

Town of Moraga	Agenda Item
Public Hearings	6.A

Meeting Date: December 12, 2023

TOWN OF MORAGA

STAFF REPORT

To: Planning Commission

From: Project Planner: Brian Horn, Principal Planner
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Request: Design Review approval and grading permit of Rheem Valley Shopping Center Partial Redevelopment for a new grocery store and two new pad buildings

CEQA: This project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Sections 15301 (Class 1 - Existing Facilities), 15302 (Class 2 - Replacement or Reconstruction), 15303 (Class 3 - New Construction or Conversion of Small Structures) and 15332 (Class 33 – In-Fill Development Projects) because the project consists of approximately 7,758 square feet of additions to existing buildings, reconstruction of existing buildings, modifications to existing parking lots and landscaping and construction of two new buildings of 4,500 square feet and 2,152 square feet in size.

Recommendation

Staff recommends the Planning Commission conduct a Public Hearing and consider adoption of PC Resolution __-2023 approving the Rheem Valley Shopping Center Design Review (DRB-07-23) and Grading Permit (GR-03-23) for a new grocery store building with in line tenant space and two new free-standing pad buildings, parking lot reconfiguration, new landscaping, grading and granting exceptions to three Rheem Park Objective Design Standards, as the proposed project meets the General Plan policies and the Rheem Park Objective Design Standards, located at 430, 536 and 580 Moraga Road (APN 255-150-019, 255-160-035 and 255-160-040).

I. Application Basics

A. Entitlements Required:

- Design Review Board approval pursuant to Moraga Municipal Code (MMC) §8.210.030.
- Grading Permit, pursuant to MMC §14.12

B. Applicants Team:

- Applicant: Eric Price/Lowney Architecture, 360 17th Street, Suite 200, Oakland, CA 94702
- Property Owner: U.S. Realty Partners, Inc, (AKA Rheem Valley Property Owner LP), 5743 Corsa Ave., #215, Westlake Village, CA 91362
- Architect: Same as applicant.
- Civil Engineer: Al Shaghaghi, AMS, 801 Ygnacio Valley Road, Suite 220, Walnut Creek, CA 94596
- Landscape Architect: Barbara Hatch, Green Design, 1464 Popinjay Drive, Reno, NV, 89509

II. Request/Project Summary

The applicant is requesting to redevelop portions of the Rheem Valley Shopping Center as follows:

- Reconstruction of approximately 11,167 square feet of existing in-line building at 536 Moraga Road (Tenant addresses are 578 through 564 Center Street, all currently vacant spaces except for Goodwill Industries), to be replaced with a new 17,404 square foot grocery store building and a separate 1,521 square foot in-line tenant space. (APN 255-160-035)
- Construction of a new 4,500 square foot free standing pad building “A” along Moraga Road (536 and 580 Moraga Road – APN’s 255-160-035 and 255-160-040) with a lot line adjustment between the two properties prior to building permits.
- Construction of a new 2,152 square foot free standing pad building “B” along Moraga Road (430 Moraga Road; APN 255-150-019)
- 75 existing parking stalls which are in excess and will be removed to accommodate the new buildings and additions.
- New landscaping in front of the grocery and in-line tenant space and between the new pad buildings A and B adjacent to Moraga Road.
- Removal of 20 trees, and planting of 31 new trees.
- Grading Permit for approximately 2,346 cubic yards (cy) comprised of 1,580 cy of cut and 766 cy of fill on substantially level ground.

Table 1: Land Use Information

Location		Existing Use	Zoning District	General Plan Designation
Subject Property		Shopping center	Rheem Mixed Commercial-Residential and Community Commercial	Rheem Park
Surrounding Properties	North	Shopping center	Rheem Mixed Commercial-Residential and Community Commercial	Rheem Park

	South	Shopping center	Community Commercial	Rheem Park
	East	Mix of commercial and residential uses	Limited Commercial and Residential Planned Development (Via Moraga)	Rheem Park
	West	Open space (Hillside area)	MOSO Open Space	MOSO Open Space

Figure 1: Vicinity Map



Table 2: Project Chronology

Date	Action
July 5, 2023	Application submitted
August 2, 2023	Application deemed incomplete pursuant to Permit Streamlining Act (PSA)
September 5, 2023	Study Session with Planning Commission
October 27, 2023	Application resubmitted
November 21, 2023	Application deemed completed pursuant to PSA
December 1, 2023	Public hearing notices mailed/posted
December 12, 2023	Planning Commission Public Hearing

III. Background

The applicant submitted plans to the Town for a partial redevelopment of the Rheem Valley Shopping Center on July 5, 2023. The application was deemed incomplete on August 2, 2023. To better inform the design, the applicant requested a study session with the Planning Commission for input and feedback, which was held on September 5, 2023. The Planning Commission provided feedback as follows:

- Update the new shopping center elevations so they complement the existing shopping center or interpret it in an updated way, for example, though materials. If the existing shopping center colors change, they should match/compliment the new buildings.
- Avoid grey cinderblocks.
- New architecture should stand out more and the designs should push boundaries, not be generic and the new design should set the tone for future development and/or remodeling of the remaining shopping center.
- Add visual appeal especially for the pad buildings and create more differentiation between the different tenant spaces in the pad buildings. Pad building B could set a new architectural tone for a Gateway building.
- Provide gathering places and/or spaces for public art.
- Activate the spaces, create some unique outdoor spaces. Have covered indoor/outdoor spaces. Break up the architecture to create these spaces. Marin Country mart was cited as an example.
- Avoid trees that drop fruits or berries.
- Incorporate the history of Moraga –but with a modern take.
- Appreciated the proposed public gathering area adjacent to the grocery store and requested more enhancements.
- Keep some parking areas open for public events.

Since the September 5 Planning Commission, the applicant has been working with staff to address all Planning Commission comments. As a result of the early input and feedback, in Staff's opinion this has resulted in a better overall project and meets the intent of the General Plan and Objective Design Standards.

IV. Project Setting

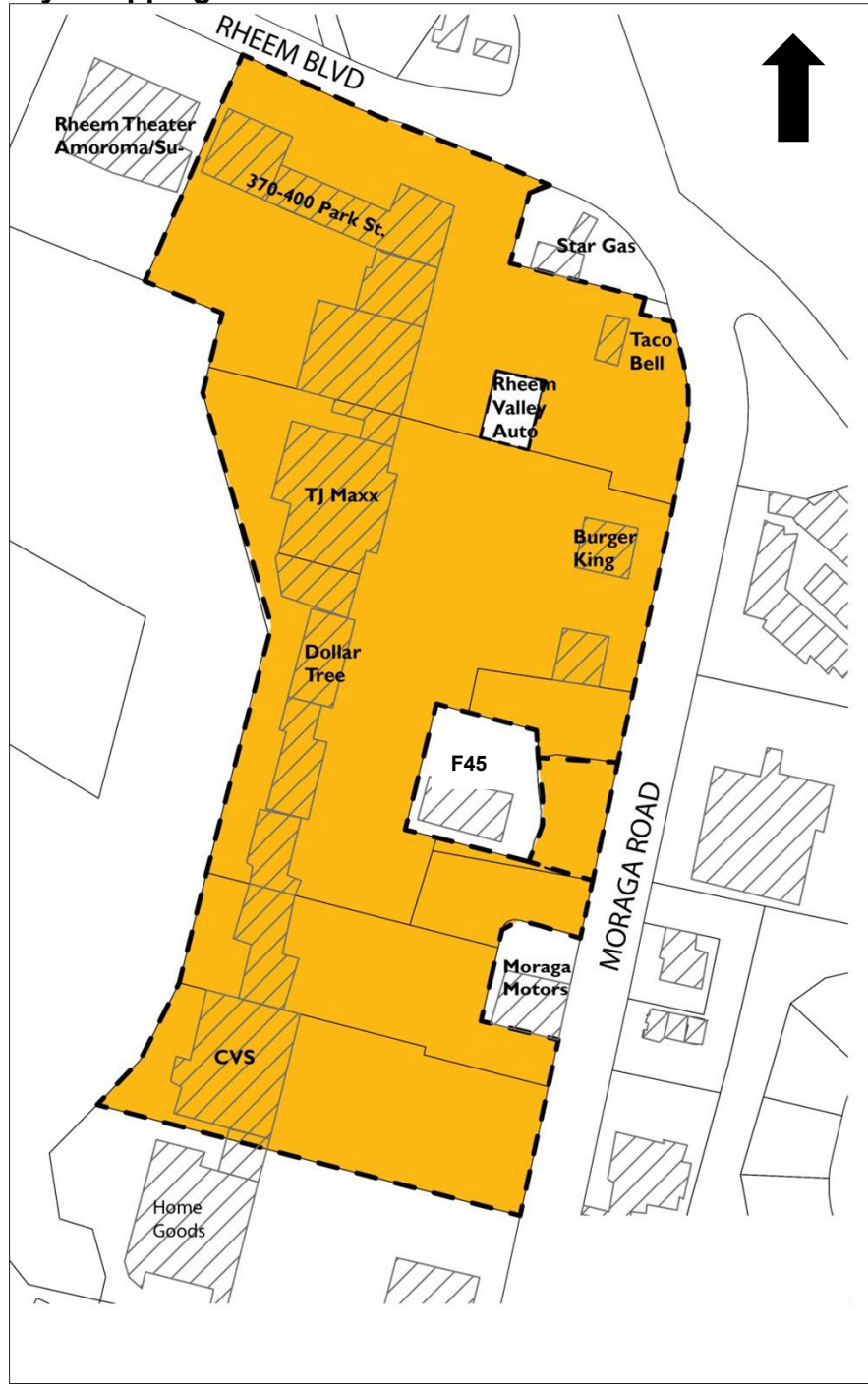
A. Neighborhood/Area Description:

The project is identified as the Rheem Park Specific Plan Area in the General Plan. The project is a major commercial center in the Town. The shopping center abuts a vacant, steeply sloped hillside to the west, existing commercial development across Rheem Boulevard to the north, a mix of commercial and single-family residential development across Moraga Road to the east, and multi-family residential development to the south. The Rheem Valley Shopping Center offers a wide variety of retail, restaurant and service uses that meet the everyday needs of the Town's residents. The current shopping center was developed in its current form over a period of several decades beginning in the 1950's, however the shopping center currently has many vacancies. The main shopping center in line buildings along the west side of Center Street are set back from Moraga Road approximately 400 feet, and the smaller pad buildings architecturally help define the Moraga Road corridor.

B. Site Conditions:

The project area includes properties owned by the U.S. Realty Partners, Inc. within the Rheem Valley Shopping Center, shaded orange in Figure 2, areas in white are owned by other property owners. Key tenants located on property owned by the applicant include CVS, TJ Maxx, the United States Post Office, Starbucks, Dover Saddlery, Dollar Tree, and several smaller retail stores, restaurants and service commercial uses occupy other spaces. U.S. Realty Partners is the majority owner of the shopping center; however, several buildings are not under their ownership. These include storefronts south of CVS, comprising of Luna Gymnastics, HomeGoods and smaller adjacent tenant spaces; west of the Park Gallery Building, including the Rheem Theater, Amoroma, and Sushi Fighter; and within the shopping center the standalone F45 Training and Rheem Valley Autocare buildings. In addition to the commercial buildings, the overall shopping center includes 1,065 shared parking spaces, mature landscaping throughout and pedestrian areas along front of the in-line buildings.

Figure 2: Shown in Orange - U.S Realty Partners Owned Properties within the Rheem Valley Shopping Center



V. Regulatory Setting

A. Moraga General Plan

The project is located within the “Rheem Park Specific Plan Area” as identified in the 2002 Moraga General Plan. The Rheem Valley Shopping Center has a mix of property ownerships and uses, with the largest area under a single ownership owned by U.S. Realty Partners, LLC. The General Plan includes a number of policies related to

development in the Rheem Park Area and which provide policy guidance and desired development outcomes for a future specific plan intended to be adopted for the area. Recently, as part of the adopted January 25, 2023, sixth cycle Housing Element and General Plan update, policies were updated to create mixed-use area and emphasize infill development, including development of new housing, retail and office uses, improved pedestrian and bicycle facilities, and an improved design to create “an attractive and walkable environment.” The “Rheem Park Specific Plan Area” boundaries are shown in Attachment C. The Town Council also approved Rheem Park Objective Design Standards (ODS) in April 2023.

B. Zoning

The project properties are zoned “Rheem Park Mixed Commercial-Residential District” (RMCR) and “Community Commercial” (CC). In the CC district, a variety of commercial activities are permitted uses, including grocery stores, retail, and restaurants. The CC district is where pad building A, the grocery store and in line tenant building would be located.

Pad building “B” is proposed within the “RMCR” district, which is a new zoning district adopted by the Town Council on February 22, 2023, as part of the 2023-2032 Moraga Housing Element Update. It allows a mix of commercial and residential uses. The purpose of this district is *“to provide for commercial development, medium and high-density residential development, and mixed use commercial and residential development. This district envisions a flexible mix of land uses including commercial, retail, services, and residential in a walkable, pedestrian-oriented commercial environment, with active ground-floor uses to enhance the pedestrian experience.”* A zoning map is included in Attachment C.

C. Rheem Park Objective Design Standards

On April 12, 2023, the Moraga Town Council adopted the ODS which added Chapter 8.210 to the Moraga Municipal Code. The intent of these standards is to provide more certainty of review, retain local control in an objective manner and *“to allow the Rheem Park area to evolve from a commercial-only district into a mixed-use district with multi-family residential, office and commercial uses, with amenities including pedestrian-oriented design to support an active and inviting public realm.”* The proposed project is classified under this chapter as a “major change” which is subject to Planning Commission review. Under the ODS major projects, can request up to 10 waivers from the design standards if it can be found in each case that the 1) the proposed use has unique operational or design characteristics providing the required element is incompatible and 2) the alternative design includes elements to mitigate negative impacts, if any, of the reduction or waiver.

VI. Analysis

A. Conformance with the Rheem Park Objective Design Standards

Planning staff has reviewed the project for conformance with the ODS. A matrix with the ODS is included as Attachment B. The conformance includes three columns, the first column has the objective design standard, the second column includes staff analysis and the third column states whether the project meets the standard. Some of the development

standards will not be relevant to the project, due to the project's limited area of improvements on the overall site such as no residential components, these are noted as not applicable (NA). Staff has reviewed the project plans (Attachment G) and has determined that the project substantially complies with the ODS and recommends approval of the project. Staff has identified three objective design standards which require Design Review Board approval of waivers:

1. MMC §8.210.070.D.2: *Required Transparency. Required ground-floor transparency along publicly accessible sidewalks, publicly accessible pathways, and publicly accessible open spaces is as follows... (b) For grocery store, pharmacy, and retail uses of 30,000 (thirty thousand) square feet or greater, a minimum of 20% of the building wall located between 5 (five) and 9 (nine) feet above sidewalk level shall be transparent.(c) For other non-office commercial ground-floor uses, a minimum of 50% of the building wall area located between 3 (three) and 7 (seven) feet above sidewalk level shall be transparent.*

Staff analysis: Pad buildings A and B, and in-line tenant space comply with this standard. The grocery store is less than 30,000 square feet in size; therefore, it is reviewed under section C of this design standard, which requires that 50% of the building wall area located between 3 (three) and 7 (seven) feet above the sidewalk be transparent. Currently the grocery store façade provides 23% transparency. The applicant has communicated to staff that the operational layout of the grocery store makes it difficult to achieve 50% transparency, as there are interior displays along the front walls that are typical for grocery store designs. The frontage of the grocery store includes a variety of materials, recesses, roof overhang, green screen and landscaping to create visual interest along the building frontage. Additionally, as a pedestrian friendly amenity to the site, the applicant has included an outdoor plaza area north of the grocery store which includes café seating, landscaping, and a place for public art, holiday displays, stage etc. Given the unique operation characteristics of the grocery store and the architectural and landscaping elements along the building frontage, staff supports this waiver request.

2. MMC §8.210.080.B: *Tenant Space Depth, Nonresidential Uses. Nonresidential ground floor interior tenant spaces shall be a minimum of 45 (forty-five) feet in depth for a minimum of 20 (twenty) feet in width or 35% of the total width of the tenant space, whichever is greater.*

Staff analysis: The grocery store, in-line tenant space and building pad A comply with this design standard. Based on the proposed building entrances for building pad B, the depth of the building tenant space(s) would be approximately 34 feet. The applicant has communicated to staff that the operational needs of pad style buildings are different than in-line spaces, and that a depth of 45 feet is not as necessary for standalone pad building as it might be for an in-line space as was envisioned in the objective design standards and that the tenants that are attracted to the pad buildings have different operational needs. At this time, it is not known if this building will

house a single tenant or multiple tenants. The building does include a sizable outdoor patio area that could be utilized by the tenant(s) to provide additional usable area for their business such as outdoor dining. Staff supports this waiver request.

3. *MMC §8.210.090.B.2: Base Materials. Shall be at least 4 (four) feet in height from the ground using the materials listed in Section 8.210.090.A.1, except for wood or stucco.*

Staff analysis: The proposed building designs propose base materials as vertical elements. The proposed building designs include a variety of materials and design elements to provide interest and activate them, including alternating of wall materials, recesses, reveals and over hanging roofs in front of the buildings. The design of the project has high quality base materials expressed in a vertical format, for example on Sheet A1.5, masonry or tile is integrated with cementitious horizontal siding panels. This creates a streetscape rhythm and provides an engaging visual articulation and expression of materials. Staff believes the building designs achieve the intent of the objective design standards and support this waiver request.

B. Outdoor Public Spaces

The applicant is proposing a number of outdoor public spaces at the site, see Sheet A1.0, A1.1 for the grocery store and A2.0 and A3.0 for the pad buildings. The largest of these is a plaza space exceeding 1,500 square feet to the north of the grocery store in front of the new in-line tenant space that includes café seating, raised concrete planting areas with seating, landscaping and a focal point area within the plaza which could accommodate public art, holiday displays, a stage etc. A public art area is not a required amenity for this project. However, the property owner is willing to work with the Art in Public Spaces Committee as a courtesy on selecting art pieces, with the property owner's final approval for the type and length of time an art piece may be displayed. Designs for the outdoor plaza and its elements are shown in the landscape plans, Sheets LC1.0 and LC1.1. Staff would like to see some additional refinements of the outdoor plaza to ensure that it is an inviting public space and have included a condition of approval allowing the Planning Director to have final review of details of the outdoor plaza to be approved prior to building permit issuance. These details include replacing some of the concrete paving surfaces with alternate paving patterns, or decorative pavers in portions of the plaza, and introducing pedestrian friendly café table and chair designs.

The two proposed pad buildings each include space for outdoor seating and planter boxes along the front of each of the buildings, which are shown in the landscaping plans and building elevation sheets, see A3.2 and LC1.1.

Summary of Staff Comments

Staff is providing additional comments which are not covered in the ODS, but which are good design practice as follows and have been included as conditions of approval for the project:

1. Add grocery cart corrals, minimum of two in the parking lot.

2. Add additional paving pattern at the grocery store plaza and further refine final plaza design.
3. Bike racks, bollards and all outdoor furniture shall have a cohesive and complementary design language.

C. Parking

The existing shopping center has 1,065 parking spaces which are shared by all the tenants extending from HomeGoods at the south end of the site to the Rheem Theatre property to the northwest of the site. The proposed project will result in the reduction of 75 parking spaces within the shopping center and is necessary for the expansion of the grocery store, in-line tenant space, new outdoor plaza area, new pad buildings and landscaping, which will leave 990 parking spaces. Based on the building square footage of the existing shopping center and occupancies, 1,102 parking spaces are required by the MMC, which means the existing shopping center is currently under parked by 37 spaces. This number is calculated for what is required for each use individually. However, MMC §8.76.080 – Shared Parking, allows for the Planning Commission to “*authorize the reduction in the total number of parking spaces required, provided the uses have differing peak time parking needs and the number of parking spaces is adequate for the peak needs of the property.*” In anticipation of this project, a parking study was prepared to assess the existing uses and proposed buildings and uses and their peak times. The study prepared by Advanced Mobility Group (AMG) dated September 19, 2023, is included as Attachment D. AMG created a shared parking demand model for the Rheem Valley Shopping Center “*based on typical weekday and weekend rates with methodologies recommended in Shared Parking, 3rd Edition (Urban Land Institute [ULI], National Parking Association [NPA] and the International Council of Shopping Centers [ICSC], 2020)*” which concluded the following:

➤ “Based on results of the shared parking evaluation, it is estimated that the peak parking demand is approximately 986 and 953 parking spaces, respectively during the weekday and weekend of a typical December.

➤ However, the averages for the 12-month periods are 850 and 777 respectively during the weekday and weekends. The difference between the peak December month and average month is approximately 135 and 115 vehicles respectively during the weekday and weekends.”

Table 3: Parking Summary

➤ Required Parking Spaces per MMC 8.76.090 for Individual Land Uses.	➤ 1,102
➤ Existing Parking Spaces	➤ 1,065
➤ Parking Spaces Proposed for Removal	➤ (75)
➤ Remaining Parking Spaces After Project	➤ 990
Shared Parking Study Results:	
➤ Weekday Peak Parking Demand (6PM/December)	➤ 986
➤ Weekend Peak Parking Demand (5PM/December)	➤ 953
➤ Averaged Month Peak Weekday Parking Demand	➤ 850
➤ Averaged Month Peak Weekend Parking Demand	➤ 777

MMC §8.76.080 allows for the Planning Commission to authorize a reduction in the total number of parking spaces required, provided the uses have differing peak time parking needs and the number of parking spaces is adequate for the peak needs of the property. The parking study concluded that based on the shared uses, 986 parking spaces will be needed for the developed project to satisfy peak parking needs. The project will result in 990 parking spaces which would accommodate the peak month parking needs of the shopping center. Additionally, the overall averaged month peak parking needs for the shopping center are 850 spaces for weekdays and 777 spaces on weekends, so there is anticipated to be a surplus of 135 to 115 parking spaces for most of the year. Staff recommends that the Planning Commission authorize this shared parking reduction.

D. Grading

Design Review Board approval is required for grading being 200 cubic yards or greater. The project proposes approximately 2,346 cubic yards (cy) of grading comprised of 1,580 cy of cut and 766 cy of fill. The project site is primarily level, the purpose of the grading is to prep the site for new landscape areas, the creation of bio swales for stormwater treatment and for the reconstruction of sidewalk and parking lot areas, with some minor grade changes as needed to make these areas compliant with the American with Disability Act (ADA). The overall project area of disturbance is approximately 83,931 square feet. The grading is consistent with the Town's design guidelines in that it will generally maintain the existing topography of the site, which is level, will not produce sharp unnatural angles, and will not create slopes that are steeper than 3:1 (horizontal to vertical) (Design Guideline ID10.6).

E. Landscaping and Tree Removal

The project includes new landscaping at the grocery store and in-line tenant space, within the parking isles, and at the two pad buildings. At the two pad buildings, existing parking spaces will be replaced between the pad buildings and Moraga Road with landscaping. Most of the proposed trees, shrubs and ground covers are plantings identified in Appendix B - Planting Palettes of the Town Design Guidelines. The project includes the removal of 20 existing trees due to the new buildings and planting of 31 new replacement trees. The conditions of approval require that for every 800 square feet of new landscaping, one 24-inch box tree be planted with the remaining trees planted at a 15-gallon size. Additionally, shrubs are to be planted at minimum 5-gallon size. Ground cover plants, other than grasses, are to be four-inch pot size or greater and planted at a density that will cover the entire area within two years. The applicant will be required to post a landscape maintenance bond for the replacement of plant materials for a period of one year after building occupancy.

Staff is recommending as a condition of approval that landscape upgrades be made to key existing areas at the primary shopping center access from Moraga Road and within the parking lot areas between the proposed grocery store, in line tenant space and pad building A. This would be in the form of upgrading key areas to revitalize and to better connect landscaping in a cohesive manner. This additional landscaping will be subject to review and approval of the Planning Director.

F. Signage

The conceptual signage shown on the buildings is not proposed at this time. On August 24, 2020, the Design Review Board approved a Master Sign Program for the portions of the Rheem Valley Shopping Center owned by U.S. Realty Partners. Future signage for the proposed buildings will be reviewed for compliance and processed in accordance with the Master Sign Program when formal sign applications are submitted at a later time.

G. Lot Line Adjustment

Pad building A is proposed to be located on the shared property line of APN's 255-160-035 and 040, which are both properties owned by U.S Realty Partners within the Rheem Valley Shopping Center. Before a building permit is issued, the property owner will have to apply for and record a lot line adjustment to adjust the property line so that the building is completely contained on one of the parcels. Recording of the lot line adjustment is a Condition of Approval at staff level prior to issuance of the building permit.

H. Agency Comments

The application was referred to the Town's Technical Review Committee, which consists of Public Works Department, Moraga Police Department, Moraga Orinda Fire District, East Bay Municipal Utility District, Contra Costa Central Sanitary District, Contra Costa County Conservation and Development and Republic Services. None of their comments necessitated immediate revisions and can be addressed through the project conditions of approval at the building permit phase. Comments are included as Attachment E.

I. Findings

In order to approve the Design Review, and Grading Permit, the Planning Commission acting as the Design Review Board must make the required findings set forth in the proposed approval resolution (Attachment A).

VII. General Plan Consistency

General Plan Policy Analysis: The Moraga General Plan contains several policies applicable to the project, including the following:

1. Policy LU2.1 – Commercial Building Height: Restrict heights for office and commercial structures to minimize visual impacts on adjacent properties and protect views. Outside of mixed-use districts office and commercial structures shall be limited to two stories or 35 feet, whichever is less, unless such height is found to create a significant adverse impact on neighboring residential properties or on scenic corridors, and in such cases, the maximum height shall be lowered. In mixed use districts, the height limit is 45 feet for new development.

Staff Analysis: The proposed grocery store will have a maximum height of 29' 8" to the top of a proposed roof screen for roof mounted equipment, which will be set back towards the rear of the building. The entry roof to the grocery store will be 25' 10" in height. Both of the pad buildings will be 25 feet in height at their highest points. All the buildings are setback 50 feet or more from Moraga Road, and pad building A will be approximately 28 feet from the nearest neighboring property, which is Moraga

Motors, an automotive repair shop. Therefore, the project is consistent with Policy LU2.1.

