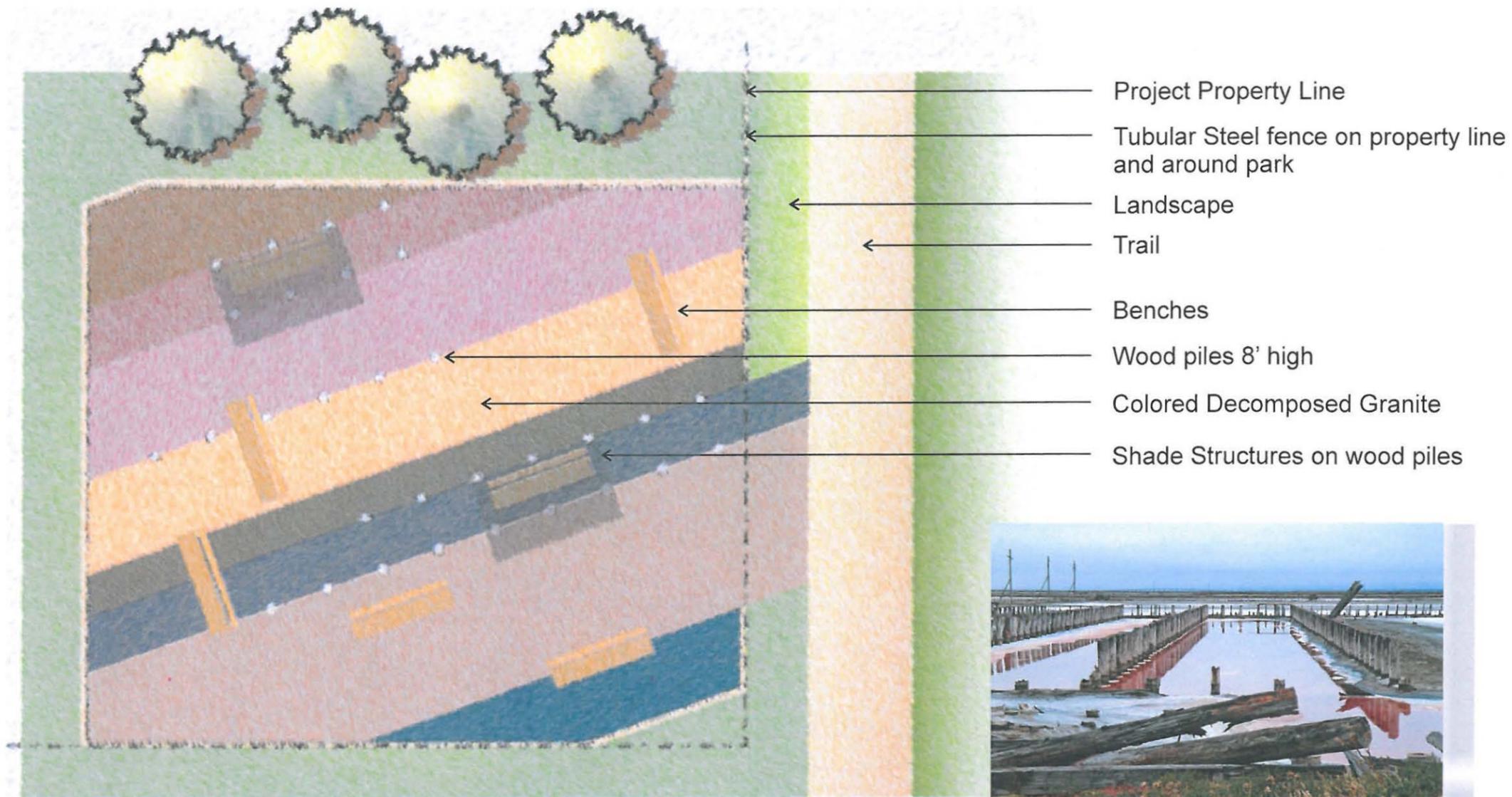
- LARGE EVERGREEN TREE
- LARGE DECIDUOUS SHADE TREE
- LARGE BROADLEAF EVERGREEN SHADE TREE
- NATIVE LARGE SHRUB OR SMALL TREE
- FLW ACCENT TREE
- PARKING LOT PLANTING-LOW SHRUBS/PERENNIAL ACCENTS W/ BARK MULCH
- PROJECT ACCENT PLANTING-LOW ACCENT FLW, SHRUBS/GROUNDCOVER/PERENNIALS WITH DECOMPOSED WITH BARK MULCH
- SCREEN SHRUBS: 30" TO 6" HIGHER HEIGHT WITH ROCK MULCH
- FOUNDATION PLANTING LARGE SHRUBS LOW DENSITY WITH ROCK MULCH
- OFFICE ACCENT PLANTING FLW, SHRUBS AND PERENNIALS W/ BARK MULCH
- NATIVE VEGETATION TO REMAIN
- NATIVE GRASS SEEDED HYDR/MULCH

LANDSCAPE CALCULATIONS:
SITE AREA LANDSCAPE REQUIRED ALL BUILDING SETBACKS
FRONTAGE SETBACK MINIMUM 10'
WEST SIDE SETBACK MINIMUM 10'
EAST SIDE AND REAR SETBACKS: 0'
PARKING SPACES PROVIDED: 96
PARKING LOT TREES REQUIRED 1/8 SPACES: 16
PARKING LOT TREES PROVIDED: 16
STREET TREES REQUIRED 1 PER 40 L.F.: 11
STREET TREES PROVIDED: 12

WATER EFFICIENT LANDSCAPE REQUIREMENTS (TO BE PROVIDED IN FINAL PLANS)
AUTOMATIC CONTROLLER W/ ET DATA, REPEAT CYCLING
IRRIGATION ZONES PER PLANT WATER REQUIREMENTS
HUNTER MINI-CLICK RAIN SENSOR/ SOIL MOISTURE SENSOR TO BE SPECIFIED
SOIL AMENDMENTS TO BE INCORPORATED
PLANTER SURFACE AREAS TO BE MULCHED
WATER USAGE TO MEET STATE WATER EFFICIENT LANDSCAPE STANDARD
LANDSCAPE PLAN TO MEET STAGE 2 DROUGHT RESTRICTIONS
DOCUMENTATION PACKAGE REQUIRED AT FINAL INSTALLATION PER FINAL PLANS

PRELIMINARY LANDSCAPE PLAN
SCALE: 1" = 40'-0"





- ← Project Property Line
- ← Tubular Steel fence on property line and around park
- ← Landscape
- ← Trail
- ← Benches
- ← Wood piles 8' high
- ← Colored Decomposed Granite
- ← Shade Structures on wood piles



Oliver Salt Works Historic Park

The Oliver Salt Works Historical Park creates an overlook to the preserve beyond and provides information about the Salt manufacturing company that originally developed the site. The Park evokes the old salt beds and their vivid colors with bands of colored decomposed granite. Wood piles create a grid that reflects the last vestige of structures along the Bay. Informational signage and shade canopies are created using corrugated steel sheets reclaimed from the original salt works structure.



4150 Point Eden

Hayward, CA

HISTORIC PARK DESIGN



JOB # 15261



4/1/2016