2. Policy LU2.2–New Commercial Uses: Encourage new business and office uses that enhance existing uses, respond to local resident and business needs, employ local residents, and strengthen the character and attractiveness of the Town’s commercial centers.

Staff Analysis: The proposed project would respond to local residents and business needs by remodeling and expanding an existing building to meet the requirements of the new grocery tenant. will be another food option within the Town. The new in-line tenant space and pad buildings will be modern buildings with outdoor seating and landscaping that are intended to attract new businesses to the shopping center who desire modern facilities with opportunities to have outdoor spaces be part of their businesses. The grocery store is a desired amenity and will assist with redevelopment of a 1950s shopping center, therefore, the project meets LU2.2.

3. Policy CD2.3 Commercial Centers as Community Places: Encourage design improvements at the Moraga Center and Rheem Park centers to create a stronger pedestrian orientation and support their role as community gathering spots and activity centers. Incorporate amenities such as plaza spaces, outdoor seating, shade, and landscaping to promote their use as social spaces. Consider the use of flexible setbacks (for example, with new buildings at or near the public sidewalk and parking located to the side or rear) to achieve pedestrian-oriented design goals.

Staff Analysis: The project includes a large outdoor plaza where people can gather adjacent to the grocery store and in-line tenant space. It includes café seating, landscaping and an area for art to be displayed. Each of the new pad buildings also include generous sidewalk areas in front of the buildings for outdoor seating, dining and planter boxes.

4. Policy CD3.5: Landscaping and Amenities: Use additional street tree planting, berms, fencing and ornamental landscaping to enhance the visual continuity along the Town’s Scenic Corridors. Require appropriate landscaping for both public and private developments located on designated Scenic Corridors, including pedestrian lighting and street trees within existing commercial areas. Encourage use of native and drought-tolerant species and, where applicable, preservation of orchard trees.

Staff Analysis: Moraga Road runs along the east side of the project. Buildings A and B are set back approximately 50 feet from Moraga Road. The development includes removal of existing parking areas adjacent to Moraga Road and replacing them with new landscaping, which includes trees selected from Appendix B of the Moraga Design Guidelines. Each of the buildings will include pedestrian scale wall lighting. The project proposes a generous amount of landscaping to enhance the Scenic Corridor and key areas of the site, therefore it meets Policy CD3.5.

5. Policy CD6.1 Design Quality: Improve the design quality of the Town’s commercial centers, creating an attractive and inviting environment for shopping and socializing

and enhancing their function as community focal points. Enhancements might include more landscaping; configuration of parking areas to incorporate more landscaping and create better pedestrian connections and entrances; architectural improvements to create visual focal points; creation of pedestrian walkways, plazas and seating areas; and signage improvements.

Staff Analysis: The proposed project includes remodeling and expanding an existing portion of the shopping center and new in-line shopping center buildings and construction of new pad buildings. The overall configuration of the shopping center will remain largely the same. The project includes a new outdoor plaza adjacent to the grocery store, that will provide a place for socializing and gathering. The project proposes new landscaping between the pad buildings and Moraga Road, by removing some existing parking lot areas. Pedestrian connections will be provided, including in front of the grocery store and into the parking lot area will crosswalk areas with enhanced pavement markings, both building A and B will maintain sidewalk access to Moraga Road and Building B will include crosswalks within the parking lot to existing adjacent businesses, therefore the project meets Policy CD6.1.

6. Policy CD6.3 Pedestrian Orientation: Create a safe, inviting and functional pedestrian environment in commercial areas, with interconnected walkways; pedestrian amenities (e.g., seating, lighting, signage, landscaping); buildings located closer to the front property line on selected streets to create pedestrian spaces; plaza areas; and outdoor café spaces. When pedestrian paths cross parking areas or vehicle lanes, give clear priority to pedestrians through pavement markings, differentiation in the pavement surface, and signage.

Staff Analysis: There will be substantial sidewalks areas in front of the grocery store, in line tenant and pad buildings to create pedestrian friendly areas. An outdoor plaza north of the grocery store will include café seating, landscaping and an area for art to be displayed. Crosswalks will be added in the parking lot areas in front of the grocery store, which will include enhanced pavement markings, and at Building B crosswalks within drive isles will be provided to existing adjacent businesses, therefore the project meets Policy CD6.3.

7. Policy CD3.4 Moraga Road: Improve the design quality and consistency of Moraga Road as the Town's primary boulevard linking the two major commercial centers.

Staff Analysis: The project proposes to make landscape improvements along the Moraga Road Scenic Corridor. The new landscaping includes new trees along Moraga Road on the shopping center property selected from Appendix D of the Town Design guidelines. The project would upgrade pedestrian facilities and bicycle facilities within the existing property and provide an outdoor plaza and seating areas, therefore the project meets Policy CD3.4.

8. Policy CD 3.1 Commercial Area Traffic Safety: Maintain effective and safe vehicle circulation into, out of, and within commercial areas.

9. Policy C3.3 Commercial Area Parking: Maintain sufficient, convenient, free parking within all commercial areas to accommodate actual and anticipated parking needs.
10. Policy CD6.2–Traffic Access and Circulation: Ensure adequate traffic access, circulation and parking in the Town’s commercial centers.

Staff Analysis: The access points from Moraga Road and Rheem Boulevard in and out of the shopping center are not proposed to change. The drive isle in front of the grocery store will be pushed back into the parking lot area to create more space for the grocery store and outdoor plaza. Pad building A will be built within existing parking spaces and landscaping and pad building B will be built where an existing free-standing drive through ATM is located and parking lot area. Overall, the vehicle circulation within the shopping center will remain largely the same after these changes. No paid parking is proposed, and a parking study was conducted that concluded the remaining parking spaces after the project is developed could accommodate the peak parking needs of the shopping center. Due to the parking analysis and the existing circulation to remain substantially as is, the project meets Policy CD 3.1, C3.3, CD6.2.

VIII. CEQA Determination

The project has been determined to be categorically exempt from the provision of the California Environmental Quality Act (CEQA) pursuant to the following CEQA Guidelines Categorical Exemptions:

- Section 15301 (Class 1 – Existing Facilities): The overall shopping center includes just under 240,000 square feet of leasable space, the new grocery store and in line tenant will add approximately 7,758 square feet to the existing in line buildings along Center Street. This exemption also applies to modifications to existing parking and landscaping.
- Section 15302 (Class 2 – Replacement or Reconstruction): Approximately 11,167 square feet of the existing in line building will be demolished and replaced with the portion demolished being replaced at substantially the same size, purpose, and capacity.
- Section 15303 (Class 3 – New Construction or Conversion of Small Structures): The two new pad buildings comprise approximately 6,652 square feet and are located within an area zoned for such use, do not involve hazardous substances, are located where all necessary public services and facilities are available, and the surrounding area is not environmentally sensitive.
- Section 15332 (Class 33 – In-Fill Development Projects): The proposed project is consistent with the general plan and zoning. While the total shopping center exceeds five acres in size, the project site area of disturbance is 83,931 square feet (1.93 acres) and is within the Town limits and surrounded by urban uses. The site is within a developed shopping center and has no value as habitat for endangered, rare or threatened species. The project would not result in significant effects related to traffic, noise, air quality or water quality, and can be served by all required public utilities and public services.

IX. Community Notification

A public hearing notice for this meeting was mailed to 67 property addresses within a 300-foot radius of the project site, and notices were also posted on the property, and at the Town Offices, the Commons Park and the Hacienda de las Flores on December 1, 2023. No written comments were received from the public prior to the publishing of this staff report.

X. Recommendation

Staff recommends that, the Planning Commission approve the proposed project as it meets the General Plan policies and the Objective Design Standards and adopt the following Resolution with design recommendations as follows:

1. Add grocery cart corrals, minimum of two in the parking lot.
2. Add additional paving pattern at the grocery store plaza and further refine final plaza design.
3. Bike racks, bollards and all outdoor furniture should have a cohesive and complementary design language.
4. Landscape upgrades be made to key existing areas at the primary shopping center access from Moraga Road and within the parking lot areas between the proposed grocery store, in line tenant space and pad building A. This would be in the form of upgrading key areas to revitalize and to better connect landscaping in a cohesive manner. This additional landscaping will be subject to review and approval of the Planning Director.

Resolution __-2023 Approving the Rheem Valley Shopping Center Design Review (DRB-07-23) and Grading Permit (GR-03-23) for a new grocery store building with in line tenant space and two new free-standing pad buildings, parking lot reconfiguration, new landscaping, grading, and granting exceptions to three Rheem Park Objective Design Standards, as the proposed project meets the General Plan policies and the Rheem Park Objective Design Standards, located at 430, 536 and 580 Moraga Road (APN 255-150-019, 255-160-035 and 255-160-040).

Report reviewed by:

Afshan Hamid, AICP, Planning Director

Attachments:

- A. Draft Planning Commission Resolution __-2023
- B. Rheem Park Objective Design Standards Matrix
- C. Project Location, General Plan, Zoning and Shopping Center Boundary Maps
- D. Parking Study
- E. Agency Comments
- F. Geotechnical Report per MMC §8.210.050.B.3 (ODS) and Peer Review
- G. Project Plans

ATTACHMENT A

Draft Planning Commission Resolution __2023

**TOWN OF MORAGA
PLANNING COMMISSION**

RESOLUTION NO. XX-XXXX

Approving the Rheem Valley Shopping Center Design Review (DRB-07-23) and Grading Permit (GR-03-23) for a new grocery store building with in line tenant space and two new free-standing pad buildings, parking lot reconfiguration, new landscaping, grading, and granting exceptions to three Rheem Park Objective Design Standards, as the proposed project meets the General Plan policies and the Rheem Park Objective Design Standards, located at 430, 536 and 580 Moraga Road (APN 255-150-019, 255-160-035 and 255-160-040).

WHEREAS, on July 5, 2023, Lowney Architecture on behalf of U.S. Realty Partners, Inc. (aka Rheem Valley Property Owner LP) submitted a Design Review Board application for partial redevelopment of the Rheem Valley Shopping Center; and

WHEREAS, on August 2, 2023, the application was deemed incomplete for processing; and

WHEREAS, at the applicant's request, on September 5, 2023, a study session was held with the Planning Commission to receive feedback and guidance on the proposed project; and

WHEREAS, on October 27, 2023, the applicant resubmitted revised project plans; and

WHEREAS, on November 21, 2023, the application was deemed complete.

WHEREAS, public hearing notices were mailed to 67 property owners within a 300 foot radius of the project site on December 1, 2023 and posted on the project site, the Town offices, the Commons Park and the Hacienda de las Flores at least ten (10) days prior to the hearing date; and

WHEREAS, the Planning Commission held a public hearing acting as the Design Review Board for this application on December 12, 2023 and at that public hearing, at which time it considered all oral and documentary evidence presented, and incorporated all testimony and documents into the record by reference.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the Town of Moraga acting as the Design Review Board hereby makes the following findings and determinations pertaining to the project:

SECTION 1: RECITALS. The foregoing recitals are true and correct and incorporated into the findings and determinations set forth in this Resolution.

SECTION 2: CALIFORNIA ENVIRONMENTAL QUALITY ACT

The proposed project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Sections 15301 (Class 1 - Existing Facilities), 15303 (Class 2 - Replacement or Reconstruction), 15303 (Class 3 - New Construction or Conversion of Small Structures) and 15332 (Class 33 – In-Fill Development Projects) because the project consists of approximately 7,758 square feet of additions to existing buildings, modifications to existing parking facilities and landscaping, reconstruction of existing buildings, and construction of two new free standing pad buildings of approximately 4,500 and 2,152 square feet, respectively, and the project site activities will disturb less than 5 acres, are surrounded by urban uses and are in an area where all public services are available.

SECTION 3: RHEEM PARK OBJECTIVE DESIGN STANDARDS CONSISTENCY. The Planning Commission acting as the Design Review Board hereby finds that the project is in substantial compliance with the Rheem Park Objective Design Standards set forth in Moraga Municipal Code (MMC) Sections 8.210.040 through 8.210.170, with findings for three design exceptions as allowed under MMC Section 8.210.030.I for major projects, which allows for up to ten design exceptions.

- 1. Design Exception 1:** MMC §8.210.070.D.2: *Required Transparency. Required ground-floor transparency along publicly accessible sidewalks, publicly accessible pathways, and publicly accessible open spaces is as follows... (b) For grocery store, pharmacy, and retail uses of 30,000 (thirty thousand) square feet or greater, a minimum of 20% of the building wall located between 5 (five) and 9 (nine) feet above sidewalk level shall be transparent.(c) For other non-office commercial ground-floor uses, a minimum of 50% of the building wall area located between 3 (three) and 7 (seven) feet above sidewalk level shall be transparent.*

Issue: The grocery store is less than 30,000 square feet in size; therefore, it is reviewed under section C of this design standard, which requires that 50% of the building wall area located between 3 (three) and 7 (seven) feet above the sidewalk be transparent. Currently the grocery store façade provides 23% transparency, so it does not comply.

Findings

- a. The proposed use has unique operational or design characteristics with which providing the required design element is incompatible.** The applicant has communicated to staff that the operational layout of the grocery store makes it difficult to achieve 50% transparency, as there are interior displays along the front walls that are typical for grocery store designs.
- b. The alternative design includes elements to mitigate negative impacts, if any, of the reduction or waiver, such as enhanced architectural detail, façade relief, door and window treatments, public amenities, features to improve visual interest at the pedestrian level, or other**

elements. The frontage of the grocery store includes a variety of materials and recesses, roof overhang, a green screen and landscaping to create visual interest along the building frontage. Additionally, as a pedestrian friendly amenity to the site, the applicant has included an outdoor plaza area north of the grocery store which includes café seating, landscaping, and a place for public art.

2. **Design Exception 2:** MMC §8.210.080.B: *Tenant Space Depth, Nonresidential Uses. Nonresidential ground floor interior tenant spaces shall be a minimum of 45 (forty-five) feet in depth for a minimum of 20 (twenty) feet in width or 35% of the total width of the tenant space, whichever is greater.*

Issue: Based on the proposed building entrances for building B, the depth of the building tenant space(s) would be approximately 34 feet.

Findings

- a. **The proposed use has unique operational or design characteristics with which providing the required design element is incompatible.** The operational needs of pad style buildings are different than in-line spaces, and a depth of 45 feet is not as necessary for a standalone pad building as it might be for an in-line space as was envisioned in the objective design standards, Tenants that seek pad buildings have different operational needs and space requirements than what is provided by in-line spaces.
- b. **The alternative design includes elements to mitigate negative impacts, if any, of the reduction or waiver, such as enhanced architectural detail, façade relief, door and window treatments, public amenities, features to improve visual interest at the pedestrian level, or other elements.** The building includes a variety of materials, recesses, overhang at the front entries, wrap around parapets on two corners of the building and includes a large outdoor patio area that could be utilized by tenant(s) to provide additional usable area for their businesses. Behind the building along Moraga Road will be landscaping 50 feet in depth that will include ground covers, small and medium shrubs, and trees to enhance the property.
3. **Design Exception 3:** MMC §8.210.090.B.2: *Base Materials. Shall be at least 4 (four) feet in height from the ground using the materials listed in Section 8.210.090.A.1, except for wood or stucco.*

Issue: The proposed building designs do not include base materials.

Findings

- a. **The proposed use has unique operational or design characteristics with which providing the required design element is incompatible.** The proposed buildings are intended to be compatible with the design of the

existing shopping center, most of the shopping center's existing buildings do not have base materials in their designs.

- b. The alternative design includes elements to mitigate negative impacts, if any, of the reduction or waiver, such as enhanced architectural detail, façade relief, door and window treatments, public amenities, features to improve visual interest at the pedestrian level, or other elements.** The proposed building designs include a variety of materials and design elements to provide interest and activate them, including alternating of wall materials, recesses, reveals and over hanging roofs in front of the buildings. The project includes pedestrian friendly amenities, including an outdoor plaza north of the grocery store and wide patio areas with room for seating and planter boxes in front of each of the pad buildings. The building designs achieve the intent of the objective design standards.

SECTION 4: SHARED PARKING. The existing shopping center has 1,065 parking spaces which are shared by all the tenants extending from HomeGoods at the south end of the site to the Rheem Theatre property to the northwest of the site. The proposed project will result in the reduction of 75 parking spaces within the shopping center necessary for the expansion of the grocery store, in-line tenant space, new outdoor plaza area, new building pads and landscaping, which will leave 990 parking spaces. Based on the building square footage of the shopping center and existing occupancies, 1,102 parking spaces are required by the MMC, which means the existing shopping center is currently under parked by 37 spaces. A parking study for the shopping center with the proposed new buildings was prepared by Advanced Mobility Group dated September 19, 2023, which concluded:

- *Based on results of the shared parking evaluation, it is estimated that the peak parking demand is approximately 986 and 953 parking spaces, respectively during the weekday and weekend of a typical December.*
- *However, the averages for the 12-month periods are 850 and 777 respectively during the weekday and weekends. The difference between the peak December month and average month is approximately 135 and 115 vehicles respectively during the weekday and weekends.*

The modelling shows that the shopping center will be able to meet the peak parking demand.

SECTION 5: HOUSING - NO NET LOSS FINDINGS. Proposed Building B is 2,152 square feet in size and would be located on property zoned Rheem Mixed Commercial Residential (RMCR), APN 255-150-019. This property is identified in the Moraga 2023-2031 (6th Cycle) Housing Element as a Housing Opportunity Site F8 (Non-Vacant Sites Zoned for Mixed Use Development). The property is currently improved with commercial, and office uses, parking lots and landscaping on approximately four acres located within the Rheem Valley Shopping Center. The allowed density is 24 dwelling units per acre

under the zoning and general plan, and the overall site has a theoretical density of 96 dwelling units. The property includes older buildings that the property owner has indicated during the Housing Opportunity site selection process for the 6th Cycle Housing Element that they intend to redevelop for housing in the near future. The proposed 2,152 square foot building will cover a small approximately 1% portion of the available area of the site, it is not located where potential new housing is anticipated, will replace some of the older commercial spaces that are expected to be demolished when new housing is constructed and therefore would not result in a net loss of sites available for new housing. Additionally, based on an existing underground creek, housing may be limited at this portion of the site. Based on the proposed square footage, the building could theoretically reduce the property's ability to construct 1.19 residential units (or two units rounded up), however the Town's 6th Cycle Housing Element certified September 14, 2023, includes a buffer of 684 dwelling units above the required RHNA of 1,118 units. This is the first project proposed on a Housing Opportunity site since the 6th Cycle Housing Element was certified, therefore even with the theoretical loss of the potential for two lower income units, the buffer would be reduced to 112 units. This site and the remaining Housing Opportunity sites, as shown in Table 1, are adequate to meet the Town's remaining RHNA at each income category during the 6th Cycle Housing Element planning period.

Table 1: Summary of Housing Opportunities

Site Type	Income Category			TOTAL
	Lower (Low/ Very Low)	Moderate	Above Moderate	
Entitled Projects (Development Pipeline)	0	15	210	225
Housing Opportunity Sites				
Vacant, zoned for Low Density Residential	0	0	242	242
Vacant, zoned for Medium Density Residential	0	18	182	200
Vacant, zoned for High Density Residential	109	210	98	417
Vacant, zoned for Mixed Use	154	0	61	215
Non-Vacant, zoned for Mixed Use	341	0	130	471
Accessory Dwelling Units	11	16	5	32
TOTAL	615	259	928	1,802
RHNA	501	172	445	1,118
Buffer	+114	+87	+483	+684
Percent Buffer for Lower Income Sites	23%			

Source: Barry Miller Consulting, 2022.

SECTION 6: GRADING APPROVAL FINDINGS. Pursuant to MMC Section 14.12.030(A), the Planning Commission, acting as the Design Review Board, hereby makes the following findings for grading exceeding 200 cubic yards on slopes less than 20 percent:

1. **Consistent with the town design guidelines** because the proposed grading does not require any exceptions to the Town's Design Guidelines. The project site is substantially level, the purpose of the grading is to prepare the project site for new commercial improvements which will closely maintain the existing level grade of the site.
2. **Does not result in any slope of twenty (20) percent or more** because the project site is level and no slopes of twenty (20) percent or more will be created as a result of the grading.
3. **Consistent with the regulations and restrictions of Chapter 14.12 of the Moraga Municipal Code and does not require a modification** because the grading permit has been considered by the Design Review Board at noticed public hearings. The request does not require modifications and as specified, the required findings can be made, as documented in Findings 1 through 6, herein.
4. **Not detrimental to public safety** because the project site is substantially level and the purpose of the grading is to prepare the project site for the proposed commercial development. The grading complies with the Town Design Guidelines, does not require a modification from the grading ordinance and will not be on or create slopes that are 20% or greater. The grading work will be reviewed and inspected by Contra Costa County Conservation and Development grading inspectors.
5. **Not detrimental to stormwater runoff** because the proposed development must be completed in compliance with the requirements of the Regional Water Quality Control Board C.3 Guidelines. A stormwater control plan will be required to be submitted to the Department of Public Works for review and approval prior to development of the property. Improvements to on-site storm drain facilities will be installed as part of the site improvements and in conjunction with the proposed commercial development, including construction of stormwater control facilities and infrastructure that has been determined by the Town's Public Works Department to be adequate to address any on-site drainage issues.
6. **Not inconsistent with the general plan** because the project site is substantially level. The purpose of the grading is to prepare the project site for new commercial improvements which will closely maintain the existing level grade of the site. The proposed grading does not require an exception to the Town's design guidelines pertaining to grading and will not be on or create slopes of 20% or greater.

SECTION 7: APPROVAL. The Planning Commission acting as the Design Review Board hereby approves Design Review (DR-07-23), and Grading Permit (GR 03-23), subject to the Conditions of Approval attached hereto as Attachment No. A.

**PASSED AND ADOPTED BY THE PLANNING COMMISSION OF THE
TOWN OF MORAGA THIS 12th DAY OF DECEMBER 2023, BY THE FOLLOWING
VOTE:**

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

ATTEST:

Ben Helber
Chair

Afshan Hamid, AICP
Planning Director

Attachment A
CONDITIONS OF APPROVAL

Design Review (DR 07-23)

Grading Permit (GR 03-23)

APNs: 255-150-019, 255-160-035 and 255-160-040

Project Description:

- Reconstruction of approximately 11,167 square feet of existing in-line building at 536 Moraga Road (Tenant addresses are 578 through 564 Center Street) be replaced with a new 17,404 square foot grocery store building and a separate 1,521 square foot in-line tenant space. (APN 255-160-035)
- Construction of a new 4,500 square foot free standing pad building “A” along Moraga Road (536 and 580 Moraga Road – APN’s 255-160-035 and 255-160-040) with a lot line adjustment between the two properties prior to building permits.
- Construction of a new 2,152 square foot free standing pad building “B” along Moraga Road (430 Moraga Road; APN 255-150-019)
- 75 existing parking stalls which are in excess and will be removed to accommodate the new buildings and additions.
- New landscaping in front of the grocery and in-line tenant space and between the new pad buildings A and B adjacent to Moraga Road.
- Removal of 20 trees, and planting of 31 new trees.
- Grading Permit for approximately 2,346 cubic yards (cy) comprised of 1,580 cy of cut and 766 cy of fill on substantially level ground.

CONDITIONS OF APPROVAL:

Prior to Building/Grading Permit Issuance

1. The plans submitted for building and grading permits to construct shall be substantially in accordance with the plans approved by the Design Review Board on December 12, 2023, and the conditions of this permit. Minor revisions to the plans may be approved administratively by the Planning Director, including minor adjustments to building footprints and dimensions. Any significant changes to the plans will require re-submittal to the Design Review Board for approval.
2. These conditions of approval shall be printed on the first or second sheet of each plan set submitted for a building or grading permit pursuant to this approval, under the title ‘Conditions of Approval.’ Subsequent sheets may also be used if the first sheet is not of sufficient size to list all the conditions. The sheet(s) containing the conditions shall be the same size as those sheets containing the construction

drawings; 8- 1/2" by 11" sheets are not acceptable. The applicant shall provide a written response to each condition and how it is addressed by the applicant.

3. The Moraga-Orinda Fire District shall review and approve the construction plans. Verification of MOFD approval shall be submitted to the Town of Moraga Planning Department.
4. The plans shall be reviewed and approved by the Moraga Police Department. The plans shall include the locations and specifications for concrete or metal bollards along the frontage of the outdoor pedestrian areas in front of the grocery store, in line tenant and pad buildings to be installed for protection from runaway vehicles. Multi-lens cameras shall be installed (1) on the north façade of the grocery store; (2) in front of the grocery store; (3) driveway into the parking lot from Moraga Road; (4) the North/South driveway in front of the grocery store; (5) at the southwest and southeast corners of building A with the cameras providing views of the parking lot, North/South driveway in front of the building and Moraga Road; and (6) at the southwest and southeast corners of building B, with the cameras providing views of parking areas in front of the building and southwest side of the building and Moraga Road. Exact locations and cameras to be used to be approved by the Moraga Police Department.
5. A Construction & Demolition Debris Recycling Waste Management Plan Acknowledgement Form shall be submitted to the Planning Department prior to issuance of the grading or building permit for the project.
6. Development impact fees shall be paid. These may be paid in phases, prior to building permit issuance of each building if building permits are issued at different times.
7. The permit holder shall submit enhanced plans for outdoor features subject to Planning Director approval, which include the following:
 - a. Add grocery cart corrals, minimum of two in the parking lot.
 - b. Add additional paving pattern at the grocery store plaza and further refine final plaza design.
 - c. Bike racks, bollards and all outdoor furniture shall have a cohesive and complementary design language.
8. The project shall comply with the Model Water Efficient Landscaping Ordinance Sections 492.6(a)(3)(B) (C), (D), and (G) of the State Model Water Efficient Landscaping Ordinance. The submittal requirements per Model Water Efficient Landscape Ordinance Section 492.3, 492.4, 492.5, 492.6, 492.7, 492.8, 492.9, 492.10, 492.11, and 492.12, due at building Permit plan check are:
 - a. Project information, including: date, project applicant, project address (if available, parcel and/or lot number(s)), total landscape area (square feet), project type (e.g., new, rehabilitated, public, private, cemetery, homeowner-

installed), water supply type (e.g., potable, recycled, well) and identify the local retail water purveyor if the applicant is not served by a private well, checklist of all documents in Landscape Documentation Package, project contacts to include contact information for the project applicant and property owner, applicant signature and date with statement, "I agree to comply with the requirements of the water efficient landscape ordinance and submit a complete Landscape Documentation Package".

- b. Water Efficient Landscape Worksheet including: hydrozone information table, water budget calculations, Maximum Applied Water Allowance (MAWA), and Estimated Total Water Use (ETWU)
 - i. soil management report;
 - ii. landscape design plan;
 - iii. irrigation design plan; and
 - iv. grading design plan.
 - v. Certification of Completion
 - vi. Irrigation Scheduling
 - vii. Landscape and irrigation maintenance Schedule
 - viii. Irrigation audit, irrigation survey, and irrigation water use analysis.

9. The project photometric plans shall show the following related to lighting:

- a. All new lighting and any illuminated addresses shall be dark sky compliant.
- b. Lighting for outdoor public areas shall be 4,000 (four thousand) kelvin or less to provide a warmer light quality.
- c. Lighting in parking areas shall be maintained with a minimum of one foot-candle of illumination at the ground level during one hour prior to sunset and one hour after sunrise. Fixtures shall be dark sky compliant.
- d. Aisles, passageways, walkways, and recesses related to and within a development shall be illuminated with an intensity of at least 0.25 foot-candles at the ground level during the hours of darkness. Fixtures shall be dark-sky compliant.

10. Final Recycling, Organics and Landfill enclosures, designs, location, and dimensions shall be reviewed and approved by Republic Services.

11. The plans shall show trash/recycling receptacles adjacent to major tenants or every 50 (fifty) feet.

12. Ancillary facilities, equipment, and utilities. The items below are subject to Planning Director review and approval.

- a. All new utilities and utility connections shall be placed underground, unless otherwise prohibited by the utility provider.
- b. Any new above-ground utilities, utility transformers, or utility connections shall be screened from view of adjacent public rights-of-way or integrated within the building architecture. When this is not possible, these ancillary

features may be located in free-standing enclosures designed compatibly with the project's architecture style. Landscaping that provides immediate screening may be considered.

- c. New above-ground utilities or utility enclosures may not be located within 50 (fifty) feet of a street corner, or within the public right-of-way.
- d. New utility transformers that are outside the public right-of-way shall have adequate access to ensure the ability to perform maintenance on the transformers.
- e. Any new building or mechanical equipment shall be screened or integrated within the building architecture. When this is not possible, these ancillary features may be located in free-standing enclosures designed compatibly with the project's architectural style. Landscaping that provides immediate screening may be considered.
- f. New wall-mounted, ground-mounted, or roof-mounted air conditioning units and associated electrical and plumbing service connections shall be screened by parapets, walls, fences, or landscape screening. The proposed method shall be shown on the building permit plan set.
- g. The color of all flashing, vents, gutters, exhaust fans/ventilators, and pipe stacks shall match the adjacent roof or wall material and/or color.
- h. New permanent mechanical equipment such as a motor, compressor, pump or compactor which would be a source of structural vibration or structure-borne noise in excess of town standards shall be shock-mounted with inertia blocks or bases or vibration isolators.

13. Landscape plans:

- a. A minimum of one 24-inch box size tree or greater shall be planted on average at least every 800 square feet of new landscaping, the remaining trees shall be at least 15-gallon size.
- b. Shrubs shall be planted at minimum 5-gallon size.
- c. Ground cover plants, other than grasses, shall be four-inch pot size of greater and planted at a density that will cover the entire area within two years.
- d. Mulch (as a ground cover) shall be confined to areas underneath plants and is not a substitute for ground cover plants.
- e. Existing landscaping at the shopping center's Moraga Road entrance, along the main driveway and within the parking lot between the proposed grocery store, in line tenant space and pad building A shall be revitalized by upgrading key landscape areas and areas of dead landscaping using the projects planting palette to better connect existing and new landscaping in a cohesive manner, subject to review and approval of the Planning Director.

14. Bicycle Parking Space Dimensions: A minimum of six bicycle parking spaces shall be provided, with at least one located at each building.

- a. Any bicycle parking space must be a minimum area of 72 (seventy-two) inches in length and 24 (twenty-four) inches in width that is clear of obstructions;
 - b. No part of any rack may be located closer than 30 inches to a wall or other obstruction;
 - c. The front or back of any rack shall be located no less than 48 (forty-eight) inches from a sidewalk or pedestrian way; and
 - d. A minimum of 30 (thirty) inches shall be provided between any adjoining racks.
15. Any electrical vehicle (EV) charging stations required under the California Building Code shall be designed as follows:
- a. Each EV charging space must be accessible to persons with disabilities.
 - b. Each EV charging space must include a posted sign and painted curb, or ground markings, indicating that the space is exclusively for EV charging purposes.
 - c. EV charging equipment must be located so that pedestrians are not required to cross between the EV charging space and the EV charging equipment. The EV charging equipment may not obstruct any Americans with Disabilities Act-compliant sidewalk, entrance, curb-cut, or ramp, while in use or otherwise.
 - d. EV charging equipment must be illuminated by lighting to enable the equipment to be used at night.
 - e. Concrete-filled steel bollards or other similar barriers must be installed between EV charging equipment and an EV charging space if either of the following applies:
 - i. The EV charging equipment is located less than twenty-four (24) inches away from the EV charging space that it serves; or
 - ii. The EV charging equipment is located twenty-four (24) inches or more away from the EV charging space that it serves and does not include, between the space and the equipment, a curb measuring at least six inches high.
16. No signage is approved by this permit. Any future signage shall be subject to review for conformance with the Rheem Valley Shopping Center Master Sign Program and Moraga Municipal Code §8.88.

Moraga Engineering/Public Works Department Conditions of Approval

17. In the event that clarification is required to these Conditions of Approval, the Town Engineer has the authority to clarify the intent of these Conditions of Approval to the Applicant/Developer without going to a public hearing. The Town Engineer also has the authority to make minor modifications to these conditions without going to a public hearing in order for the Applicant/Developer to fulfill needed improvements or mitigations resulting from impacts of this project.

18. The applicant shall obtain an Encroachment Permit from the Public Works Department for any work within the public right-of-way.
19. The Final project plans shall show that where there is a required walkway, or sidewalk that is parallel and within two feet of an auto travel lane, it must be separated from the auto travel lane by a physical barrier consisting of a raised curb at least four inches high, or by another barrier as determined by the Public Works Director
20. A lot line adjustment will be necessary between APN's 255-160-040 and 255-160-035 for the location of the pad building A. The location of the building can be approved prior to the recording of the lot line adjustment, however a building permit for the building cannot be issued until the lot line adjustment is recorded.
21. The applicant shall obtain and provide a copy of a grading permit issued by the County Grading Division. The applicant shall submit grading plans for review and approval by the Town Public Works Department and Planning Department prior to submitting to the County Grading Division.
22. Applicant/Developer shall provide faithful performance security to guarantee the improvements, as well as payment security, as determined by the Town Engineer (Note: The performance security shall remain in effect until one year after final inspection).
23. As recommended by Cornerstone Earth Group in their Geologic Feasibility Evaluation Report dated October 30, 2023 (Project No. 1470-1-1), for the hillside slope located west of the Rheem Valley Shopping Center property, the existing drainage benches behind the planned grocery building should be maintained prior to completion of new construction, including clearing soil debris from the existing concrete lined v-ditches. Localized v-ditch repair should also be performed to mitigate undermined concrete ditches. In addition, existing storm drain inlets should be checked to ensure that they are clear of debris or sediment.
24. Applicant/Developer shall submit a Design Level Geotechnical Report, which includes pavement sections, grading and additional information and/or clarifications as determined by the Town Engineer.
25. The Grading Plan shall be in conformance with the recommendation of the Geotechnical Report, the approved Design Review, and the Town design standards & ordinances. In case of conflict between the soil engineer's recommendation and the Town ordinances, the Town Engineer shall determine which shall apply.
26. A detailed Erosion and Sediment Control Plan shall be included with the Grading Plan submittal. The plan shall include detailed design, location, and maintenance criteria of all erosion and sedimentation control measures. The plan shall also address site housekeeping best management practices.

- a. The Erosion and Sediment Control Plan shall be implemented between October 15th and April 30th unless otherwise allowed in writing by the City Engineer. The Applicant/Developer will be responsible for maintaining erosion and sediment control measures for one year following the City's acceptance of the improvements.
27. All applications involving the hauling of more than 500 cubic yards shall require a permit issuable by the Town Council following notice to interested parties in accordance with the most current Town ordinance. Prior to issuance of a grading permit, the applicant shall obtain a hauling permit.
28. Prior to the issuance of a grading permit, the applicant shall obtain access rights, rights of entry, permits and/or easements for the construction of temporary or permanent improvements (if needed).
29. Prior to the issuance of a grading permit, improvement plans prepared by a registered Civil Engineer shall be submitted to the Public Works Department, Engineering Division, along with review and inspection fees. Any necessary signing and striping shall be included in the improvement plans for review by the Public Works Department.
30. Any new signage, landscaping, fencing, retaining walls, lighting, or other obstructions proposed shall be checked for adequate sight distance.
31. CCCSD Requirements. Prior to the issuance of a grading permit, the Contra Costa Sanitary District (CCCSD) shall review and approve the plans. Verification of CCCSD approval shall be submitted to the Town of Moraga.
32. EBMUD Requirements. Prior to the issuance of a grading permit, the East Bay Municipal Utilities District (EBMUD) shall review and approve the plans. Verification of EBMUD approval shall be submitted to the Town of Moraga.
 - a. Separate structures on the same property require separate water meters.
 - b. When the development plans are finalized, the project sponsor should contact EBMUD's New Business Office and request a water service estimate to determine the costs and conditions of providing water service to the development.
 - c. Engineering and installation of water mains and meters requires substantial lead time, which should be provided for in the project sponsor's development schedule.
 - d. No water meters are allowed to be located in driveways.
 - e. The project sponsor should be aware that Section 31 of EBMUD's Water Service Regulations requires that water service shall not be furnished for new or expanded service unless all the applicable water-efficiency

measures described in the regulation are installed at the project sponsor's expense.

- f. Due to EBMUD's limited water supply, all customers should plan for shortages in time of drought.
33. As noted in the Covenants, Conditions, Restrictions and Easements document recorded August 17, 1982 in Book 10895, Page 929 of Official Records (and subsequent amendments) Rheem Valley Property Owner, LP, or its successors has a legal obligation to maintain the private storm drainage facilities and any appurtenant facilities. The Town will not accept these facilities for ownership or maintenance.
 34. Green Stormwater Infrastructure. The Applicant/Developer shall incorporate Green Infrastructure facilities within the public rights-of-way of newly constructed or widened streets, for treatment of additional impervious area not part of the project, subject to the review of the Public Works Department. Green Stormwater Infrastructure facilities include, but are not limited to: infiltration basins, bioretention facilities, pervious pavements, etc.
 35. The project shall fully comply with the Town's Stormwater Management and Discharge Control Ordinance, the Contra Costa Clean Water Program's Stormwater C.3 Guidebook and any amendments thereof, and the requirements of the Regional Water Quality Control Board. As part of these requirements, the applicant shall incorporate Low Impact Development (LID), Integrated Management Practices (IMPs) or Best Management Practices (BMPs) to the maximum extent practicable into the design of this project, implement them, and provide for perpetual operation and maintenance for all treatment IMPs/BMPs.
 36. All construction plans (including, but not limited to, site, improvement, structural, mechanical, architectural, building, grading and landscaping plans) shall comply with the approved Stormwater Control Plan (SWCP), the Town's Stormwater Management and Discharge Control Ordinance, the "C.3 Guidebook" and the requirements of the Regional Water Quality Control Board. All construction plans shall include details and specifications necessary to implement all measures of the SWCP, subject to the review and approval of the Public Works Department. To ensure conformance with the SWCP, the applicant shall submit a completed "Construction Plan C.3 Checklist" indicating the location on the construction plans of all elements of the SWCP as described in the "C.3 Guidebook."
 37. Any proposed water quality features that are designed to retain water for longer than 72 hours shall be subject to the review of the Contra Costa Mosquito & Vector Control District.
 38. The landscape plans shall include plantings for the bioretention areas that comply with Appendix B of the Contra Costa County Stormwater C.3 Guidebook.

39. The applicant shall comply with all rules, regulations and procedures of the NPDES for municipal, construction and industrial activities as promulgated by the California State Water Resources Control Board or any of its Regional Water Quality Control Boards. This includes compliance with Provisions C.3 and C.10 of the NPDES Permit, including:
- a. Minimize the amount of directly connected impervious surface area, directing run-off to landscaped/pervious areas prior to entering the storm drain system.
 - b. Stencil all storm drains ("No Dumping, Drains to Creek") using thermoplastic tape.
 - c. Trash bins shall be located within a covered enclosure.
 - d. Filters shall be provided in all proposed or existing inlets.
 - e. Other alternatives comparable to the above as approved by Public Works.
40. *Basic Construction Best Management Practices.* The following Basic Construction Best Management Practices shall be noted on the grading and building permit plans and implemented to ensure that construction-related emissions, including fugitive dust, do not exceed applicable BAAQMD Thresholds of Significance:
- a. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
 - b. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
 - c. 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.
 - d. All vehicle speeds on unpaved roads shall be limited to 15 mph.
 - e. 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.
 - f. 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 the California Code of Regulations (CCR)]. Clear signage shall be provided for construction workers at all access points.
 - g. All construction equipment shall be maintained and properly tuned in accordance with the manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
 - h. 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 District's phone number shall also be visible to ensure compliance with applicable regulations.

41. Discovery of Archaeological Resources. The project proponent shall include a note on any plans that require ground disturbing excavation that there is potential for exposing buried cultural resources. If prehistoric or historic-period cultural materials are unearthed during ground-disturbing activities, all work within 200 feet of the find shall halt until a qualified archaeologist and Native American representative can assess the significance of the find. If the find is determined to be potentially significant, the archaeologist, in consultation with the Native American representative, will develop a treatment plan that could include site avoidance, capping, or data recovery.

During Construction

42. Noise-generating construction and grading activities shall take place on weekdays only between the hours of 8:00 AM and 5:00 PM. No construction or grading activities are permitted on Saturdays, Sundays or Town observed holidays, unless it is an emergency and prior Town approval has been obtained.
43. Dust control and equipment wash-down shall be done with Title 22 recycled water and contained on-site. Runoff from these procedures shall not be allowed to flow onto adjoining properties or into the Town's storm drain system.
44. The applicant and its contractors shall be responsible for preventing spills of any demolition debris or construction materials on Town streets. If any spills of debris occur, then the applicant will be held responsible for the immediate cleanup of the spill and repair of any damage that may have been done to the street. All corrections shall be made to the satisfaction of the Town Engineer.
45. If underground utilities leading to any adjacent properties are uncovered and/or damaged or broken at any time during construction, the applicant and the contractor involved shall immediately notify the Public Works Department and the appropriate agency/ies and carry out any corrective action to its/their satisfaction.
46. Town staff (including authorized agents) shall have the right to enter the subject property to verify compliance with these conditions. The holder of any permit associated with this project shall make the premises available to Town staff during regular business and shall, upon request, make records and documents available to Town staff as necessary to evidence compliance with the terms and conditions of the permit.

Moraga Engineering/Public Works Department Conditions of Approval

47. All construction, demolition and other related noise-generating activities shall be limited to the hours of 8:00 AM to 5:00 PM, Monday through Friday. No

construction-related activity shall occur on weekends or holidays without prior approval of the Planning Director.

48. Temporary construction fencing shall be installed along the construction work perimeter to separate the construction area from the public. All construction activities shall be confined within the fenced area. Construction materials and/or equipment shall not be operated/stored outside of the fenced area or within the public right-of-way unless approved in advance by the Town Engineer.
49. Applicant/Developer shall prepare a construction noise management plan that identifies measures to minimize construction noise on surrounding developed properties. The plan shall include hours of construction operation, use of mufflers on construction equipment, speed limit for construction traffic, haul routes and identify a noise monitor. Specific noise management measures shall be provided prior to project construction.
50. Closing of any existing pedestrian pathway and/or sidewalk during construction shall be implemented through a Town-approved Traffic Control Plan and shall be done with the goal of minimizing the impact on pedestrian circulation.
51. Construction traffic and parking may be subject to specific requirements by the Town Engineer.
52. No structures, fences, or retaining walls shall be installed within the public right-of-way.
53. Two weeks prior to start of construction, the Town Engineer or his representative shall inspect the public sidewalk along the shopping center property frontage on Moraga Road: Any cracked and displaced curb, gutter and sidewalk along the property frontage of Moraga Road shall be removed and replaced to the limits directed in the field by the Town Engineer or his representative. Concrete shall be sawcut prior to removal. Existing lines and grades shall be maintained.
54. The applicant shall provide an ADA compliant pedestrian path of travel to all entrances/exits of the proposed building(s) from the public right-of-way and from required accessible parking spaces.
 - a. Any existing or proposed curb ramps and pedestrian facilities along the designated path of travel shall be designed and constructed in accordance with current Public Works standards, Title 24 and the Americans with Disabilities Act (ADA). Prior to Final Occupancy, the County Building Department shall conduct an inspection to confirm this condition on behalf of the Town.
 - b. Adjacent to Building A, repair or replace the existing path(s) of travel intended as the accessible path of travel from the public sidewalk on Moraga Road to the proposed building entrances/exits in accordance with

Public Works standards, Title 24, and ADA regulations.

- c. The Applicant shall revise the project plans to include a safe pedestrian accessible path of travel from the public sidewalk at Moraga Road to the primary building entrance for the grocery store building, with the proposed crossing location and design subject to review and approval by the Public Works Department. Suitable treatments for the accessible path may include continuation of sidewalk adjacent to the entrance drive aisle, pedestrian crossing signs, pavement markings, and or treatments such as textured paving or raised pavement markers to notify drivers of the crossing area and/or demarcate the crossing area.
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55. The Applicant/Developer shall provide adequate dust control measures at all times during the grading and hauling operations. All trucks hauling export and import materials shall be provided with tarp cover at all times. Spillage of haul materials and mud-tracking on the haul routes shall be prevented at all times. The Applicant/Developer shall be responsible for sweeping of streets within, surrounding and adjacent to the project, as well as along the haul route, if it is determined that the tracking or accumulation of material on the streets is due to its construction activities.
 56. Dust control and equipment wash-down shall be done with Title 22 recycled water and contained on-site. Runoff from these procedures shall not be allowed to flow onto adjoining properties or into the Town's storm drain system.
 57. The applicant and its contractors shall be responsible for preventing spills of any demolition debris or construction materials on Town streets. If any spills of debris occur, then the applicant will be held responsible for the immediate cleanup of the spill and repair of any damage that may have been done to the street. All corrections shall be made to the satisfaction of the Town Engineer
 58. PCBs Demolition Requirements. The applicant shall provide all screening and testing forms required to comply with the requirements of Municipal Regional Stormwater Permit C.12 PCB controls during the Building Demolition Process. Forms and additional resources may be found at <https://www.contracosta.ca.gov/DocumentCenter/View/59578/Demolition-Permit-Requirement---PCBs-Screening-Assessment-Form>
 59. Construction BMPs for PCBs Demolition Projects. To minimize potential transport of Polychlorinated Biphenyls to the storm drain system, enhanced construction best management practices (BMPs) must be implemented. Minimum BMPs include the following:
 - Street sweeping. Daily street sweeping of the project and adjacent streets using vacuum or regenerative air sweepers to effectively remove sediment, dust, and debris must be conducted. Daily street sweeping is required during all phases of the project.

- Demolition debris. Demolition debris must be covered with an impermeable liner (or equivalent) at all times. Demolition debris must be covered until it is safely and properly disposed of at an appropriate waste handling facility.

Prior to Building Permit Final Occupancy

60. Landscaping associated with the building seeking Final approval shall be installed per the project plans. A letter shall be submitted by the landscape architect confirming that the landscaping and irrigation have been installed consistent with the project landscaping plans.
61. All new landscaping and irrigation shall be consistent with the State Model Water Efficient Landscaping Ordinance, and any additional requirements imposed by the State and/or East Bay Municipal Utility District regarding water conservation. The landscape architect shall certify that the landscaping and irrigation comply.
62. The Moraga Police Department shall conduct a final inspection confirming the installation of bollards for protection of pedestrian areas in front of the grocery store, in line tenant, Building A and Building B and inspect the installation of security cameras required in condition 4, confirm they are operational, are the approved type and at the approved locations.
63. A landscape maintenance bond shall be posted to secure the replacement of any necessary plant material by the developer for a period of one year.
64. The Planning Department shall conduct a final inspection of the site to verify compliance with the project plans and conditions of approval.

Moraga Engineering/Public Works Department Conditions of Approval

65. The applicant shall provide a Stormwater Control Operation and Maintenance (O&M) Plan for review by the Public Works Department, and record an Operation and Maintenance Agreement, including any necessary rights-of-entry, prior to building permit final inspection/certificate of occupancy.
66. All existing trees and shrubs to remain shall be trimmed to allow for a clear line of sight for vehicles exiting the driveway. All proposed landscaping shall be set back to ensure that the sight line is clear of any obstructions.
67. The Engineering/Public Works Department shall conduct a final inspection of the site to verify compliance with the project plans and conditions of approval.

At All Times

68. The applicant shall ensure compliance with all of the conditions of approval. Failure to comply with any condition may result in construction being stopped, issuance of

a citation, and/or modification or revocation of the approval. These conditions of approval only apply to the project area as conditioned, and not to the remainder of the existing Rheem Valley Shopping Center.

69. The applicant shall ensure compliance with all of the conditions herein, including submittal to the project planner of required approval signatures at the times specified. Notice of failure to comply with any condition shall be provided to the applicant by the Town, and a reasonable opportunity to gain compliance provided. Applicant's failure to comply with any condition may result in construction being stopped, issuance of a citation, and/or modification or revocation of the permit.
70. The approved construction and grading is subject to, and shall comply with, all applicable Town Ordinances and laws and regulations of other governmental agencies.
71. All landscaping approved under this permit shall be permanently maintained for the life of the project.
72. Cameras required by the Moraga Police Department to be installed for this project shall be connected to the Moraga Police system for immediate viewing in the event of a criminal investigation or critical incident. The permit holder is responsible for ensuring the cameras are in working order and is responsible for their maintenance and upkeep at all times.
73. The project includes a noted 'focal point' space for public art or special exhibits such as holiday displays or a compact stage, within the outdoor plaza north of the grocery store. Public Art is not required by the objective design standards, but voluntarily introduced as an option by the permit holder, who agrees to discuss making this area available for public art selected by the Town of Moraga Art in Public Spaces Committee. The property owner retains final approval of any selection and of the length of time an art piece may be displayed, including whether it may be removed temporarily for seasonal or special exhibits."
74. EV charging spaces if required under the California Building Code:
 - a. An electric vehicle may occupy an EV charging space only while charging is in progress. Parking in an EV charging space when charging is not in progress is prohibited.
 - b. EV charging equipment must be maintained in working order at all times. The name and telephone number of the party responsible for maintaining and repairing the equipment must be posted on the equipment and updated as necessary.
75. The applicant shall apply for and pay all appropriate fees for building permits, plan checks and inspections.

76. This permit and each condition contained herein shall be binding upon the applicant and any transferor, or successor in interest.
77. The applicant and/or property owner agree to defend, indemnify, and hold harmless the Town of Moraga, its agents, officers, council members, employees, boards, commissions, and Council from any and all claims, actions or proceedings brought against any of the foregoing individuals or entities, seeking to attack, set aside, void or annul any approval of the application or related decision, or the processing or adoption of any environmental documents or negative declarations which relate to the approval. This indemnification shall include, but is not limited to, all damages, costs, expenses, attorney fees or expert witness fees that may be awarded to the prevailing party arising out of or in connection with the approval of the application or related decision, whether or not there is concurrent, passive or active negligence on the part of the Town, its agents, officers, council members, employees, boards, commissions, and Council. If for any reason any portion of this indemnification agreement is held to be void or unenforceable by a court of competent jurisdiction, the remainder of the agreement shall remain in full force and effect. The Town of Moraga shall have the right to appear and defend its interest in any litigation arising from the approval of the application or any related decision through its Town Attorney or outside counsel selected by the Town Attorney. The applicant shall be required to reimburse the Town for attorney's fees incurred by the Town in connection with the litigation.
78. The design review and grading permits will automatically expire on December 12, 2024. If a building or grading permit is not issued by December 12, 2024, the permits become null and void. However, this discretionary action may be renewed by the Planning Director for a maximum period of one (1) year provided the applicant places such a request in writing to the Planning Director with a showing good cause.

ATTACHMENT B

Rheem Park Objective Design Standard Matrix

Rheem Park Objective Design Standards Inventory and Analysis

Rheem Valley Shopping Center Partial Redevelopment

The intent of these objective design standards is to provide certainty of review and to retain local control in an objective manner. The objective design standards were crafted to evolve the Rheem Park Area from primarily a commercial-only district into a mixed-use district with multi-family residential, office, and commercial uses, with amenities including pedestrian-oriented design to support an active and inviting public realm.

NOTE: The **bolded** text in the analysis column of the following table indicates features of the project that may not comply with the Design Guidelines. Some projects may not be subject to all the development and design standards based on the size and/or location of the project. In these cases, the N/A will be indicated in the Complies column.

This project is classified as “major changes” under Moraga Municipal Code (MMC) 8.210.030.C, Table 1, which allows for up to 10 design exceptions, this project includes a request for 3 design exceptions, as identified in the following table.

Development Standard	Analysis	Complies
Site Circulation and Access - Required Connections (MMC 8.210.040.B)		
1. Required Streets. Development in the Rheem Valley Shopping Center shall include improvement of Center Street as an extension of the existing Center Street alignment, providing publicly accessible vehicle, pedestrian, and bicycle access through the Rheem Valley Shopping Center with a publicly accessible connection to both Rheem Boulevard and Moraga Road. Alternatively, subject to approval by the Design Review Board, the publicly accessible connections may be provided for only pedestrians and bicycles, with no vehicular access. This standard only applies to the Rheem Valley Shopping Center, boundaries shown in Figure 2. The alignment of Center Street is flexible and may be moved or adjusted to meet project needs, as long as public access is maintained. Center Street is anticipated to remain privately owned.	Access will be maintained	Yes
2. Other Required Connections. Lots between Moraga Road and Center Street that are located more than 400 (four hundred) feet from an intersecting street or pedestrian walkway shall provide a publicly accessible sidewalk, street, mid-block passageway, or other publicly accessible connection between the two streets. This standard only applies to the Rheem Valley Shopping Center, boundaries shown in Figure 2.	Existing parking lot allows for publicly accessible connections.	Yes
3. Maximum Street Dimensions. Streets shall be the minimum width required for emergency vehicle access and shall meet applicable Town engineering standards. All streets shall accommodate sidewalks, trees and bike lanes and other public features.	An approximately 220-foot portion of Center Street will be realigned, the width will be maintained to match the width of Center Street on both sides of the project area.	Yes

Development Standard	Analysis	Complies
Site Circulation and Access - Required Pedestrian and Bicycle Access (MMC 8.210.040.C)		
<p>1. On-site Pedestrian Access. On-site pedestrian circulation and access shall be provided according to the following standards:</p> <p>(a) Internal Connections. A system of publicly accessible pedestrian walkways shall connect all buildings on a project site to each other, to on-site bicycle and automobile parking areas, to any accessible on-site public spaces or pedestrian amenities, and to the publicly accessible pedestrian circulation network.</p> <p>(b) Public Circulation Network. Publicly accessible on-site walkways shall connect the primary building entry or entries to a public sidewalk on each street frontage, with connections provided at least every 300 (three hundred) feet along portions of the development site perimeter that are adjacent to public rights-of-way.</p> <p>(c) Transit. Where a transit stop is adjacent to the building frontage, publicly accessible pedestrian connections shall be provided.</p>	<p>Each building includes a wide walkway/seating area – generally 10 feet in width or greater.</p> <p>a) grocery store and new tenant spaces are connected to adjacent spaces.</p> <p>b) the grocery store, in line tenants and buildings all include sidewalk areas generally exceeding 10 feet in width.</p> <p>c) There are no existing transit stops adjacent to the building frontages.</p>	Yes
<p>2. Bicycle Access. On-site bicycle circulation and access shall be provided according to the following standards:</p> <p>(a) Bicycle Network. Bicycle connections shall be provided to any adjacent portion of the existing or planned public bicycle network, as identified in the Moraga Bicycle and Pedestrian Master Plan, with the amenity type specified in the Bicycle and Pedestrian Master Plan.</p> <p>(b) Internal Connections. Where a publicly accessible Class I, II, or IV bicycle facility is on or adjacent to the project site, connections shall be provided to the bicycle facility</p>	<p>The Moraga Bicycle and Pedestrian Master Plan does not show bicycle lanes within the shopping center. The draft Livable Moraga Road plan envisions Class II bike lanes along Moraga Road. These can be accessed through the existing parking lot and driveways.</p>	Yes
Site Circulation and Access - Sidewalk and Walkway Design (MMC 8.210.040.D)		
<p>1. Sidewalk Dimensions. Publicly accessible sidewalks and walkways shall be a minimum total width of 10 (ten) feet when adjacent to ground-floor commercial, with 6 (six) feet for pedestrians and an additional 4 (four) feet for tree planting strip; and shall be a minimum total width of five feet in all other locations.</p>	<p>Proposed walkways and landscaping meet or exceed 10 feet in width.</p>	Yes
<p>2. Sidewalk and Walkway Surfaces. Publicly accessible walkways and sidewalks shall be hard-surfaced, and paved with scored concrete, stone, tile, brick, or comparable material</p>	<p>Sidewalks will be concrete.</p>	Yes
<p>3. Crossings. At a major tenant space entry or significant pedestrian area, where any sidewalk or walkway crosses parking areas, loading areas, or streets, it must be clearly identifiable through the use of a combination of raised crosswalk, a different paving material, striping, bollards, or similar method to enhance pedestrian safety.</p>	<p>At the entrance to the grocery store, there will be enhanced striping within the parking lot area.</p>	Yes
<p>4. Separation from Automobile Travel Lanes. Where a required walkway or sidewalk is parallel and within two feet of an auto travel lane, it must be separated from the auto travel lane by a physical barrier consisting of a raised curb at least four inches high, or by another permanent physical barrier as determined by the Public Works Director.</p>	<p>Condition of approval specify that curbs be a minimum of four inches in height.</p>	Yes

Development Standard	Analysis	Complies
5. Curb Cuts. Curb cuts and driveways providing access to parking facilities shall be from an alley or secondary street, rather than from the principal street, where feasible, to avoid impacts on pedestrian sidewalks and walkways.	Current circulation pattern to be maintained, no new driveway curb cuts proposed	Yes
Site Circulation and Access - Public Sidewalk Furnishings (MMC8.210.040.E)		
1. Furnishings. Furnishings and streetscape improvements such as tree grates, bollards, seating, public art, landscaping, and other street furniture shall be utilized to articulate street edges and provide separation between the automobile realm and the pedestrian realm.	Landscaping is proposed along the street edge in front of the grocery and in-line tenant space, with seating proposed in front of the in-line tenant space. Buildings A and B each include space for seating and landscape boxes, as shown in the project renderings and site plans. Final configurations will be coordinated with future tenants.	Yes
2. Seating. Publicly accessible seating areas such as benches, seat walls, planter ledges, and/or other seating areas shall be provided along the on-site pedestrian circulation network adjacent to major tenants or at significant pedestrian areas.	Seating is proposed adjacent to the grocery store and in-line tenant space. There is also room for seating at buildings A and B.	Yes
3. Coordinated Design Palette. Streetscape furnishings along the publicly accessible pedestrian circulation network shall utilize a coordinated design palette with similar color and finish.	The landscape plans and building rendering show the proposed seating, planter boxes and umbrellas	Yes
4. Trash and Recycling Receptacles. Publicly accessible sidewalks shall include at least one publicly accessible trash and recycling receptacle adjacent to major tenants or every 50 (fifty) feet.	Trash receptacles provided, included as a condition of approval.	Yes
Building Orientation and Setbacks - Building Location and Orientation (MMC 8.210.050.B)		
1. Building Orientation. Buildings located within 20 (twenty) feet of a front or street side lot line or publicly accessible street shall orient building frontage(s) parallel toward the adjacent front or street side lot line or publicly accessible street. Where there is an external or internal corner condition, the building shall include a 45 (forty five) degree, 90 (ninety) degree or rounded corner toward the two streets.	Pad buildings are oriented inward toward the shopping center and are more than 20 feet from Moraga Road. These buildings do include architectural features to act as a front with articulation of the façade and include ample landscaping. Grocery store and in-line tenant face center street.	Yes
2. Scenic Corridors. Commercial and multi-family residential development fronting along a major scenic corridor as defined in Chapter 8.132.020 shall have building setbacks from the scenic corridor that are landscaped and varied in order to avoid creation of a walled effect and that are a minimum of 25 (twenty-five) feet deep. Building façades facing the scenic corridor shall be treated to have architectural features that act like a primary façade. Development compliant with this chapter is exempt from Design Review under Chapter 8.132.	Proposed pad buildings are setback more than 25 feet from the Moraga Road property line and while the buildings are oriented inward towards the shopping center, the building elevations facing Moraga Road have been enhanced to include a more pronounced and contrasting pilaster pattern, variegated color split faced CMU for texture, and storefront glazing at the primary building corners.	Yes
3. Frontage Orientation. Buildings shall be sited with fronts to face and frame adjoining streets, plazas, outdoor spaces, and pathways.	Grocery store and in-line tenant comply, the pad buildings are facing inward towards the shopping center parking lots. The rear of the pad buildings facing Moraga Road have been designed with enhanced architectural features facing, along with landscaping, to give the building elements of a primary façade. These buildings are located 50 feet or more from Moraga Road	Yes
4. Minimum Setbacks. Buildings are encouraged to be built to the minimum allowed setbacks to establish an	The proposed project is within an existing shopping center and is not proposed to substantially alter the	Yes

Development Standard	Analysis	Complies
attractive street wall, create a sense of enclosure and activation on fronting pedestrian walkways, and reduce the prominence of expansive surface parking lots.	existing design and layout of the center. The proposed pad buildings will be 50 feet from Moraga Road, consistent with other pad buildings already within the shopping center, which exceeds the 25-foot scenic corridor setback, Between Moraga Road and the proposed pad buildings landscaping is proposed, so there would not be expansive surface parking lots adjacent to Moraga Road. The pad buildings are oriented into the existing shopping center parking lots and include wide patio areas for pedestrians. The grocery store and in-line tenant space will be built fronting Center Street and include elements to promote pedestrian activity.	
5. Distance from Slopes. Buildings must be located at least 50 (fifty) feet from the toe of any slope that exceeds 100 (one hundred) feet in vertical elevation where the average predevelopment slope within this area is 20% or greater within the 100 (one hundred) feet of elevation change. This distance may be reduced with documentation by an engineering geology report prepared by the applicant confirming that the stability of the soil can be ensured by engineering and geotechnical means reasonably available to the applicant, subject to peer review and approval of the Town Engineer.	The grocery store will be constructed approximately 40 feet from the retaining wall at the rear of the property. The slope behind the retaining wall exceeds 20% average predevelopment slope. The applicant provided an engineering geology report prepared by Cornerstone Earth Group dated October 30, 2023, which concluded that the proposed building setbacks from the toe of slope are acceptable from a geotechnical and geologic viewpoint.	Yes
6. Utility and Trash Areas. Utility and trash areas shall be enclosed within the building, located behind the building so as not to be visible, or enclosed and located in a screened court. Trash and utility areas shall be screened from principal streets.	Trash enclosures will be located away from Moraga Road for the pad buildings and behind the grocery store and in-line tenant. Trees are proposed between Moraga Road and the trash enclosures for screening, additionally existing buildings and vegetation will also provide screening.	Yes
Building Orientation and Setbacks - Building Frontage Improvements. (MMC 8.210.050.C)		
1. Frontage Improvements. Any area between a building and the front property line, or any area between a building and on-site public space or the fronting public pedestrian walkway, shall be improved as part of a wider sidewalk, outdoor seating area, outdoor dining area, yard area, or other landscaped or usable open space.	All of the proposed buildings include areas for outdoor seating and/or landscaping	Yes
2. Outdoor Dining. Outdoor dining is allowed consistent with the following requirements: (a) Seating and dining areas shall not obstruct the pedestrian right-of-way. (b) Umbrellas and other shade devices shall not obstruct building entrances or signage. (c) Planters or railings may be used to separate seating areas from the sidewalk. (d) There is an adjacent ground-floor commercial use to which the outdoor dining is accessory. (e) Any outdoor dining in the parking area adjacent to a tenant space, must be in a parklet approved in accordance with adopted Town regulations.	The proposed outdoor seating complies with items a through d, no parklets are proposed (e).	Yes
3. Ground-floor Office Frontage and Setback Area. Areas within the front setback for ground-floor office uses may include landscaping, seating for guests and employees, public amenity areas, and other spaces that promote gathering, social activity, and pedestrian activity.	Not applicable - No office uses proposed.	NA
4. Ground-floor Non-office Commercial Frontage and Setback Area. Areas within the front setback for ground-floor retail, restaurant and other non-office commercial uses may incorporate outdoor seating, landscaping, planters, dining areas, retail stands and kiosks, display	Complies – seating areas, and landscaping have been provided and a voluntary space for public art, holiday display, or a temporary stage or other special events has been included.	Yes

Development Standard	Analysis	Complies
spaces, dining spaces, public art, fountains, play areas, extensions of the public sidewalk, and other amenities to activate the sidewalk and street.		
5. Ground-floor Residential Frontage and Setback Area. Areas within the front setback for ground-floor residential uses may incorporate landscaping, gates, entry treatments, unique paving treatments, changes in elevation, stairs, patios, gardens and other strategies to promote ground-floor activity and denote the transition from public to private space.	Not applicable – no residential uses proposed.	NA
Building Orientation and Setbacks - Encroachments. (MCC 8.210.050.D)		
1. Encroachments into Required Setbacks, Residential Uses. The following encroachments into required setback areas are allowed for residential uses, subject to all applicable requirements of the Building Code: (a) Uncovered stairs, guardrails, handrails, ramps, stoops, landings, decks, porches, balconies, and platforms may encroach into front or street side yard. (b) Covered porches and patios: 6 (six) feet maximum encroachment, unenclosed on three sides. (c) Projected windows and above-ground architectural projections such as roof overhangs, mansards, marquees, canopies, pilasters, fascia's, and other architectural features: 6 (six) feet maximum projection.	Not applicable – no residential uses proposed	NA
2. Signage Projections. Projections and signs may project over the sidewalk to indicate and demarcate shop fronts and increase pedestrian interest with an approved master sign plan and encroachment permit.	Conceptual signage is shown on buildings but not proposed at this time. All signage must comply with the Rheem Valley Shopping Center Master Sign Program and will be permitted separately later.	NA
Building Massing and Articulation – Massing Requirements (MCC 8.210.060.B)		
1. Massing Breaks. All street-facing façades and any wall over 20 (twenty) feet in height above ground level on any side of a building must include at least one horizontal or vertical projection or recess at least four feet in depth, or two projections or recesses at least 2 ½ (two and one-half) feet in depth, for every 50 (fifty) horizontal feet of wall. The articulated elements must be greater than one story in height and may be grouped rather than evenly spaced every 50 fifty feet on average.	All of the buildings include at least two vertical projections or recesses at least 2 ½ feet in depth for every 50 feet of horizontal wall.	Yes
2. Townhome Massing. The maximum number of townhouse units in any one contiguous building is 12 (twelve).	Not applicable	NA
3. Townhome Front Facade. Townhomes that are contiguous shall have architectural features to break up the front elevations such as stairs, projecting entrances, bay windows, porches, and other articulated façade elements.	Not applicable	NA
Building Massing and Articulation – Building Design (MMC 8.210.060.C)		
1. Lower and Upper Story Separation. Lower and upper stories shall be separated by horizontal detailing such as an awning, overhang, cornice line, or belt course. Separation may occur above either the ground floor or second floor.	All proposed buildings are single-story	NA
2. Vertical Projections. All street-facing façades must include vertical projections or recesses such as pilasters, porches, decks, bay windows, entry recesses, and other details that provide architectural articulation and design interest.	The proposed buildings include at minimum pilasters and recessed walls. The front entries to the all the buildings include roof overhangs.	Yes

Development Standard	Analysis	Complies
3. Architectural Styles. Major changes shall utilize vernacular design and complementary architecture with a variety of facades and building lines. Architecture should not be homogeneous.	The applicant states that <i>"Materials and colors were chosen to reflect the vernacular vocabulary found within the town of Moraga. The grocery anchor's architecture is influenced in particular by the Rheem Valley Automotive building at 455 Center St., which features heavy stone masonry and overhanging flat roof with exposed wood roof joist tails. The material palette of the grocery is used in the two pads, with the addition of a wood siding. Each building is articulated and variegated relative to its scale."</i>	Yes
4. Corner Elements and Architecture. Buildings at internal and external corners shall orient design elements to both corners, with distinctive architectural elements within 50 (fifty) feet of the corner. Distinctive architectural elements may include height projections, articulation, variation in materials, façade transparency, public building entrances, and unique roof silhouettes. As an alternative, development projects may provide accessible public plazas or outdoor spaces at block corners instead of distinctive architectural elements, provided the plaza or outdoor space is at least 300 square feet and accessible to the public.	No corner buildings are proposed. However, the applicant has provided the following statement, "While no corner building is technically proposed, the design proposed creates a minor internal and external corner along the main line of shops where Center St jogs. While not mandated, the project includes a publicly accessible plaza space well above 300 square feet and turns each of these minor corners with massing and articulation to enhance the spaces and roofline silhouettes.	Yes
5. Architectural Details. Buildings shall include architectural details to add visual interest, variety, and articulation, including at least one of the following, which may also serve to satisfy other required elements, such as vertical projections or lower and upper story separation, as applicable: (a) Reveals. (b) Course lines. (c) Decorative cornices. (d) Columns. (e) Canopies. (f) Arbors. (g) Trellises.	The grocery store and in-line tenant building include a number of these details to create an interesting building façade, including pilasters, reveals, decorative cornices and a canopy. The pad buildings also include a number of these details, and further the rear of the pad buildings which face the Moraga Road scenic corridor have features to make them appear more similar to a primary façade, including contrasting pilaster patterns, variegated color split-faced CMU for texture and storefront glazing at primary corners.	Yes
6. Roof Lines. Horizontal Roof lines on buildings with flat or pitched roofs shall be varied and designed to minimize the bulk of a building, screen roof-mounted equipment, and enhance the building's architectural design through the following requirements: (a) A minimum of one roof line offset of at least 18 (eighteen) inches in height and 20 (twenty) feet in length shall be provided for every 150 (one hundred fifty) feet of façade length. (b) Architectural elements, such as parapets, varying cornices, reveals, varying roof heights, or varying roof forms, shall be articulated at least every 50 (fifty) feet along the street frontage. (c) Where parapets are provided, the minimum 18 (eighteen) inch offset in height required above may be substituted by an offset of at least 18 (eighteen) inches in depth. All parapets shall provide returns of at least six feet in depth at the end of the parapet face to avoid a false front appearance.	The roof lines include a number of elements to provide architectural interest, such as parapets and reveals. The parapets on the pad buildings include returns to avoid a false front appearance.	Yes
7. Minimum Depth of Overhanging Eaves. Overhanging eaves, if provided, shall extend a minimum of 2 (two) feet beyond the supporting wall.	Where eaves are provided, they extend 2 feet beyond the supporting walls.	Yes
8. Townhomes. In addition to the requirements above, attached side-by-side dwelling units (townhomes or rowhouses) shall be distinguished through methods such as:	No residential proposed – not applicable	NA

Development Standard	Analysis	Complies
<p>(a) Variations of two feet or more between the horizontal planes of the primary entrance façade of adjacent units.</p> <p>(b) A change in roof orientation between adjacent units (e.g., a gable roof adjacent to a hipped roof). If rowhomes are proposed with no roof variation, then change of entry and additional feature is required, such as bay or box window.</p> <p>(c) A roof line offset of at least 18 (eighteen) inches for each unit exposed on the associated elevation.</p> <p>(d) Change of colors or materials.</p> <p>(e) Change of entry design.</p>		
Building Facades – Façade Design (MMC 8.210.070.B)		
1. Façade Detailing. All building facades shall incorporate details, such as window and door trim, window recesses, cornices, changes in materials, or other design elements.	The facades include multiple materials including stucco pilasters, variegated split color CMU, cementitious horizontal siding, metal trim, window and reveals for architectural interest.	Yes
2. Façade Pattern. Façade elements must establish building scale and pattern, using architectural techniques such as clustering or aligning windows and doors to form a regular pattern.	The facades include multiple materials as noted above. Windows and doors are proportional along the frontage of each of the buildings in a regular pattern and define the potential tenant entry points.	Yes
3. Visual Interest. Building walls facing public streets and walkways shall provide variations and visual interest for pedestrians, which may include display windows, changes in building form, relief in wall plane, changes in color, material, and/or texture or similar variations.	The buildings include changes in material and color, reliefs in wall planes, and awning and covered patio areas, to create architectural interest.	Yes
4. Limits on Blank Walls. No wall facing a public right-of-way, and no wall over 20 (twenty) feet in height above ground level on any side of a building, shall run in a continuous plane of more than 20 (twenty) feet without a window, door, landscaping, or other visual interest. Any landscaping installed and maintained along the wall must reach a minimum height of four feet within three years.	The buildings substantially meet this standard. The rear of the pad buildings facing Moraga Road include a variety of materials and color changes, storefront glazing at primary corners, and trees and landscaping that can reach four feet in height within three years between the pad buildings and the Moraga Road right-of way.	Yes
5. Awnings and Overhangs. Awnings and overhangs may be employed along active building frontages over the sidewalk to enhance the pedestrian realm. Awnings shall not be long and continuous. Awnings shall be made of durable, high-quality materials and shall not interfere with the tree canopy or signage.	An awning is proposed over a portion of the grocery store building, which complies with this standard	Yes
6. Ground-floor Commercial Façade Architecture. Non-office ground-floor commercial facades shall be designed to give identity to each commercial establishment through integrated architectural techniques such as recesses, vertical façade elements, enhanced materials, signage, and/or material and articulation differentiation between separate ground-floor spaces.	The final tenant alignments have not yet been established for the pad buildings. The pad buildings have been designed to accommodate various tenant sizes with each potential entrance area being clearly defined by the building materials and form.	Yes
7. Ground-floor Commercial Façade Design. Non-office ground-floor commercial front facades shall utilize at least two of the following to activate the street and promote indoor/outdoor connections when fronting Center Street or Park Street: <p>(a) Sliding or removable windows/doors.</p> <p>(b) Outdoor displays and café seating in front of commercial/retail establishments that are designed to increase pedestrian activity and interest.</p> <p>(c) Low planters with wide seat walls.</p>	The proposed designs include a number of these elements, including café seating, recessed entrances and porticos, awnings and visually transparent store fronts.	Yes

Development Standard	Analysis	Complies
(d) Recessed entrances and porticos that increase the indoor/outdoor quality or allow for increased outdoor seating or display. (e) Awnings and canopies. (f) Visually transparent storefronts with clear glass windows and doors that are not blocked by storage, racks or shelving against glass should primarily define the active street front. If this is not possible then opaque glass can be employed.		
Building Facades – Building Entries (MMC 8.210.070.C)		
1. Minimum Number of Entrances Required. There shall be a minimum of at least one building entrance oriented to the nearest public sidewalk or accessible public space as follows: (a) One entrance an average of at least every 100 (one hundred) linear feet of ground-floor non-residential building frontage, except for office uses. (b) One entrance an average of at least every 200 (two hundred) linear feet of ground-floor residential or office building frontage.	Complies, the grocery store entrance is approximately 92 feet to the southern edge of the building and 98 feet to a door on the existing CVS building. The pad buildings include multiple entrances.	Yes
2. Separate Entrances for Mixed Uses. Buildings containing a mix of residential and non-residential uses shall provide separate building entrances for residential and non-residential uses. Amenity areas such as exercise rooms do not require separate building entrances from the primary use.	Not applicable	NA
3. Entrances to Multiple Streets. Buildings fronting multiple streets must provide one entrance facing each street.	Not applicable. Buildings are within a shopping center.	NA
4. Alley Entrances. Buildings that abut a public alley must provide an entrance facing that alley.	Not applicable	NA
5. Corner Entrances. Buildings with entrances at street corners shall provide an entrance toward both streets, or have a single angled corner entrance accessible to both streets.	Not applicable	NA
6. Entryway Illumination. Building entries and addresses shall be illuminated with dark sky compliant fixtures to provide nighttime visibility from adjacent streets, public accessways, and common areas.	Complies – proposed building lights are shielded and directed downward – conditions of approval require that new lighting be Dark Sky compliant.	Yes
7. Entry Design. Building entries shall be differentiated from the overall building façade, through the use of a differentiated roof, awning or portico, recessed entries, doors and doorway with design details, trim details, decorative lighting, signage, or other techniques.	The grocery store and in-line tenant buildings include differentiated rooflines at their entries. The pad buildings entries are defined by window groupings separated by pilasters to define each of the entry points, which are located under shared over hangs.	Yes
8. Entry Access. All buildings located in the interior of a project site shall have an entrance from a pedestrian walkway that is a minimum of four feet wide and that connects to a public sidewalk.	Complies.	Yes
9. Residential Entry Types. Ground floor residential entries may include any of the following: stoops, front doors, courtyard and forecourt entrances, ramped or at-grade entries, outward-facing and visually permeable lobby entrances, or other outward-facing residential entrance treatments.	Not applicable	NA
Building Facades – Windows and Openings (MMC 8.210.070.D)		

Development Standard	Analysis	Complies
1. Required Openings. Ground-level exterior walls facing and within 20 (twenty) feet of a front lot line or publicly accessible street or open space shall run in a continuous plane for no more than 30 (thirty) feet without a window, door, or other similar building opening.	Complies	Yes
2. Required Transparency. Required ground-floor transparency along publicly accessible sidewalks, publicly accessible pathways, and publicly accessible open spaces is as follows: (a) For office uses, a minimum of 35% of the building wall located between three (3) and seven (7) feet above sidewalk level shall be transparent. (b) For grocery store, pharmacy, and retail uses of 30,000 (thirty thousand) square feet or greater, a minimum of 20% of the building wall located between 5 (five) and 9 (nine) feet above sidewalk level shall be transparent. (c) For other non-office commercial ground-floor uses, a minimum of 50% of the building wall area located between 3 (three) and 7 (seven) feet above sidewalk level shall be transparent. (d) Ground-floor residential uses are encouraged but not required to provide transparency to increase views, activation, and passive surveillance of outdoor spaces. (e) Required transparent openings shall have a visible light transmittance of not less than 50%, which may be further reduced if required by the California Building Code, and shall provide views into work areas, display areas, sales areas, lobbies, or similar active spaces, or into window displays that are at least three feet deep.	The pad building and in-line tenant meet the standard of 50% transparency. The grocery store façade provides 23% transparency, which does not meet the 50% standard, but would be consistent with MMC 8.210.070.D.2.b if the grocery store exceeded 30,000 square feet, then only 20% transparency is required. The proposed design is necessary to accommodate the anticipated grocery store floor plan, which includes interior displays along the front walls. Some windows have been provided along the front to provide openings, but they are higher than 7 feet above grade. The project includes a large outdoor seating area with an area for public art, holiday displays or temporary stage etc.	No
3. Window Trim or Recess in Residential Uses. Windows for residential uses shall have trim at least one-half inch in depth, or be recessed at least 2 (two) inches from the plane of the surrounding exterior wall.	Not applicable	NA
4. Window Design. Window designs shall differentiate the various components of the building such as ground floor retail spaces, stair towers, corners, or residential units.	Single story commercial uses only proposed, complies	Yes
5. Prohibited Glazing. For all uses, window films, mirrored glass, and spandrel glass shall not exceed 25% of the length of the ground floor frontage. This does not include films for UV protection, or light tints for heat control and energy conservation that are translucent.	Spandrel glass is proposed at the frontage of the grocery store but will not exceed 25% of the ground floor frontage. No other glazing's are proposed.	Yes
6. Prohibited Closures. Gating, shuttering, or permanent closure of required non-residential openings is prohibited.	No gating proposed, complies	Yes
Building Space Requirements – Space Requirements (MCC 8.210.080.B)		
1. Ground Floor Height, Nonresidential Uses. The minimum ground floor height for nonresidential uses is 15 (fifteen) feet measured floor to floor or floor to ceiling structure.	All interior heights are 15 feet or greater.	Yes
2. Ground Floor Height, Residential Uses. The minimum ground floor height for residential uses is 10 (ten) feet measured floor to floor.	No residential proposed.	NA
3. Tenant Space Depth, Nonresidential Uses. Nonresidential ground floor interior tenant spaces shall be a minimum of 45 (forty-five) feet in depth for a minimum of 20 (twenty) feet in width or 35% of the total width of the tenant space, whichever is greater.	Proposed building B will not meet this requirement the proposed depth of the building is 34' 10" based on the location of the proposed building entrances. The applicant has communicated to staff that the operational needs of pad style buildings are different than in-line spaces, and that a depth of 45 feet is not as necessary for	No

Development Standard	Analysis	Complies
	<p>standalone pad building as it might be for an in-line space as was envisioned in the objective design standards and that the tenants that are attracted to the pad buildings have different operational needs. At this time, it is not known if this building will house a single tenant or multiple tenants. The building does include a sizable outdoor patio area that could be utilized by the tenant(s) to provide additional usable area for their business.</p>	
Building Space Requirements – Residential Amenities (MCC 8.210.080.C)		
<p>1. Required Amenities. Projects with 20 (twenty) or more residential units shall include at least three of the following amenities for use by residents or the community:</p> <ul style="list-style-type: none"> (a) Conference room. (b) Fitness center. (c) Pool, sauna, or swimming area. (d) Tenant activity area, such as joint eating and cooking area, clubhouse, play area, screening room, or other activity area. (e) On-site commercial child care facility. (f) Pet washing facility or relief area. (g) Playground or outdoor active recreation facility. (h) Public art, as may be approved in accordance with Town public art requirements. (i) Study room and/or library. (j) Bike repair or locker room. (k) Publicly accessible open space of 5 square feet per 1,000 (one thousand) square feet of floor area. (l) Water feature such as a fountain. (m) Accessible gardening area. (n) Outdoor recreation facility. (o) Electric vehicle and/or bicycle charging facilities provided at a level exceeding building code requirements. (p) Solar panels with battery backup. (q) Other amenities similar to those listed above that are determined to be comparable in value and benefit to residents or the broader community. Up to three of the required amenities can be met through other approved amenities. 	No residential proposed.	NA
<p>2. Storage. For residential uses, except dependent senior residential dwelling units, each unit shall include a minimum of 200 (two hundred) cubic feet of enclosed weather-proof and lockable private storage space in addition to guest, linen, pantry and clothes closets customarily provided.</p>	No residential proposed.	NA
<p>3. Laundry. For residential uses, a laundry area consisting of a place for an automatic washing machine and clothes dryer shall be provided in each unit unless common laundry facilities are provided.</p>	No residential proposed.	NA
<p>4. Residential Privacy and Ventilation. Residential uses shall provide both privacy and access to light and air, which may occur through a variety of design strategies including the following:</p> <ul style="list-style-type: none"> (a) Operable windows. Provide operable windows in living spaces to facilitate natural ventilation. (b) Window orientation. Avoid facing bedroom windows directly opposite neighboring bedroom windows. (c) Noise considerations for operable windows. In the placement of operable windows, consider the potential for noise transfer between units. (d) Sound-absorptive surfaces. At narrow courtyards and other spaces between buildings, provide 	No residential proposed.	NA

Development Standard	Analysis	Complies
absorptive surfaces in the form of landscaping and other materials to limit reverberation.		
Materials and Colors – Materials (MMC 8.210.090.B)		
1. Exterior Building Materials. A minimum of three exterior building materials shall be chosen based on character, durability, ease of maintenance and context, and may include: <ul style="list-style-type: none"> (a) Brick, natural clay colors. (b) Stone. (c) Stucco. (d) Pre-cast concrete, glass-fiber reinforced concrete. (e) High-quality, cast-in-place concrete, including board-form concrete. (f) Ceramic tile. (g) Cement plaster. (h) Wood. (i) Steel—Porcelain enamel panels, steel windows, steel exterior doors, steel rails and fences, painted, stainless or pre-weathered steel are acceptable when limited to 50% of the building treatment. (j) Aluminum—Windows, panels (luco-bond and aluminum plate), storefront, curtain wall, doors; aluminum should be natural finish anodized, powder-coated or kynar (no bronze anodized). Clear anodized fenestration is not allowed. (k) Other Metal. 	Complies. The project includes stucco, CMU, cementitious horizontal siding, metal and wood trim.	Yes
2. Base Materials. Shall be at least 4 (four) feet in height from the ground using the materials listed in Section 8.210.090.A.1, except for wood or stucco.	The proposed building designs propose base materials as vertical elements. The proposed building designs include a variety of materials and design elements to provide interest and activate them, including alternating of wall materials, recesses, reveals and over hanging roofs in front of the buildings. The design of the project has high quality base materials expressed in a vertical format, for example on Sheet A1.5, masonry or tile is integrated with cementitious horizontal siding panels. This creates a streetscape rhythm and provides an engaging visual articulation and expression of materials.	No
3. Material Transitions. Building materials shall wrap building corners and changes shall occur at inside corners, at a natural break point or a minimum of 4 feet from where the building plane changes direction.	Materials wrap corners and have natural transitions	Yes
4. Accent Materials. Use of accent materials such as brick, stone, tile, and anodized or painted metals shall be incorporated.	A variety of materials, including metal and wood, are proposed.	Yes
5. Glass. Clear, low-e, nonreflective, solar-bronze or solar gray glass may be used, but does not count towards the required number of building materials under Section 8.210.090.A.	The applicants proposed glass is compliant and is not counted as a building material under Section 8.210.090.A.	Yes
6. Prohibited Materials. Unfinished or natural T1-11 siding is prohibited.	None proposed.	Yes
Materials and Colors – Colors (MMC 8.210.090.C)		
1. Colors. Colors of primary wall surfaces shall be earth tones. Bright/vibrant color schemes shall be limited to trim and accent elements. Bright/vibrant colors are not permitted as a primary wall surface.	Earthtone colors, brown, grey, off white, black are the primary colors proposed.	Yes
Vehicle Parking – Parking Location (MMC 8.210.100.B)		

Development Standard	Analysis	Complies
1. Location of Required Parking. All required parking shall be provided onsite or on streets immediately adjacent to the project site. Any new surface parking areas shall be oriented so that they are internal to the development and not facing the adjacent streets.	The existing shopping center parking lot will be substantially maintained in its current configuration with some portions upgraded, but the existing circulation will largely remain.	NA
2. Limitations on Location of Parking. Above ground parking and partially underground or underground parking with an exposed above ground parking podium height of more than three feet shall be located a minimum of 25 (twenty five) feet from the primary street-facing property line. Parking structures located underground or with at least 40% of their length along the street-facing property line behind conditioned building space are exempt from this requirement.	The existing shopping center parking lot will be substantially maintained in its current configuration.	NA
3. Maximum Parking Frontage. The total length of above-ground parking areas within 25 (twenty-five) feet of the primary street-facing property line publicly accessible streets, including surface parking, ground-floor carports, and ground-floor garages, shall not exceed 60 (sixty) percent of the parcel's length along any publicly accessible street. Parking areas not located along publicly accessible streets shall be screened with conditioned space such as lobbies or other ground-floor uses, public art, building articulation, landscaping, doors and windows, window displays, or other treatments to activate adjacent streets and sidewalks.	The existing shopping center parking lot will be substantially maintained.	NA
Vehicle Parking – Parking Access (MMC 8.210.100.C)		
1. Parking Area Access. When alley or side street access is available, primary access to parking areas shall be taken from this location, rather than the primary street.	Parking is within the existing shopping center parking lot.	NA
2. Driveway Width. Driveways shall be a maximum width of 24 (twenty-four) feet, or minimum required for emergency vehicle access.	No new driveways/curb cuts proposed	NA
3. Driveway Materials. Driveways adjacent to streets shall be constructed of a different material than the street to ensure visual safety.	No new driveways proposed	NA
Vehicle Parking – Parking Design (MMC 8.210.100.D)		
1. Integrated Garage Entries. Entries to structured parking garages shall be integrated into building facades using architectural techniques such as matching façades, material treatments, or recessed garage entries.	No parking garage proposed.	NA
2. Vehicular Entry. Parking garage vehicular entrances facing the street shall be no more than 20 (twenty) feet wide.	No parking garage proposed.	NA
3. Marked Entrances. Vehicle parking entrances shall be clearly marked.	No new entrances proposed or near the proposed developments.	NA
4. Pedestrian Entry. Parking garages shall provide at least one clearly delineated at-grade pedestrian entrance on each street-facing frontage, physically separated from the vehicle entrance and connecting directly to the public pedestrian circulation network.	No parking garage proposed	NA
5. Light Screening. Parking garages shall be designed such that interior lighting is fully shielded and automobile headlamps are not visible from adjacent buildings, parcels, streets, public parks, publicly accessible outdoor space or designated open space area.	No parking garage proposed	NA

Development Standard	Analysis	Complies
6. Mechanized Parking Storage Systems. Mechanized parking storage solutions such as mechanized, automatic parking or valet, or lift systems are allowed.	No mechanized parking storage system proposed	NA
7. Parking Design. Any surface parking lots shall be sited so they are not located along primary streets, shall be designed to avoid long continuous parking lots, and shall be organized into small areas with landscaping and walkways leading to nearby building entries and public sidewalks.	Proposed buildings are within an existing shopping center parking lot. New landscaping will be provided between the proposed pad buildings and Moraga Road.	NA
Vehicle Parking – Off Street Loading and Service Areas (MMC 8.210.100.E)		
1. Integration into Buildings. Off-Street loading and service areas may be integrated into building architecture with the use of loading docks and garages.	Dedicated loading/service areas are located behind the proposed grocery store and in-line tenant space, there are no dedicated loading/service areas proposed for the pad buildings.	Yes
2. Loading Dock Design Requirements. Loading docks shall be designed according to the following standards: (a) Loading docks shall not exceed 20 (twenty) feet in width. (b) Loading docks shall be screened from view by fencing, landscaping, or architectural elements from any adjacent street, sidewalk, or other publicly accessible accessway or open space. (c) Loading docks shall be internal to the building envelope and equipped with closable doors.	No loading docks are being proposed	NA
3. Loading Location. Required off-street loading spaces shall be on the site of the use served or on an adjacent site and shall not face a public street.	Loading will be behind the grocery store, no other loading areas proposed. The loading space is required to be 10 feet wide, 35 feet long with a clearance height of 15 feet.	Yes
4. Alley Access. On a site that adjoins an alley, a required off-street loading space shall be accessible from the alley unless alternative access is approved by the Zoning Administrator.	No alleys.	NA
5. Loading Access. A required loading space shall be accessible without backing a truck across a property line unless it is an interior property line within a shopping center with shared access, parking and loading facilities or the Design Review Administrator determines that provision of turn-around space is infeasible and approves alternative access.	The proposed loading area is within an existing shopping center with shared access.	Yes
6. Access Conflicts. An occupied loading space shall not prevent access to a required off-street parking space or to a publicly accessible pedestrian walkway.	The loading area will not prevent access to off-street parking or pedestrian walkways.	Yes
Bicycle Parking – Required Parking (MMC 8.210.110.B)		
1. Long-Term Bicycle Parking. Long-term bicycle parking, as described in Section 8.210.110(C) below, shall be provided to serve residents and workers consistent with the following standards: (a) A minimum of 0.5 long-term bicycle parking spaces for every residential unit in a multi-family development with at least 20 (twenty) units, excluding Townhome developments where private garages are provided for each of the units. Long-term parking may be provided in a common storage facility, incorporated into storage for individual units, or in another orientation. (b) A minimum of one long-term bicycle parking space for every 10,000 (ten thousand) square feet of office space.	No residential or office uses proposed	NA
Continue Review Here		
2. Short-Term Bicycle Parking. Short-term bicycle parking, as described in Section 8.210.110(D) below, shall	Approximately 26,615 square feet proposed, which would require 5.323 bicycle stalls, rounded up to	Yes

Development Standard	Analysis	Complies
<p>be provided to serve shoppers, customers, guests, and visitors consistent with the following standards:</p> <p>(a) A minimum of one short-term bicycle parking space for every 10 (ten) residential units, excluding Townhome developments where private garages are provided for each of the units.</p> <p>(b) A minimum of one short-term bicycle parking space for every 20,000 (twenty thousand) square feet of office space</p> <p>(c) A minimum of one short-term bicycle parking space for every 5,000 (five thousand) square feet of non-residential space besides office.</p>	<p>six stalls. The project proposes fourteen stalls, eight at the grocery store and in-line tenant space, and three at each of the pad buildings.</p>	
Bicycle Parking – Long Term Parking (MMC 8.210.110.C)		
<p>1. Long-term Bicycle Parking Types. Long-term bicycle parking shall consist of one of the following:</p> <p>(a) Covered, lockable enclosures with permanently anchored racks for bicycles;</p> <p>(b) Lockable bicycle rooms with permanently anchored racks;</p> <p>(c) Lockable, permanently anchored bicycle lockers;</p> <p>(d) Private garages or other private, lockable storage space accessible from the outside; or</p> <p>(e) In-unit bicycle parking.</p>	<p>None required.</p>	<p>NA</p>
<p>2. Long-term Bicycle Parking Location. Long-term bicycle parking shall be fully enclosed or located indoors. If accommodated in a parking garage, long-term bicycle parking shall be located within 200 (two hundred) feet of a building entrance or pedestrian pathway in a lit area.</p>	<p>None required</p>	<p>NA</p>
Bicycle Parking – Short Term Bicycle Parking (MMC 8.210.110.D)		
<p>1. Short-term Bicycle Parking Types. Short-term bicycle parking shall consist of a publicly accessible rack or racks firmly anchored to the ground, to which the bicycle can be locked.</p>	<p>Proposed bicycle racks will be attached to the ground.</p>	<p>Yes</p>
<p>2. Short-term Bicycle Parking Design Requirements. Short-term bicycle parking shall comply with all of the following:</p> <p>(a) Racks shall be designed and installed to allow two points of contact with the frame and allow the frame and one or both wheels to be secured.</p> <p>(b) Short-term bicycle parking shall be provided in well-lit, visible locations on private property near primary building entrances and the public sidewalk.</p> <p>(c) Short-term bike parking shall not impede pedestrian circulation.</p>	<p>Proposed bicycle racks will allow for two points of contact, located near the front of the buildings, and located outside of pedestrian paths.</p>	<p>Yes</p>
Bicycle Parking – Bicycle Parking Design (MMC 8.210.110.E)		
<p>1. Bicycle Parking Space Dimensions. All short-term and long-term bicycle parking spaces must meet the following minimum dimensional requirements:</p> <p>(a) Any bicycle parking space must be a minimum area of 72 (seventy-two) inches in length and 24 (twenty-four) inches in width that is clear of obstructions;</p> <p>(b) No part of any rack may be located closer than 30 inches to a wall or other obstruction;</p> <p>(c) The front or back of any rack shall be located no less than 48 (forty-eight) inches from a sidewalk or pedestrian way; and</p> <p>(d) A minimum of 30 (thirty) inches shall be provided between any adjoining racks.</p>	<p>Measurements of bicycle racks substantially comply, to be confirmed prior to issuance of building permits. This has been included as a condition of approval.</p>	<p>Yes</p>
<p>2. Bicycle Parking Location. All short-term and long-term bicycle parking must meet the following location requirements:</p> <p>(a) Bicycle parking shall be located outside of pedestrian walkways, and within 100 (one hundred) feet of a main entrance to the building it serves.</p>	<p>Complies</p>	<p>Yes</p>

Development Standard	Analysis	Complies
<p>(b) Bicycle parking shall be located outside of the public right-of-way except short term bicycle parking may be located within the right-of-way pursuant to an encroachment permit.</p> <p>(c) Where a publicly accessible bicycle parking area is not visible from the main entrance of the buildings, signs located at the main entrance of the building shall identify the location of bicycle parking.</p> <p>(d) Any lockers and racks shall be securely anchored to the pavement or a structure.</p>		
Residential Private Open Space – Private Open Space Requirements (MMC 8.210.120.B)		
1. Required Private Open Space. Private open space shall be provided in compliance with the applicable zoning district and with the standards of this section.	No residential proposed	NA
2. Personal and Common Private Open Space. Required Private open space may be provided as any combination of Personal Private Open Space and Common Private Open Space in accordance with the standards of this Section.	No residential proposed	NA
3. Calculating Required Private Open Space. Private open space shall not include any driveways or off-street vehicle parking and loading facilities. One area of Private open space may not be counted as satisfying the requirement for Private open space for another dwelling. However, the area provided to meet the Private open space requirement may count toward other site requirements such as landscaping, amenities, and stormwater retention and control if the area provided as Private open space also meets the criteria of those individual requirements.	No residential proposed	NA
4. Rooftop Space. Rooftops may be utilized as Private open space or accessible public space.	No residential proposed	NA
5. Adjacent Accessible Public Space. Adjacent Accessible Public Space provided adjacent to a development project and consistent with requirements in Section 8.210.130, may contribute toward up to 50% of the minimum Residential Private Open Space requirement for a project, if it is designed, integrated and maintained as part of the project and complies with all other requirements for accessible public space.	No residential proposed	NA
Residential Private Open Space – Personal Private Open Space Design (MMC 8.210.120.C)		
1. Definition. Personal Private Open Space provides outdoor open space areas for the exclusive use of the occupants of a single dwelling unit. It is not intended to be used for storage enclosures, unusable buffer space, unusable landscape area, or other unusable outdoor area. It may be provided in a range of formats including but not limited to the following: (a) Balconies. (b) Decks. (c) Patios. (d) Private gardens. (e) Private yards. (f) Terraces. (g) Porches.	No residential proposed	NA
2. Minimum Dimensions. Personal private open space areas shall provide at least the following minimum dimensions for ground-level and upper-level spaces. (a) Ground Level. Private open space located on the ground level (e.g., yards, decks, patios) shall have no dimension less than 8 (eight) feet.	No residential proposed	NA

Development Standard	Analysis	Complies
(b) Upper Level. Private open space located above ground level (e.g., balconies) shall be a minimum of 50 (fifty) square feet and have no dimension less than five feet.		
3. Accessibility. Personal private Open Space shall be accessible to only one dwelling unit by a doorway to a habitable room or hallway.	No residential proposed	NA
Residential Private Open Space – Common Private Open Space Design (MMC 8.210.120.D)		
1. Definition. Common Private Open Space provides private shared access for all building occupants. It may be access-controlled and may be provided in a variety of formats and combinations including but not limited to the following: (a) Courtyards. (b) Terraces. (c) Forecourts. (d) Gardens. (e) Common outdoor dining areas. (f) Plazas. (g) Swimming pools. (h) Tennis, pickle ball, bocce ball or similar courts. (i) Sports areas. (j) Playground. (k) Enclosed off-leash dog runs. (l) Other recreation amenities. (m) Rooftop amenities. (n) Outdoor kitchens. (o) Barbeque and picnic areas. (p) Seating areas which could include seat walls, planter ledges, benches, moveable seating, fixed seating and seating steps. (q) Other usable landscaped or hardscaped areas.	No residential proposed	NA
2. Minimum Dimensions. Common Private Open Space shall have a 20 (twenty) foot dimension in at least one direction, and no dimension less than 10 (ten) feet.	No residential proposed	NA
3. Accessibility. Common private open spaces shall be accessible to all building occupants.	No residential proposed	NA
4. Courtyards. Common private open space areas with building walls on two opposite sides shall have a minimum width between the walls equal to the height of the shortest building wall facing the courtyard.	No residential proposed	NA
5. Surfacing. A surface shall be provided that allows convenient use for outdoor use. Such surface may be any practicable combination of lawn, garden, flagstone, wood planking, concrete, decking, or other serviceable surfacing.	No residential proposed	NA
6. Minimum Landscaping. A minimum of 10 (ten) percent of the total common private open space area in any building shall be drought tolerant vegetation.	No residential proposed	NA
7. Maximum Slope. Slopes in common private open spaces with more than 10 (ten) feet in elevation gain shall not exceed 10 percent.	No residential proposed	NA
8. Natural Surveillance. Common private open spaces shall be visible from residential units, other interior usable building space, or private outdoor areas such as patios, porches, decks, and balconies to increase passive surveillance by building occupants.	No residential proposed	NA

Development Standard	Analysis	Complies
Accessible Public Space – Definitions and Criteria (MMC 8.210.130.B)		
1. Accessible Public Space. Accessible Public Space includes paseos, plazas, outdoor dining areas, outdoor courtyards, usable green spaces or hardscaped areas, dog parks, recreation areas or facilities, play areas, alleys, parklets, seating areas, and other similar areas available for use by the public, and may be privately or publicly owned.	These are privately owned	Yes
2. Ownership and Maintenance. Accessible Public Space may be offered as dedication to the Town or privately owned and maintained with dedication of a public access easement. Accessible public space shall be maintained at no public expense. The owner of the property on which the Accessible Public space is located shall maintain it by keeping the area clean and free of litter and keeping in a on-going healthy state any plant material that is provided. Plant material shall be trimmed, kept weed free and replaced annually when necessary	No accessible public space required	NA
3. Coordinated Accessible Public Spaces. Multiple developments may coordinate with each other and/or the Town to create larger combined Accessible Public Spaces.	The existing shopping center contains several accessible public spaces.	Yes
4. Required Accessible Public Space. Major development projects with frontage on Center Street or Park Street, creating at least 50 (fifty) residential units or 50,000 (fifty thousand) gross square feet, must provide at least one outdoor Accessible Public Space of at least 400 (four hundred) square feet in area with minimum dimensions of a 20 (twenty) foot width by 10 (ten) foot depth. Required Accessible Public Space may be integrated into publicly accessible sidewalk areas, setback areas, or other publicly accessible portions of the site.	The project is below this threshold	
Accessible Public Space – Design Requirements (MMC 8.210.130.C)		
1. Minimum Dimensions. Any accessible public space shall have a 15(fifteen) foot dimension in at least one direction, and no dimension less than ten feet.	None required	NA
2. Access. Accessible public spaces shall be ungated and open to the public during daylight hours.	None required	NA
3. Location. Accessible public space shall have a direct, accessible pedestrian connection to a public right-of-way or easement.	None required	NA
4. Design Requirements. Accessible public spaces shall: (a) Be unobstructed by fully enclosed structures (b) Include any practicable combination of lawn, garden, flagstone, wood planking, concrete, decking, or other serviceable, dust-free hardscape or surfacing (c) Not exceed a 10 (ten) percent slope for slopes with more than 10 (ten) feet of elevation gain.	None required	NA
5. Visibility. Outdoor accessible public spaces shall be visible from building entrances, public streets and walkways, and/or other frequently occupied indoor and outdoor spaces.	None required	NA
Accessible Public Space – Amenities (MMC 8.210.130.D)		
1. Accessible Public Space Amenities. Accessible public spaces shall provide amenities to encourage active or passive use, including the following at minimum: (a) Provide pedestrian-scale lighting for appropriate nighttime uses and security.	None required	NA

Development Standard	Analysis	Complies
<p>(b) Provide seating areas which could include seat walls, planter ledges, benches, moveable seating, fixed seating and seating steps.</p> <p>(c) Provide one or more plaques visible to the public stating the right of the public to use the space, the type of open space, and the hours of use.</p> <p>(d) Projects creating at least 50 (fifty) new units or 50,000 (fifty thousand) square feet or more of new gross floor area shall provide at least two of the following, as may be approved by the Design Review Board or with respect to public art as may be approved in accordance with Town public art requirements;</p> <p>a. Gathering place that is paved with site furnishings, including, but not limited to, tables, chairs, seating areas, or similar.</p> <p>b. Active recreation spaces, such as tot lot or playground, sport court, or similar.</p> <p>c. Drinking fountains.</p> <p>d. Shading.</p> <p>e. Water feature.</p> <p>f. Public art.</p>		
2. Flexible Space. Accessible public space may include amenities to support flexible programming and events, such as removable bollards and power outlets.	None required	NA
Landscaping – Landscape Requirements (MMC 8.210.140.B)		
1. Landscape Required. All areas of the project site not used for access, parking, buildings, mechanical equipment, paving, or hardscape in private or accessible public space shall be landscaped consistent with the following requirements.	See below	
Landscaping – Landscape Design and Specifications (MMC 8.210.140.C)		
<p>1. Landscape Specifications. Landscaping areas shall be planted with a combination of trees, shrubs, and groundcover to achieve a mature appearance within three years of planting, consistent with the following standards:</p> <p>(a) Trees. A minimum of one 24-inch box size or greater tree shall be planted on average at least every 800 square feet of landscape area, and an average of at least every 60 (sixty) feet on center along publicly accessible sidewalks. Tree grates shall be used for trees located in hardscape areas.</p> <p>(b) Shrubs. Shrubs shall be a container size of five gallons or greater at planting and planted at spacing distances appropriate for the plant species.</p> <p>(c) Groundcover. Landscaped areas that are not planted with trees or shrubs shall be planted with groundcover plants. Mulch (as a ground cover) shall be confined to areas underneath plants and is not a substitute for ground cover plants.</p> <p>a. Groundcover plants other than grasses shall be four-inch pot size or greater and planted at spacing distances appropriate for the plant species.</p> <p>b. Groundcover plants shall be planted at a density that will cover the entire area within two years.</p> <p>(d) Edible Landscaping. Edible landscaping, including fruit trees and gardens, are considered landscaped areas.</p> <p>(e) Stormwater treatment. Stormwater treatment areas may count toward required landscaping.</p>	The proposed plans show trees to be planted at 24-inch box and 15-gallon sizes. Conditions of approval require that one 24-inch box tree be provided for every 800 square feet of new landscaping, and shrubs planted at a minimum 5-gallon size. Ground cover plants, other than grasses, shall be four-inch pot size of greater and planted at a density that will cover the entire area within two years. Mulch (as a ground cover) shall be confined to areas underneath plants and is not a substitute for ground cover plants.	Yes
2. Tree and Shrub Clustering. Tree and shrub planting may be grouped together in order to create stronger accent points or a sense of place. Trees may also be clustered on the west and southwest sides of buildings to provide shade and reduce heat gain in buildings during summer months.	Trees will be planted at the front of the grocery store building, with the parking areas, between the building pads and Moraga Road and at the front of building B. Lower accent shrubs will be planted at the fronts of the proposed buildings, with larger shrub proposed behind the pad buildings.	Yes

Development Standard	Analysis	Complies
3. Water Efficiency. All landscaping plantings shall be drought-tolerant consistent with California's Model Water Efficient Landscape Ordinance (MWELO).	Preliminary calculations MWELO calculations have been provided, sheet LC 2.0 of the project plans.	Yes
4. Plant Palette. All landscaping shall be substantially consistent with the Appendix B of the Moraga Design Guidelines. Alternative plantings may be utilized that are similar in character to plants within Appendix B of the Moraga Design Guidelines and are fire resistant, drought tolerant, and non-invasive species.	Landscaping is primarily selected from Appendix B, with some alternate plantings that are fire resistant, drought tolerant and non-invasive.	Yes
5. Fire Safe Landscaping. Landscaping shall be consistent with the Moraga Orinda Fire District fire safe landscaping requirements.	The project plans will be reviewed by the Moraga Orinda Fire District prior to issuance of building permits. This is a condition of approval.	Yes
6. Parking Lots. Parking lots shall be landscaped through the use of concave islands and median swales designed to accommodate trees, shrubs, and ground cover while providing drainage and biofiltration of concentrated stormwater, with a ratio of at least one tree for every 6 (six) parking spaces.	Three existing parking islands with the shopping center will be relocated and are proposed to have two trees each, for a total of six.	Yes
7. Landscape screening. Landscaping may be used to provide effective screening of parking areas, retaining walls, fences, utility enclosures, utility cabinets, service areas, service corridors, and similar areas, to reduce negative visual impacts, in accordance with the screening requirements set forth in this Chapter.	Medium and large shrubs, and trees are proposed at the rear of the pad buildings towards Moraga Road to provide visual softening and screening.	Yes
Landscaping – Landscape Maintenance (MMC 8.210.140.D)		
1. Required Maintenance. All landscaping shall be permanently maintained. A landscape maintenance bond shall be posted to secure the replacement of any necessary plant material by the developer for a period of one year.	This is included as a condition of approval.	Yes
2. Required Irrigation. All landscaping shall be permanently irrigated with an automatic system, or planted with a plant palette that requires no permanent irrigation after plants are established.	Irrigation is proposed.	Yes
Fencing and Screening – Required Screening (MMC 8.210.150.B)		
1. Required Screening. Where a parcel abuts a one, two or three dwelling units per acre residential district, screening at least six feet high is required along the abutting parcel line to address privacy and noise impacts. Such screening shall consist of high evergreen landscaping, fencing, or a wall or a combination along the property line.	Not applicable	NA
Fencing and Screening – Fencing and Screening Design (MMC 8.210.150.C)		
1. Commercial Fences. Fences or walls along non-residential sidewalk frontages shall only be provided as needed to delineate seating or dining areas, or to ensure safety between commercial uses and any major streets, with a maximum height allowance of up to 48 (forty eight) inches. A taller fence is allowed if recommended by the Moraga Police Department or the Zoning Administrator.	No fences are proposed, there will be some low walls along the landscaping areas that include seating.	Yes
2. Transparency of Fencing and Barriers. Outdoor fencing, walls, and other visual barriers shall be partially transparent so as to create clear lines of sight along public and private walkways. Screening of utility areas or residential uses may utilize fully opaque screening or fencing.	Trash enclosures include opaque walls, no other fencing is proposed.	Yes

Development Standard	Analysis	Complies
3. Screening with Landscape. Water-efficient landscaping consistent with landscaping standards in Section 8.210.140 may be used instead of fencing to provide effective screening of parking areas, retaining walls, fences, utility enclosures, utility cabinets, service areas, service corridors, and similar areas, to reduce negative visual impacts.	Landscaping proposed behind pad buildings includes shrubs that will reach four feet in height, which will provide visual softening of the site.	Yes
4. Prohibited Fencing Types. Razor wire, chain link fencing, and electric fencing shall be prohibited.	None proposed.	Yes
5. New Berms Prohibited. New berms, hills, or other earthen formations may not be constructed or used along Scenic Corridors or in the front setback area.	None proposed	Yes
6. Retaining Walls. All retaining walls, with the exception of building foundations, shall be no higher than five feet. If a fence is located within two feet of a retaining wall the combined retaining wall and fence height shall not exceed eight feet. There shall be no more than three new retaining walls running in the same direction located within fifty (50) feet of one another. The minimum distance between any two retaining walls is equal to the height of the wall and the area between the walls shall be planted.	Site is level, no new retaining walls proposed.	Yes
Ancillary Facilities, Equipment and Utilities – Trash and Recycling (MMC 8.210.160.B)		
1. Trash and Recycling Enclosures. Permanent trash and recycling equipment shall be integrated into the building architecture or located in enclosures on the project site.	Enclosures are proposed that match the wall materials of the proposed buildings or that are completely located at the rear of the grocery store building and screened from offsite views.	Yes
2. Colors and Materials. The colors, materials and design of the trash and recycling enclosures shall match the building design.	Complies	Yes
3. Location. Exterior trash and storage areas shall be located to the rear or sides of the buildings, and shall not be visible from the street or public right-of-way.	Trash enclosures behind the grocery store and in-line tenant space will not be visible. Trash enclosures serving the pad buildings will be visible from the interior parking lot and may be visible from some views along Moraga Road but are expected to be substantially screened from Moraga Road by vegetation, landscaping and buildings. Further the trash enclosures have been designed with CMU walls that will match the design street facing walls of the pad buildings.	Yes
4. Covered receptacles. Outdoor garbage receptacles (trash cans and dumpsters) shall be located and stored under a roof or other covered structure.	All proposed trash enclosures are proposed to have roofs.	Yes
Ancillary Facilities, Equipment and Utilities – Utilities (MMC 8.210.160.C)		
1. Underground Utilities. All new utilities and utility connections shall be placed underground, unless otherwise prohibited by the utility provider.	Required as condition of approval	Yes
2. Integrated Design of Utilities. Any new above-ground utilities, utility transformers, or utility connections shall be screened from view of adjacent public rights-of-way or integrated within the building architecture. When this is not possible, these ancillary features may be located in free-standing enclosures designed compatibly with the project's architecture style.	Required as condition of approval.	Yes
3. Above-ground Utility Locations. New above-ground utilities or utility enclosures may not be located within 50 (fifty) feet of a street corner, or within the public right-of-way.	Required as a condition of approval	Yes

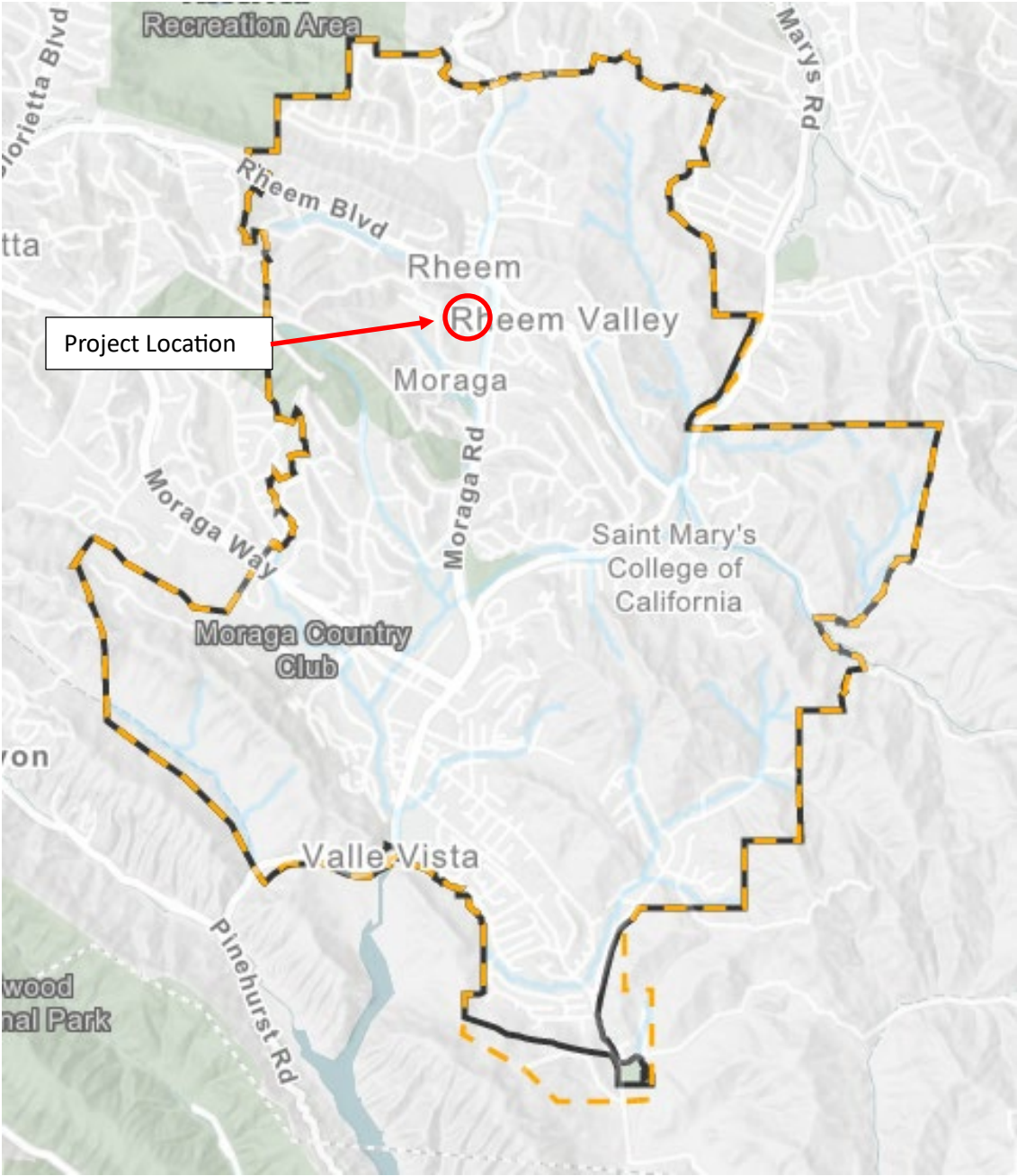
Development Standard	Analysis	Complies
4. Utility Transformer Access. New utility transformers that are outside the public right-of-way shall have adequate access to ensure the ability to perform maintenance on the transformers.	Required as condition of approval	Yes
Ancillary Facilities, Equipment and Utilities – Building Equipment (MMC 8.210.160.D)		
1. Integrated Design of Equipment. Any new building or mechanical equipment shall be screened or integrated within the building architecture. When this is not possible, these ancillary features may be located in free-standing enclosures designed compatibly with the project's architectural style.	Plans so not yet show location of all mechanical equipment, this is included as a condition of approval.	Yes
2. Screening of Roof-mounted Equipment. Parapets or screening walls shall be provided at the roof and shall be high enough to screen all rooftop mechanical equipment, including air conditioning equipment, from being visible from a public area or along the public right-of-way. Parapets or screening walls shall be at least six inches above the tallest rooftop equipment.	Grocery and in line tenant building have a screened equipment area on the roof, and building A and B includes parapets.	Yes
3. Screening of Air Conditioning Equipment. New wall-mounted, ground-mounted, or roof-mounted air conditioning units and associated electrical and plumbing service connections shall be screened by parapets, walls, fences, or landscape screening.	Required as a condition of approval.	Yes
4. Rooftop Photovoltaic Systems. Rooftop photovoltaic systems are permitted and not subject to Design Review. Rooftop photovoltaic or other solar or wind energy systems are not required to be screened.	No photovoltaic System is proposed	NA
5. Consistent Colors and Materials. The color of all flashing, vents, gutters, exhaust fans/ventilators, and pipe stacks shall match the adjacent roof or wall material and/or color.	Not shown, this will also be a condition of approval	Yes
6. Equipment Noise. New permanent mechanical equipment such as a motor, compressor, pump or compactor which would be a source of structural vibration or structure-borne noise in excess of town standards shall be shock-mounted with inertia blocks or bases or vibration isolators.	This is a condition of approval.	Yes
Lighting – Lighting Design (MMC 8.210.170.B)		
1. Maximum Height of Freestanding Lighting. The maximum allowed height of freestanding lighting is as follows: (a) Within 100 (one hundred) feet of an exclusively Residential District (a district which only allows single-family or multi-family residential use as defined in Chapters 8.24, 8.31, 8.33, and 8.34 of the Moraga Town Code, not Commercial or Mixed Use Districts, even if they include or allow housing): 18 (eighteen) feet. (b) Other Locations: 25 (twenty-five) feet.	One existing light standard will be relocated in front of the grocery store, which is more than 100 feet from a residential district.	Yes
2. Attached Fixtures. Fixtures on buildings shall be attached only to walls or eaves, and the top of the fixture shall not exceed the height of the parapet, roof or eave of roof.	Fixtures are proposed on the building walls.	Yes
3. Lighting Styles. Lighting design must use colors and finishes to be coordinated with the architectural style of the building.	The submitted exterior wall lights compliment the architectural style of the buildings as shown on the elevation sheets.	Yes

Development Standard	Analysis	Complies
4. Pedestrian lighting. Pedestrian-oriented lighting shall be provided along all sidewalks and pathways.	Pedestrian lighting will be wall mounted on the proposed buildings. There will be string lighting above the café area next to the grocery store.	Yes
5. Light Pollution Reduction. All exterior lighting shall be directed downward or inward toward the property and shall be dark sky compliant. Unshielded fixtures shall not be used.	Proposed building lights conform, this will be included as a condition of approval. String lighting may need to be revised to comply.	Yes
6. Light Quality. Lighting for public areas shall be 4,000 (forty thousand) kelvin or less to provide a warmer light quality.	This is included as a condition of approval.	Yes
Lighting – Lighting Levels (MMC 8.210.170.C)		
1. Parking Lighting. Lighting in parking areas, garage areas, and carport areas shall be maintained with a minimum of one foot-candle of illumination at the ground level during one hour prior to sunset and one hour after sunrise. Fixtures shall be dark sky compliant.	This is included as a condition of approval.	Yes
2. Pedestrian Access Lighting. Aisles, passageways, walkways, and recesses related to and within a development shall be illuminated with an intensity of at least 0.25 foot-candles at the ground level during the hours of darkness. Fixtures shall be dark-sky compliant.	This is included as a condition of approval.	Yes

ATTACHMENT C

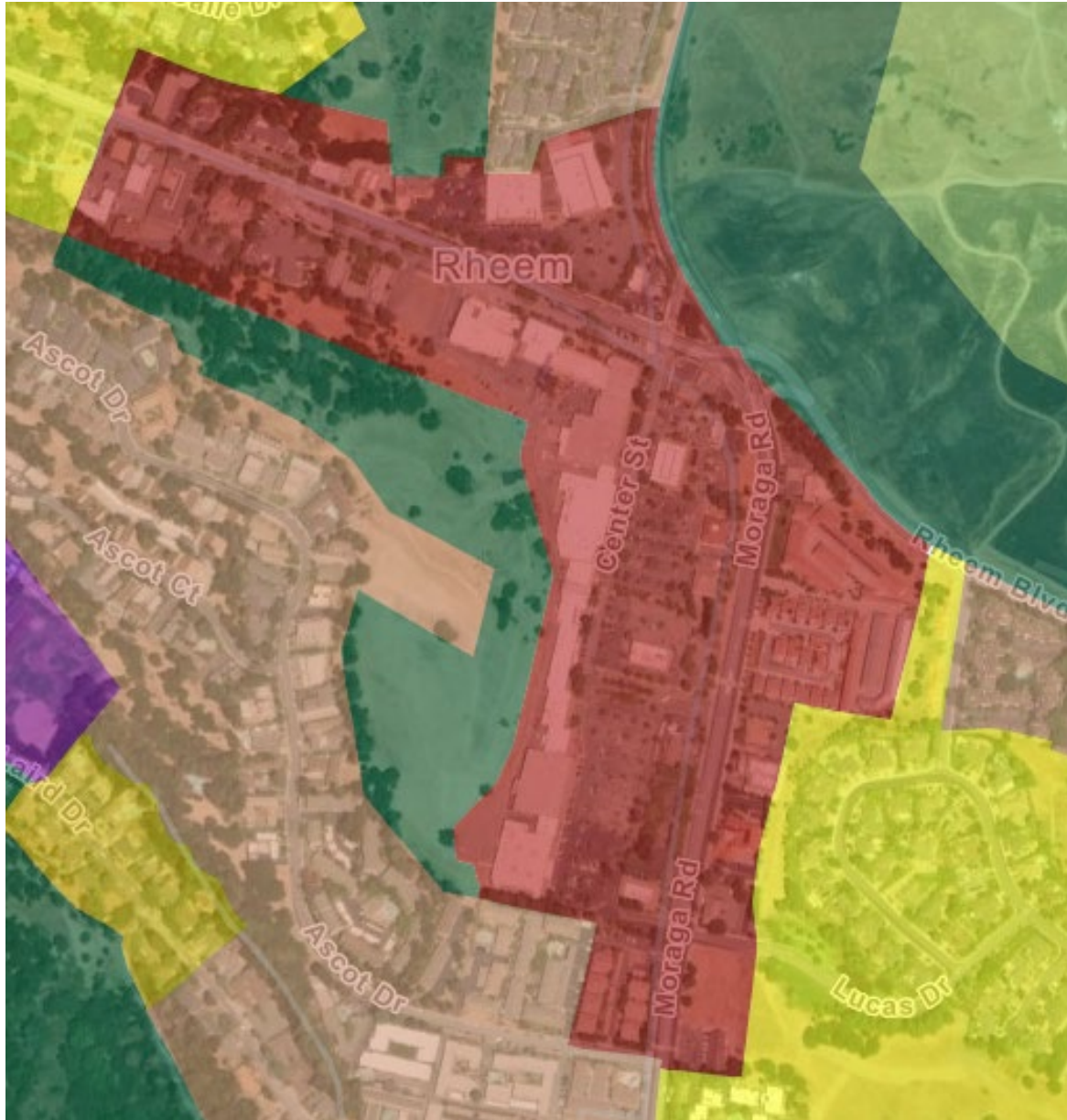
Project Location, General Plan, Zoning and Shopping
Center Boundary Maps

Vicinity Map



General Plan Map

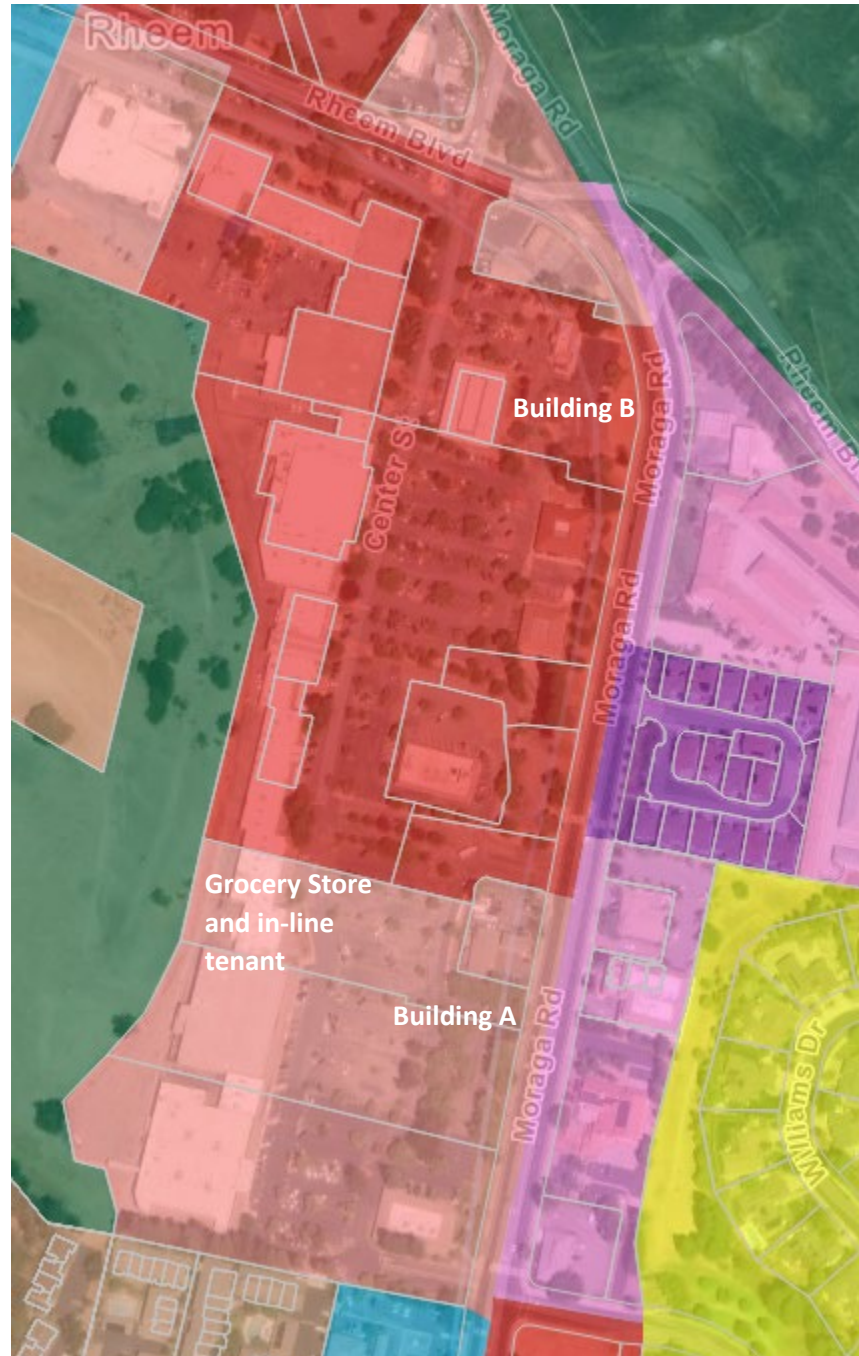
Red = Rheem Park Specific Plan Area



Zoning Map

Pink = Community Commercial

Red = Rheem Mixed Commercial-Residential



Aerial of Rheem Valley Shopping Center



ATTACHMENT D

Parking Study

To: Brian Horn
Senior Planner

From: Christopher Thnay, PE, AICP
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Address: 329 Rheem Blvd.
Moraga, Ca 94556

Email: bhorn@moraga.ca.us

Date: September 19, 2023

Subject: Rheem Shopping Center Shared Parking Study, Moraga, CA

Introduction

The purpose of the study is twofold:

- Evaluate the parking impact of the proposed new grocery store and pads (2) and
- Conduct a shared parking study of the Rheem Shopping Center

The Town wanted to determine the peak parking demands of the various land uses within the Rheem Shopping Center and if the future parking demand due to the new development of current vacant land use and the proposed grocery could be accommodated within the available 1,065 parking spaces. The shopping center is shown in **Figure 1**.

Proposed Grocery Store Project

The sizes of the proposed new grocery store and two restaurants are shown in **Table 1**.

Table 1: Proposed New Grocery Store Project

New pad buildings (sf)	4,868	Bldg. A
	2,141	Bldg. B
Total Pads (sf)	7,009	
Replaced existing spaces (sf)	11,003	Moraga Produce, Goodwill Industries, Great Clips.
New Grocery & In-Line Store (sf)	18,012	

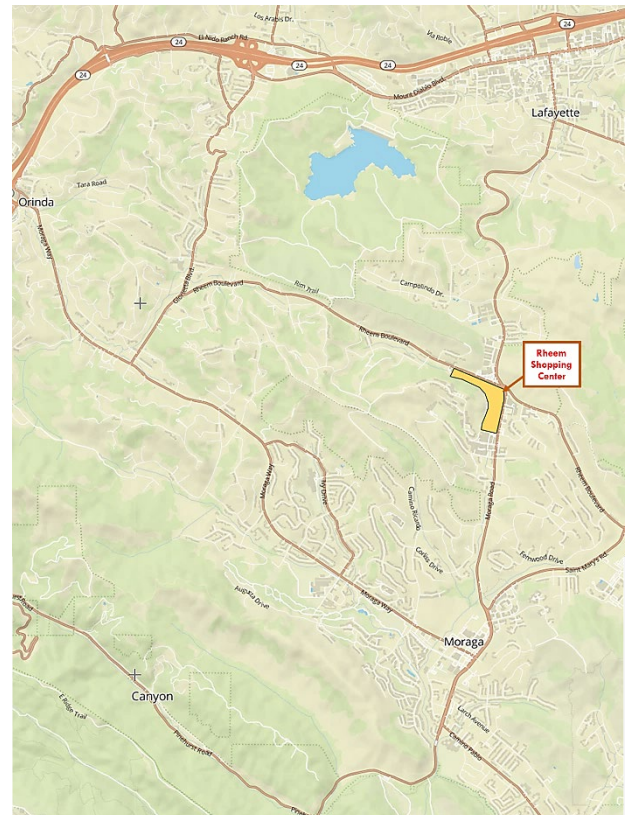


Figure 1: Project Vicinity

The proposed grocery project will consist of approximately 18,012 square feet (sf). This will involve demolition of 11,003 sf of existing building spaces and adding approximately 7,009 sf of Building A and B. The project will involve removing 75 parking spaces.

Total Future Rheem Shopping Center Land Use

Based on the inventory conducted several years ago, it was determined that there is approximately 239,652 sf.¹ The total square footage of the Rheem Shopping Center including the new grocery store and breakdown of types of land uses is shown in **Table 2**.

Table 2: Breakdown of Land Uses at Rheem Shopping Center (with New Grocery Store)

Retail	Family Rest.	Fast Casual	Active Enter.	CinePlex	Health Club
108,275	25,641	8,893	3,132	19,350	24,810
44%	10%	4%	1%	8%	10%

Offices	Disc Stores	Grocery	Pharmacy	Day Care	Total
6,638	9,088	11,003	25,844	3,939	246,613
3%	4%	4%	10%	2%	% Total

The largest land use category is retail at 44% followed by three categories at approximately 10% each (family restaurant, health club and pharmacy).

Project Vicinity

Rheem Shopping Center is located generally on the southwest quadrant of the intersection of Rheem Boulevard and Moraga Road. Rheem Boulevard forms the eastern boundary and Moraga Road as the southern boundary. Center Street, located to the north of Moraga Road runs through the shopping center. It connects from Rheem Boulevard to the east for approximately 1,700 feet before looping south to connect with Moraga Road as shown in **Figure 2**.

Transit Services

Transit service within the study area is provided by the Central Contra Costa Transit Authority through County Connection. Moraga Road, which borders the study area to the southeast has several bus stops for County Connection Line 6. Bus service Line 6 connects the City of Moraga to the cities of Orinda and Lafayette, and to the Orinda and Lafayette BART Stations.

Pedestrian Facilities

Pedestrian facilities in the study area include sidewalks, crosswalks, and ADA curb ramps. Sidewalks along the perimeter of the study area on Rheem Boulevard and Moraga Road are at least 5 feet wide. On Rheem Boulevard sidewalk is only available along the



Figure 2: Roadways Near Rheem Shopping Center

¹ Parking Allocation Study - based on prior Town of Moraga inventory, dated May 13, 2012

northbound direction, not adjacent to the study area. Sidewalks are also available within the Shopping Center and are at least 6 feet wide.

Crosswalks are present at the surrounding intersections of Moraga Road and Rheem Boulevard & Moraga Road and Center Street/Lucas Drive. These crossings also have ADA ramps available. There is a midblock crossing on Moraga Road (near 535 Center Street or F45 Training) with Rectangular Rapid Flashing Beacons (RRFB) available on both sides of the crossings. There are also nine (9) crosswalks and several ADA ramps within the Shopping Center.

Bicycle Facilities

Class II facilities are available adjacent to the study area on Moraga Road. Class III facilities are available near the study area on Rheem Boulevard from the town offices to the intersection with Moraga Road.

The proposed project schematic of the project site in aerial view is shown **Figure 3**.

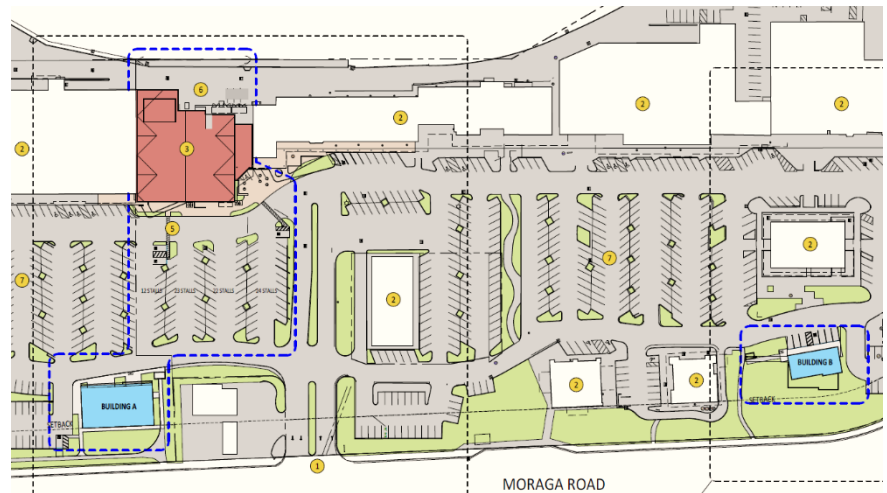


Figure 3: Proposed Grocery Project

Parking Inventory

Based on a prior parking inventory conducted for the city, it was estimated that the available parking spaces for the whole Rheem Shopping Center is approximately 1,065 spaces as shown in **Table 3**².

Table 3: Current Rheem Shopping Center Parking Information

STREET ADDRESS	NAME OF CURRENT TENANT	FLOOR AREA	SEATING	PARKING	FLOOR AREA	SEATING	PARKING
		(Square Feet)	CAPACITY	REQUIRED	(Square Feet)	CAPACITY	REQUIRED
				Calculated based on Town Records from 2010		Calculated based on Kimco Tenant Information dated August 15, 2013	
Total Number of Parking Spaces*				1,065		1,065	
Total Required Parking (unshared spaces)				1,016		1,035	
Total spaces required if all vacancies filled*				1,073		1,102	

* The total number of existing parking spaces available and the total number of spaces required if all vacant spaces were filled are based on prior Town of Moraga inventory, dated May 13, 2012.

Shared Parking Concept and Analysis

Typically, shared parking is possible for project sites that serve two or more land uses without conflict or encroachment. Parking spaces can be shared if there are variations in the accumulation of vehicles by hour, day or season at the individual land uses and if the parking demand of land uses results in same auto-trips. Like other urban travel characteristics, parking demands fluctuate during peak and off-peak schedules depending on types of land use and the project area. It has

² Parking Allocation Study - based on prior Town of Moraga inventory, dated May 13, 2012

been shown conclusively that distinct but complementary patterns, such as “office parking” that is generally empty in the evenings and on weekends and “hotel parking” that is generally fuller in the evenings, offer an opportunity for cities to better satisfy residents and commuters without increasing supply. Shared parking is a land use or development strategy that optimizes parking capacity by allowing complementary land uses to share spaces, rather than constructing separate parking spaces for separate uses.

Shared parking works especially well with mixed use development. Many cities that embraced sustainable developments have shown that shared parking opens up the potential for higher development densities around transit hubs and acts as a control mechanism against urban sprawl. By allowing and encouraging adjacent property owners to share parking spaces, cities can accommodate essential parking demands like disabled parking, emergency vehicles and freight delivery while promoting travel by more sustainable modes with better land use integration.

This study uses shared parking potential due to inherent land use characteristics of office, retail, theatre, health club and restaurant which has peak parking demand that fluctuates and varies at various times of day.

Potential Factors in Reduction of Parking Demand

Typically, the parking demand rates for cities or those based on Institute of Transportation Engineers (ITE) are standalone site estimates without taking into considerations internal trips due to mixed-use or shared parking. For example, theatre patrons and office employees could walk to restaurants or retail stores without having to drive and park.

In addition, it has been shown that ride-hailing companies, like Uber and Lyft, are changing transportation habits and having a measurable impact on parking demand for many land uses. Specifically, it has been shown that the largest impacts of ride-hailing to parking are occurring at restaurants, events centers, and airports where demand for ride-hailing is greatest.

Other Mixed-Use Development Parking Factors to Consider

Very often in the recent past, many agencies or municipalities would enforce parking rate regulations for developers to provide a predetermined amount of parking space for each type of land use. This could result in an overabundance of parking, as far more spaces are created than needed at any given moment. The excess and availability of free parking spaces (unknowingly) induces more driving while also typically leaving many spaces underused. With prevailing awareness on creating sustainable developments, many agencies are discontinuing such parking policies since it inhibits the possibility to design more compact developments and neighborhoods with active uses.

Since the Rheem Shopping Center is a mixed-use development consisting of grocery store, office, retails, drug store, theatre, fitness and restaurant, it is anticipated that there would be some internal trips within mixed-use developments as well as variations in peak parking demand by time of day by several land uses that are not captured by city or ITE parking rates that were derived based on standalone land uses.

Various studies have shown that conventional use of ITE has overlooked the full potential for internalizing trips through interaction among on-site activities. The ITE trip-generation data and analysis methods apply primarily to single-use and freestanding sites, which limits their

applicability to compact, mixed-use development. In 2011, two major studies introduced methodologies for predicting traffic generation from mixed use development:

1. National Cooperative Highway Research Program (NCHRP) Report 684, “Enhancing Internal Trip Capture Estimation for Mixed- Use Developments,” analyzed internal-capture relationships of mixed-use sites and examined the travel interactions among six individual types of land uses: office, retail, restaurant, residential, cinema, and hotel, and
2. The U.S. EPA—sponsored 2011 report, “Traffic Generated by Mixed-Use Developments — A Six-Region Study Using Consistent Built Environmental Measures,” investigated trip generation, mode choice, and trip length for trips produced and attracted by mixed use developments. Researchers selected six regions — Atlanta, Boston, Houston, Portland, Sacramento, and Seattle — to represent a wide range of urban scale, form, and climatic condition. It was concluded that the ITE Trip Generation Manual and Handbook overestimate peak traffic generation for mixed-use development by an average of 35 percent³.

It could be expected that the proposed mixed-use development would experience a fair number of internal trips. In essence, there is a captive-market when patrons who are already parked in the area can take advantage of other nearby services. For example, office employees, theatre patrons and other employees could walk to a restaurant without having to drive and park. Thus, they are not a source of additional parking demand to use the restaurant. Some of the employees could also be patrons at the health club.

Based on the expected internal trips and the aforementioned studies, it is estimated that on average the parking demands generated within the shopping center could be approximately 25 percent to 35 percent less than typical application of parking ordinance or ITE rates based on the parking demand as documented in the NCHRP mentioned previously.

Census and Big Data

Additional household and travel information which could affect parking demand were consulted including the Census Means of Transportation to Work⁴ data and Replica⁵ primary mode of travel data for the census tract where Rheem Shopping Center is located. Replica data for Census Tract (Tract #3522.01) for the Shopping Center showed nearly 40% did not drive alone to work (carpool, walk, bike or transit). Census data indicated approximately 10% of service employees drive alone to work.

Details of the Replica model of travel information are contained in **Appendix A**.

Total Parking Demand Estimate

A shared parking demand analysis was conducted based on typical weekday and weekend rates with methodologies recommended in Shared Parking, 3rd Edition (Urban Land Institute [ULI], National Parking Association [NPA] and the International Council of Shopping Centers [ICSC], 2020).

³ NCHRP Report 684, “Enhancing Internal Trip Capture Estimation for Mixed- Use Developments,” 2011, page 26

⁴ US Census, American Community Survey, S0802, 2021

⁵ Replica is an enterprise data platform that delivers critical insights about the built environment — across mobility, economic activity, people, and land use.

As part of the national research on shared parking in mixed-use developments such as shopping centers, ULI developed a parking database that identifies the peak parking demand for every land use within a mixed-use development. This national research database forms the basis for the assumptions in the shared parking model.

As indicated earlier, most zoning codes are based upon peak parking demand ratios for individual land uses. While this might reflect that separate land uses generate different parking demands on an individual basis, it does not reflect the fact that the combined peak parking demand, when a mixture of land uses shares the same parking supply, can be substantially less than the sum of the individual demands. For example, an office use typically peak in late morning on a weekday, while a cinema peaks in the evening hours of a weekend. These two land uses would be excellent candidates for sharing a parking supply between them.

Shared Parking Assumptions

The shared parking model utilizes a series of assumptions, in addition to the base ULI/NPA/ICSC and empirical data, to develop the parking demand model. For each land use in the Project, the shared parking analysis calculates the parking demand for that land use based on the seasonal, hourly, monthly, and weekday vs. weekend adjustment ratios set forth in *Shared Parking, 3rd Edition*. The resulting sum of the individual land use hourly parking demands represents the total parking demand for the entire site.

The following terms are used in the shared parking models.

Parking Demand Ratio

The parking demand ratio is utilized by the model to generate parking demand estimates for the selected land uses. The base rates were developed through ULI/NPA/ICSC's extensive nationwide research efforts that reflect a national average. This analysis is based on these base rates.

Time-of-Day

The time-of-day factor is one of the key assumptions of the shared parking model. As the demand for each land use fluctuates over the course of the day, the ability to implement shared parking emerges. Shared parking research efforts have yielded comprehensive data that document the time-of-day factors for a large number of individual land uses.

Weekday vs. Weekend

Shared parking data collection included the parking demand on a weekday as well as on a Saturday. Shared parking research has shown that a source for variation in parking demand can be traced to the difference between weekday and weekend demand.

Seasonal Variation

The shared parking analysis was based on the peak month of the year. The total parking demand of the Rheem Shopping Center with the proposed grocery store was evaluated for every month of the year; the peak month's demand is reported.

Mode Split and Captive Market

The overall parking demand of any development is based on the number of residents, visitors, and employees that arrive by automobile. As demonstrated previously by the ITE study for mixed-use projects, patrons/visitors are captured within the site itself based on the mixed-use nature of the Project. Typically, mode split refers to the number of residents, visitors, and employees that do not arrive by individual automobile or are internally captured (transit, walk, and other means).

Auto Occupancy

The Project's shared parking analysis used the national averages for auto occupancy, i.e., the typical number of passengers in each vehicle parking at the site for all land uses.

Parking Model Adjustments

The ULI/NPA/ICSC shared parking model was adjusted from default values for specific elements that are relevant to the combined uses and expected utilization by patrons for the Rheem Shopping Center reflecting available mode splits, transit and ride-share information. These modifications are detailed below.

Mode Split. The mode split adjustment redefines the default value from 100% of all patrons using an individual vehicle to arrive and park, to a certain percentage who will arrive in a carpool with another person (those not assumed in the auto occupancy rate), walk, bike, bus, or use a shared-car service (i.e., Uber/Lyft).

- Residents (vehicle ownership): 15% reduction (based on census and Replica)
- Service (Non-office) Employees: 40% reduction (based on census and Replica)

Non-Captive Ratio. The non-captive ratio adjustment redefines the default value of 100% of patrons who arrive specifically for a particular land use, to a value that represents those who are already on site for other uses and will utilize a secondary component during that same trip without requiring an additional parking space. These reductions were applied only to guests and not to employees.

- % Retail Customers who go to fast food or dining – 10%
- % Dining Customers who go to shopping – 5%
- % Entertainment Customers who go to fast food – 10%

Time-of-Day. The shared parking model provides the time-of-day travel patterns based on collected data. Therefore, the model was not adjusted.

Shared Parking Model Results

Table 4 shows the results of the shared parking demand model for the Rheem Shopping Center with the proposed grocery store. The shared parking model indicated that due to mix of land uses and different peaking characteristics during various time of day the potential for shared parking is approximately 32 percent and 36 percent respectively during the weekday and weekend.

The results showed that the highest demand peak weekday and weekend parking demand is:

- Weekday (6PM/December) = 986 parking spaces

- Weekend (5PM/December) = 953 parking spaces

Table 4: Estimated Parking Demand of Rheem Shopping Center based on Shared Parking

Shared Parking Demand Summary																		
Peak Month: DECEMBER — Peak Period: 6 PM, WEEKDAY																		
Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
			Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj	Peak Mo Adj	Estimated Parking	Peak Hr Adj	Peak Mo Adj	Estimated Parking
	Quantity	Unit										6 PM	December	Demand	5 PM	December	Demand	
Retail																		
Retail (<400 ksf)	108,275	sf GLA	2.90	95%	96%	2.63	ksf GLA	3.20	75%	97%	2.34	ksf GLA	90%	100%	257	80%	100%	265
Employee			0.70	60%	100%	0.42		0.80	60%	100%	0.48		100%	100%	46	95%	100%	50
Supermarket/Grocery	11,003	sf GLA	4.00	95%	96%	3.63	ksf GLA	4.00	75%	97%	2.92	ksf GLA	100%	100%	41	90%	100%	39
Employee			0.75	60%	100%	0.45		0.75	60%	100%	0.45		80%	100%	4	55%	100%	3
Pharmacy	25,844	sf GLA	3.00	95%	96%	2.72	ksf GLA	3.00	75%	97%	2.19	ksf GLA	100%	90%	64	90%	90%	60
Employee			0.40	60%	100%	0.24		0.40	60%	100%	0.24		80%	100%	5	55%	100%	4
Discount Stores/Superstores	9,088	sf GLA	3.40	95%	96%	3.09	ksf GLA	3.80	75%	97%	2.77	ksf GLA	75%	90%	19	95%	90%	29
Employee			0.85	60%	100%	0.51		0.95	60%	100%	0.57		85%	100%	4	100%	100%	5
Food and Beverage																		
Family Restaurant	25,641	sf GLA	15.25	95%	93%	13.54	ksf GLA	15.00	75%	89%	10.03	ksf GLA	80%	100%	278	60%	100%	217
Employee			2.15	60%	100%	1.29		2.10	60%	100%	1.26		95%	100%	32	95%	100%	31
Fast Casual/Fast Food	8,893	sf GLA	12.40	95%	40%	4.74	ksf GLA	12.70	75%	39%	3.70	ksf GLA	85%	96%	35	60%	96%	28
Employee			2.00	60%	100%	1.20		2.00	60%	100%	1.20		90%	100%	10	70%	100%	8
Entertainment and Institutions																		
Active Entertainment	3,132	sf GLA	1.50	90%	81%	1.09	ksf GLA	1.80	25%	81%	0.36	ksf GLA	100%	60%	2	95%	60%	3
Employee			0.15	60%	100%	0.09		0.20	60%	100%	0.12		100%	70%	-	100%	70%	-
Cineplex	559	seats	0.15	90%	81%	0.11	seat	0.24	25%	81%	0.05	seat	60%	55%	20	60%	90%	66
Employee			0.01	60%	100%	0.01		0.01	60%	100%	0.01		100%	65%	2	100%	100%	4
Health Club	24,810	sf GLA	6.60	90%	99%	5.90	ksf GLA	5.50	25%	97%	1.33	ksf GLA	100%	100%	147	100%	100%	136
Employee			0.40	60%	100%	0.24		0.25	60%	100%	0.15		100%	100%	6	100%	100%	4
Hotel and Residential																		
Office																		
Office <25 ksf	6,638	sf GFA	0.30	95%	100%	0.29	ksf GFA	0.03	75%	100%	0.02	ksf GFA	5%	100%	-	10%	100%	-
Reserved	20%	empl	0.70	85%	100%	0.60		0.70	90%	100%	0.63		100%	100%	4	100%	100%	4
Employee			2.80	85%	100%	2.38		0.00	90%	100%	0.00		25%	100%	4	10%	100%	-
Day Care Center	3,939	sf GFA	1.75	95%	100%	1.66	ksf GFA	0.00	75%	100%	0.00	ksf GFA	20%	100%	1	50%	100%	-
Employee			2.00	85%	100%	1.70		0.00	90%	100%	0.00		60%	100%	4	100%	100%	-
Additional Land Uses																		
													Customer/Visitor	864	Customer	841		
													Employee/Resident	118	Employee/Resident	108		
													Reserved	4	Reserved	4		
													Total	986	Total	953		
													Shared Parking Reduction		32%	36%		

Both weekday and weekend peaks are highly influenced by the much higher peak experienced during the December holiday season. The peak December month are 986 and 892 respectively during the weekday and weekend. However, the averages for the 12-month periods are 850 and 777 respectively during the weekday and weekends. The difference between the peak December month and average month is approximately 135 and 115 vehicles respectively during the weekday and weekends as shown in **Table 5**. In other words, there are approximately 135 parking spaces available on an average month than the peak December holiday period.

Table 5: Estimated Monthly Peak Month vs Average Month Parking Comparison

	Weekday	Weekend
Peak Month	986	892
Average Month	850	777
Difference (Peak-Ave)	135	115

The detailed month-by-month demand comparison is shown throughout the year and hourly parking demand throughout the day are contained in **Appendix B**.

Summary and Conclusion

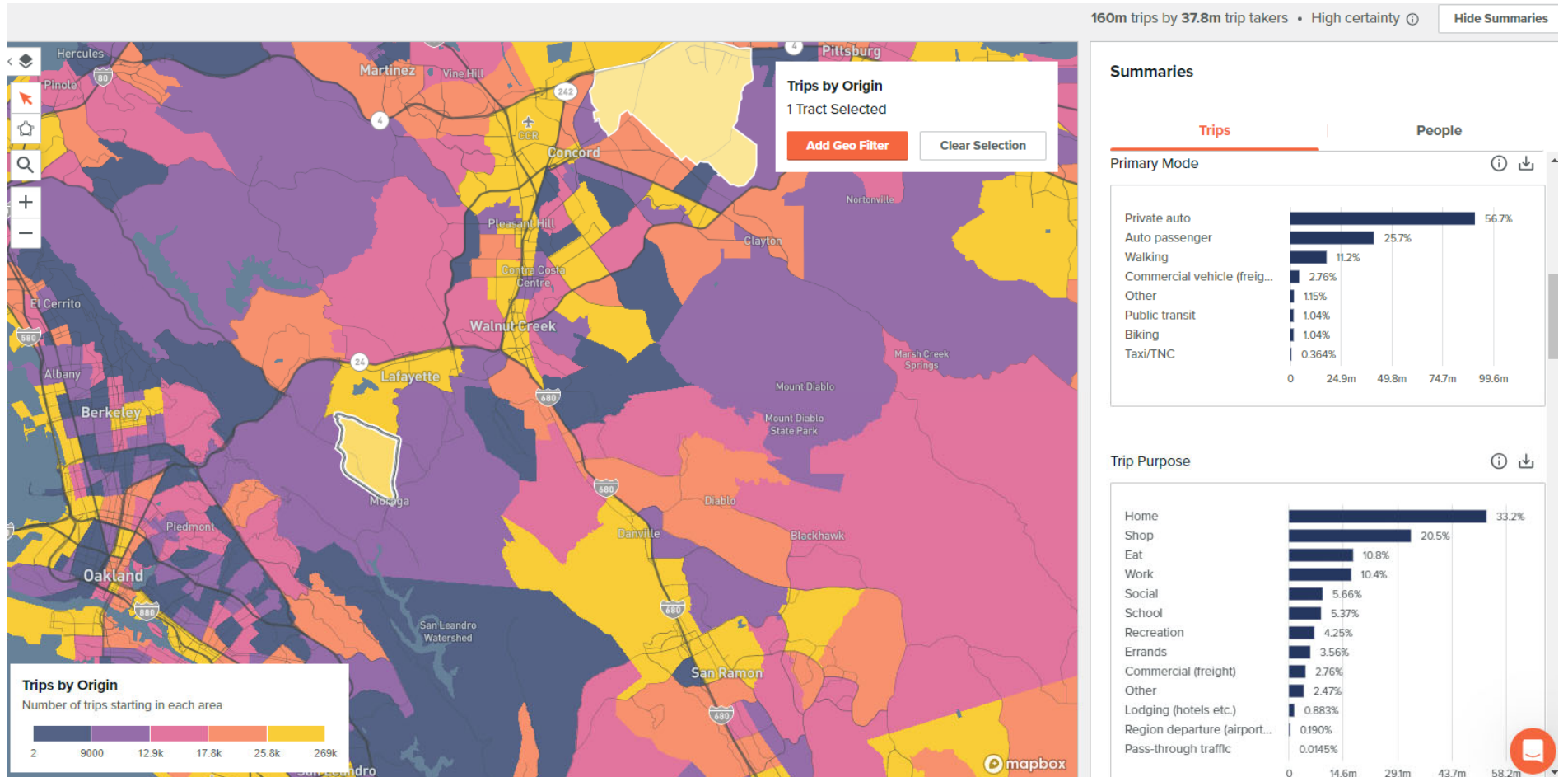
Based on results of the shared parking analysis, the following is a summary and conclusions:

- The proposed grocery project is approximately 18,012 sf.
- The total existing parking spaces at the Rheem Shopping Center is approximately 1,065 spaces.
- The proposed project will remove 75 parking spaces resulting in 990 spaces.
- Based on results of the shared parking evaluation, it is estimated that the peak parking demand is approximately 986 and 953 parking spaces, respectively during the weekday and weekend of a typical December.
- However, the averages for the 12-month periods are 850 and 777 respectively during the weekday and weekends. The difference between the peak December month and average month is approximately 135 and 115 vehicles respectively during the weekday and weekends.

Appendix A

Replica Models of Travel

Rheem Shopping Center
Replica Data (Fall 2022) for Census Tract 3522

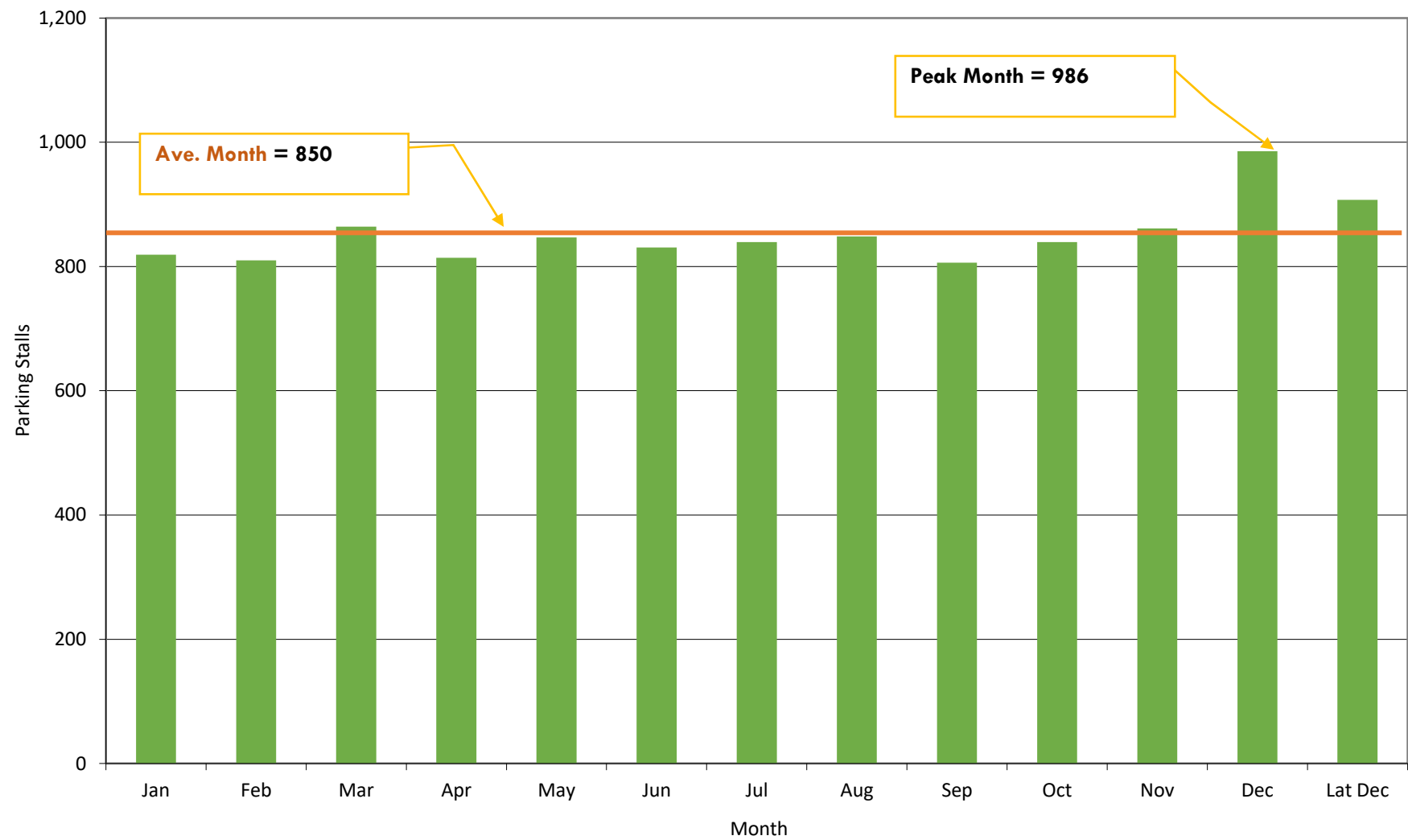




Appendix B

Shared Parking Peak Month Charts

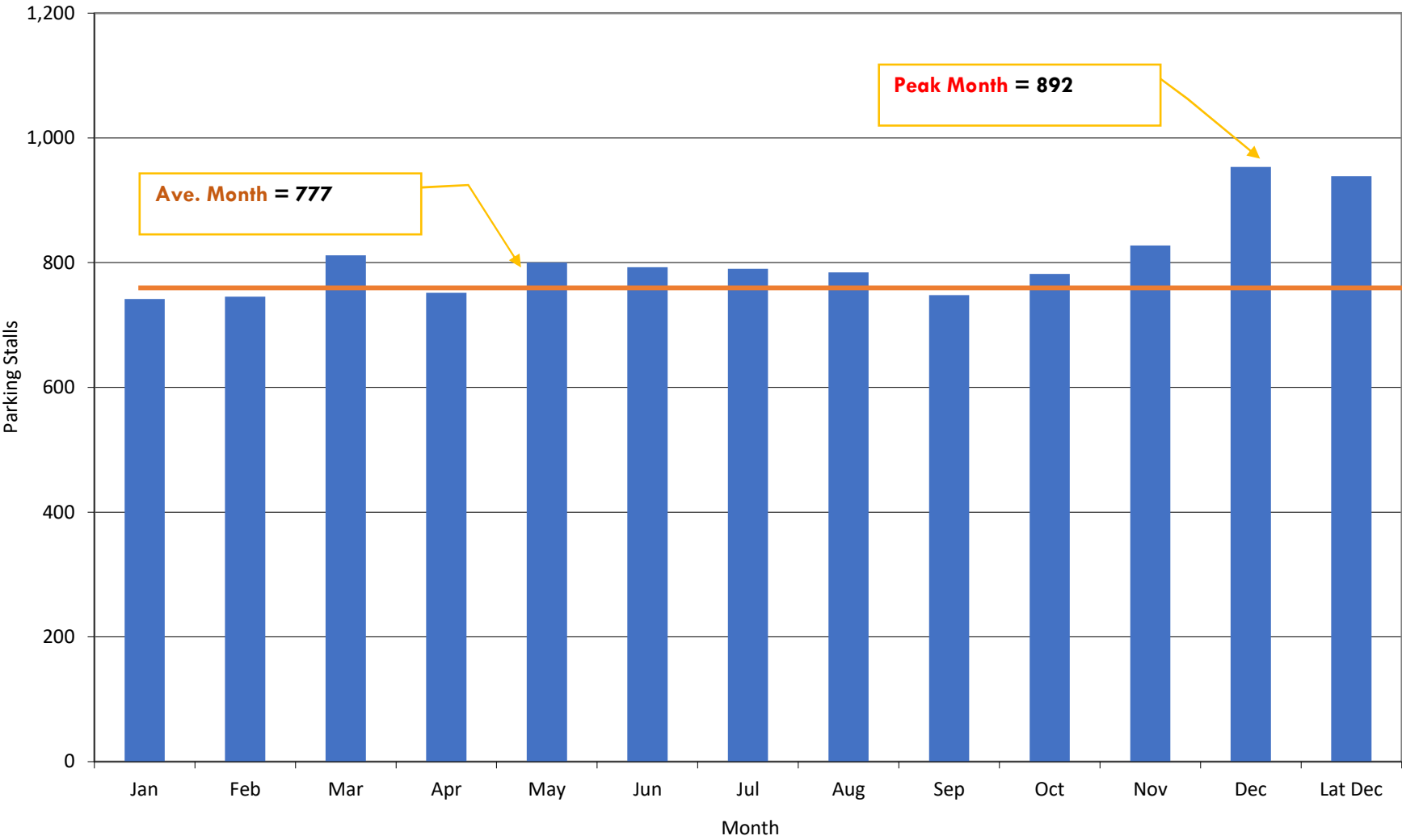
Weekday Month-by-Month Estimated Parking Demand



Monthly Comparison Summary

	Weekday	Weekend
Peak Month	986	892
Average Month	850	777
Difference (Peak-Ave)	135	115

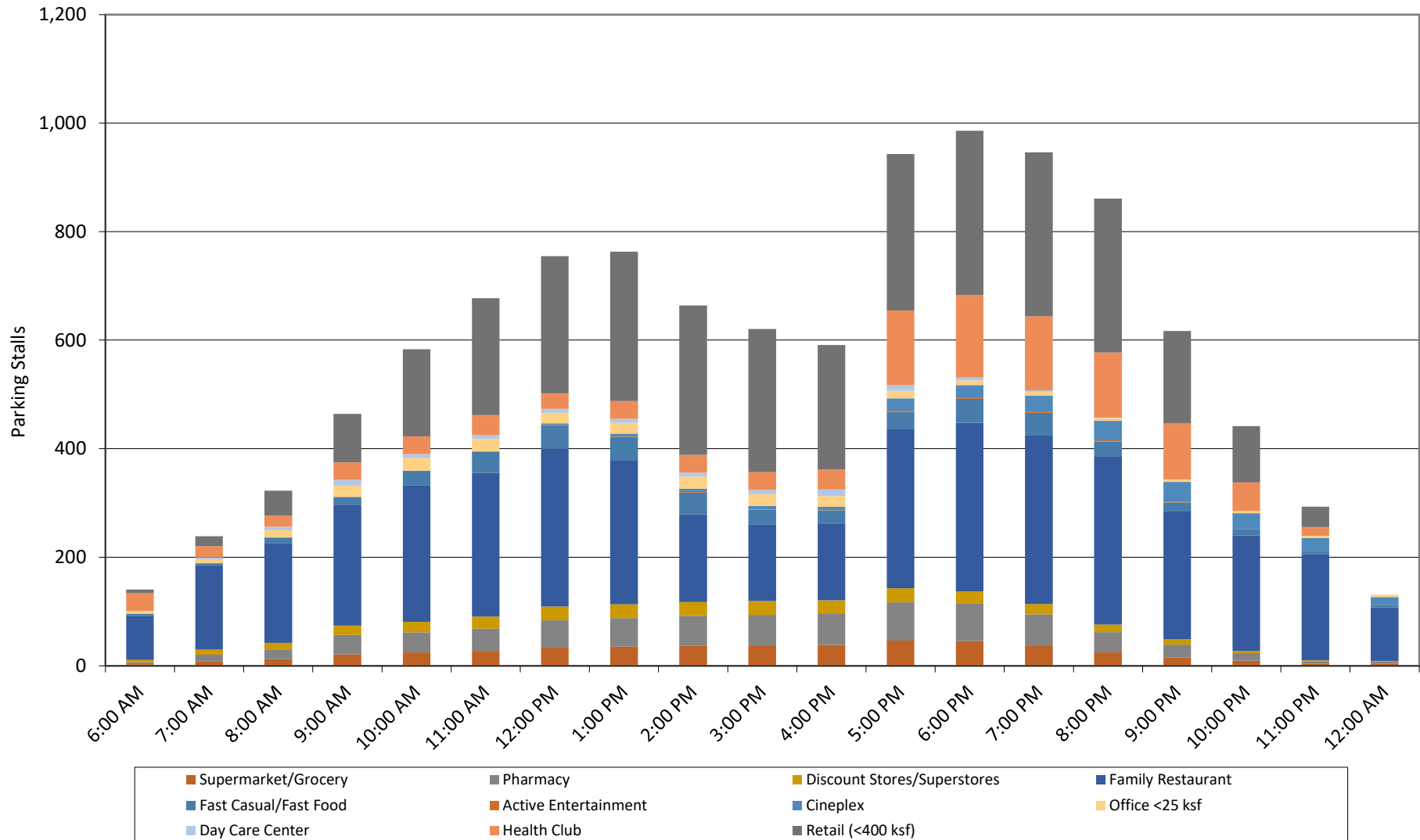
Weekend Month-by-Month Estimated Parking Demand



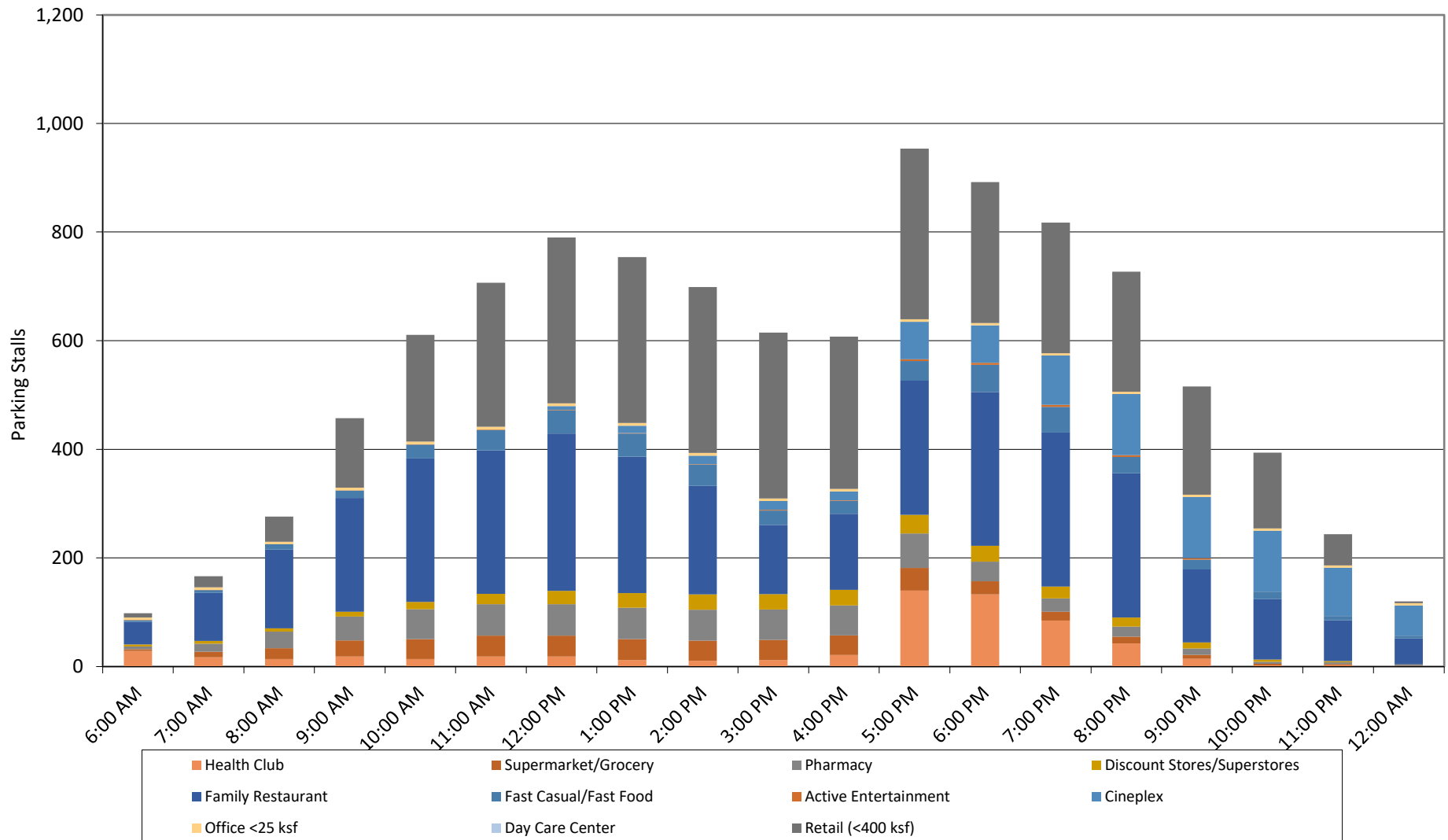
Monthly Comparison Summary

	Weekday	Weekend
Peak Month	986	892
Average Month	850	777
Difference (Peak-Ave)	135	115

Peak Month Daily Parking Demand by Hour (Weekday)



Peak Month Daily Parking Demand by Hour (Weekend)



ATTACHMENT E

Agency Comments

July 27, 2023



Town of Moraga
Brian Horn
329 Rheem Blvd.
Moraga, CA 94556
Email: bhorn@moraga.ca.us

Moraga–Orinda Fire – FIRST FIRE REVIEW
MOFD Number: 23-2879

RESUBMITTAL REQUIRED

**Re: Plan Review: Preliminary Design Review for Building Demo and New
Address: 430, 536, 580 Moraga Rd, Moraga, CA
Fire and Life Safety Review**

Dear Brian:

West Coast Code Consultants, Inc. (WC³) has completed its first review of the following documents for the project referenced above on behalf of the Moraga-Orinda Fire Protection District:

1. Architectural Documents: Dated 6/26/2023, by Lowney Architecture.

The 2022 California Fire and Building Codes (as amended by the State of California and adopted by the Fire District), as well as applicable NFPA Standards, were used as the basis of our review. **Our comments follow on the attached list.**

Please submit the following documents:

- An itemized response letter.
- Revised **electronic** plans with all the revisions clouded. Note: Hard copy plans are not accepted.
- **A new permit application- required for processing.**
- The resubmittal fee- after receipt of the invoice. The fee can be paid online or mailed.

Submit the revised plans and application online at <https://www.mofd.org/business/submitting-plans>.

The plans will be processed after the application, revised plans and fee are received.

Sincerely,

West Coast Code Consultants, Inc. (WC³)

Fire Plan Review By:

Bob King – Senior Fire and Life Safety Plans Examiner

FIRE REVIEW

430, 536, 580 Moraga Rd, Moraga

MOFD Number: 23-2879

July 27, 2023

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Fire Plan Review Comments

PROJECT SUMMARY:

Review Scope: (Preliminary Design Review for Demo and New Bldgs)

GENERAL INFORMATION:

There may be other comments generated by the Building Division and/or other city departments. Contact the city for other items.

FIRE COMMENTS:

F1. **Preliminary Design Review.** This review was conducted as a preliminary design review for the project as listed below. The following list of information will be required to be submitted to MOFD in the construction plans.

PROJECT TITLE AND DESCRIPTION: Rheem Valley Shopping Center Partial Redevelopment – 430, 536 (AKA 562, 564, 566, 576, 578) and 580 Moraga Road, Moraga, CA 94556: The project proposes the following:

- Demolition of approximately 11,167 square feet of existing in-line building at 562 through 578 Moraga Road, to be replaced with a new 17,746 square foot grocery store building and 1,664 square foot suite. (APN 255-160-035)
- Construction of a new 2,141 square foot free standing building along Moraga Road (430 Moraga Road property; APN 255.150-019)
- Construction of a new 5,791 square foot free standing building along Moraga Road (536 and 580 Moraga Road – APN's 255-160-035 and 255-160-040). The building is currently proposed to be located on the property line of these two properties, although they are the same property owner, they will have to complete a lot line adjustment between the two properties before building permits can be approved.
- 75 existing parking stalls will be removed to accommodate the new buildings and additions.

1. A code analysis will be required for each new building. MOFD has adopted the 2022 California Fire Code with amendments (MOFD Ordinance 23-01).
2. A complete egress analysis and occupant load calculation will be required for each new building.
3. Portable fire extinguisher type, size, and placement will be required for each new building.
4. A site plan showing the existing fire hydrants will be required for each new building.
5. A new fire flow analysis will be required for each new building or the entire project. This information is available from EBMUD. When requesting the information from EBMUD please request the flow available at the closest fire hydrant. Here is the link for the test: <https://www.ebmud.com/customers/start-or-stop-service/fire-service-requests/>. Request this information soon, as it may take several weeks to obtain the information.
6. All new fire protection such as fire sprinklers and alarms will be required to be submitted as deferred submittal by a certified fire protection company.
7. An automatic sprinkler system shall be provided for Group B occupancies and intervening floors of the building where the fire area exceeds 5,000 square feet. [MOFD Ordinance 23-01, Section 903.2.1.8] Permit applicant to provide this information for each building on the construction plans.

FIRE REVIEW

430, 536, 580 Moraga Rd, Moraga

MOFD Number: 23-2879

July 27, 2023

Page 3

8. Address Identification. New and existing buildings shall be provided with approved address identification. The address identification shall be legible and placed in a position that is visible from the street or road fronting the property. Address identification characters shall contrast with their background. Address numbers shall be Arabic numbers or alphabetical letters. Numbers shall not be spelled out. Each character shall be not less than 4 inches high with a minimum stroke width of ½ inch. Address identification shall be maintained. [CFC 505.1]
 9. Emergency Responder Radio Coverage. Emergency responder radio signal coverage into and out of the building is required based upon the existing public safety communication network coverage levels. [CFC 510.1 and 1103.2] A third-party radio signal coverage analysis shall be required before occupancy. If the constructed building cannot meet the minimum inbound and outbound signal strength, a radio signal enhancement system shall be installed prior to occupancy. Please have the permit applicant provide a note on the plans that either: 1) an Emergency Responder Radio Coverage System (ERRCS) will be provided with this permit application as a deferred submittal, or, 2) a third-party analysis will be provided prior to occupancy that verifies two-way coverage at a minimum inbound and outbound signal strength not less than a Delivered Audio Quality of 3.0 or an equivalent Signal-to-Interface-Noise-Ratio will be achieved in compliance with NFPA 1221 Standard for the Installation, Maintenance and Use of Emergency Services Communications Systems (2016 Edition).
- F2. Fire Safety during Construction and Demolition. Site security requirements shall include the following if deemed necessary by both the building official and fire code official: [MOFD Ordinance 23-01, Section 3303.1.3] *Permit applicant to provide this information as a note on the construction plans.*
1. Controlled access points.
 2. Site fencing, up to 12 feet in height with tamper sensors and security wires on top.
 3. Security guards, full-time 24/7 presence on-site, to perform fire watch and patrols.
 4. Detection check points located throughout the buildings for fire watch and patrol verification.
 5. Security camera coverage throughout the site with motion detection notifications.
 6. Identify measures taken to prevent tampering with security cameras and motion sensors.
 7. Necessary lighting throughout the project site.
 8. Fire apparatus access shall not be blocked at anytime during the demolition and new construction. If fire apparatus access needs to be altered, the Fire Marshal shall be contacted for review and approval.

If you have any questions regarding the above comments, please contact Bob King (bobk@wc-3.com).

[End]

From: [Russ Leavitt](#)
To: [Brian Horn](#)
Cc: [Melody LaBella](#)
Subject: DRB 07-23) Rheem Valley Shopping Center Partial Redevelopment - 430, 536 and 580 Moraga Road, Moraga CA 94556, 255-160-035; 255-160-040; 255-150-019; X3809
Date: Friday, July 14, 2023 2:49:31 PM
Attachments: [image003.png](#)

The property already receives Central Contra Costa Sanitary District (Central San) sanitary sewer service. The proposed project would not be expected to produce an unmanageable added capacity demand on the wastewater system, nor interfere with existing, public facilities. The applicant should promptly submit full-size improvement plans for Central San Permit staff to review and pay all appropriate fees. For more information, the applicant should contact the Central San Permit Section at (925) 229-7371. Thanks!

RUSSELL B. LEAVITT
Engineering Assistant III

Direct: (925) 229-7255
Main: (925) 228-9500
Fax: (925) 228-4624

rlavitt@centralsan.org
www.centralsan.org





REVIEW OF AGENCY PLANNING APPLICATION

THIS IS NOT A PROPOSAL TO PROVIDE WATER SERVICES

The technical data supplied herein is based on preliminary information, is subject to revision and is to be used for planning purpose ONLY

DATE: 07/13/2023	EBMUD MAP(S): 1530B498,1530B496	EBMUD FILE:S-11432
AGENCY: Town of Moraga Planning Department Attn: Brian Horn 329 Rheem Blvd. MORAGA, CA 94556	AGENCY FILE: 255-160-035, 040 and 255-150-019	FILE TYPE: Development Plan
APPLICANT: Eric Price/Lowney Architecture 360 17th Street, Suite 200 Oakland, CA 94702		OWNER: U.S Realty Partners, Inc. 5743 Corsa Avenue, Suite 215 Westlake Village, CA 91362

DEVELOPMENT DATA

ADDRESS/LOCATION: 430, 536, and 580 Moraga Road City:MORAGA Zip Code: 94556	
ZONING:CC - Community Commerical PREVIOUS LAND USE: Retail	
DESCRIPTION: Demolition of existing building to be replaced with a grocery store and retail suite; construction of two new retail buildings.	TOTAL ACREAGE:14 ac.
TYPE OF DEVELOPMENT: Commercial:26615 Sqft	

WATER SERVICES DATA

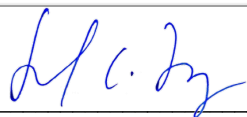
PROPERTY: in EBMUD	ELEVATION RANGES OF STREETS: 594-602	ELEVATION RANGE OF PROPERTY TO BE DEVELOPED: 590-602
Part of development may be served from existing main(s) Location of Main(s):Moraga Road, EBMUD R/W 3294		
None from main extension(s) Location of Existing Main(s):		
PRESSURE ZONE	SERVICE ELEVATION RANGE	PRESSURE ZONE SERVICE ELEVATION RANGE
D5A	450-650	

COMMENTS

Separate structures on the same property require separate water meters. When the development plans are finalized, the project sponsor should contact EBMUD's New Business Office and request a water service estimate to determine the costs and conditions of providing water service to the development. Engineering and installation of water mains and meters requires substantial lead time, which should be provided for in the project sponsor's development schedule. No water meters are allowed to be located in driveways. The project sponsor should be aware that Section 31 of EBMUD's Water Service Regulations requires that water service shall not be furnished for new or expanded service unless all the applicable water-efficiency measures described in the regulation are installed at the project sponsor's expense. Due to EBMUD's limited water supply, all customers should plan for shortages in time of drought.

KTL

CHARGES & OTHER REQUIREMENTS FOR SERVICE:
Contact the EBMUD New Business Office at (510)287-1008.



Jennifer L. McGregor, Senior Civil Engineer; DATE
WATER SERVICE PLANNING SECTION

07/13/2023

From: [Jon King](#)
To: [Brian Horn](#)
Cc: [Stephen Borbely](#)
Subject: RE: Rheem Valley Shopping Center Partial Redevelopment - 430, 536 and 580 Moraga Road, Moraga (DRB 07-23)
Date: Friday, July 28, 2023 2:21:22 PM
Attachments: [image001.png](#)

Brian –

As we discussed, I have the following comments/requests on the plans/drawings for the proposed development at the Rheem Center:

Grocery Store –

- Install concrete or metal barrier poles along the frontage of the patio area to protect pedestrians and those seated at tables from any runaway vehicles.
- Install multi-lens security cameras to placed on the north façade and front of the store. Cameras to provide views of parking lot in front of the store, driveway into the parking lot from Moraga Road and the north/south driveway in front of the store.

Building A –

- Install concrete or metal barrier poles along the frontage of the patio area to protect pedestrians and those seated at tables from any runaway vehicles.
- Install multi-lens cameras at the S/W and S/E corners of the building. Cameras to provide views of parking lot, north/south driveway in front of the building and Moraga Road.

Building B –

- Install concrete or metal barrier poles along the front of the parking spaces in front of the building to protect pedestrians and those seated at tables from any runaway vehicles.
- Install multi-lens cameras at the S/W and S/E corners of the building. Cameras to provide views of parking areas in front of the building and S/W of the building and Moraga Road.

Exact cameras to be used to be discussed with and approved by Moraga Police. Camera feed to be connected to the Moraga Police system for immediate viewing in the event of a criminal investigation or critical incident.

Please let me know if you have any questions or concerns regarding this issue.

Thanks.

Jon

JON B. KING

Chief of Police
Moraga Police Department
329 Rheem Blvd.
Moraga, California 94556
(925) 888-7049 – Desk/Voicemail
(925) 284-5010 – Dispatch 24/7
(925) 376-2850 – FAX

**Department of
Conservation and
Development**

30 Muir Road
Martinez, CA 94553

Phone: 1-926-655-2700

**Contra
Costa
County**



John Kopchik
Director

Aruna Bhat
Deputy Director

Jason Crapo
Deputy Director

Maureen Toms
Deputy Director

July 21, 2023

The Town of Moraga: Brian Horn, Senior Planner
Email: bhorn@moraga.ca.us
RE: Rheem Valley Shopping Center Partial Redevelopment

Hi Brian,

Please find attached feedback regarding the agency comment request for the proposed project noted above. We have provided feedback based on the details provided with a specific focus on identifying building code related items that maybe unique to the project or that are be otherwise missing from the preliminary plan set. Upon submission for a building permit, we will review the completed plans as the building will be required to meet the requirements of the California Building Code (CBC).

1. Contract documents showing compliance with the CA building code non-structural requirements shall be prepared by a CA licensed architect.
2. Contract documents showing compliance with the CA building code structural requirements shall be prepared by a CA licensed architect or engineer.
3. **This project is within the adopted wildland urban interface zone and is required to incorporate ignition resistant construction features per CBC chapter 7A**
4. Building height and area will be reviewed upon submission of plans showing occupancies, type of construction, fire sprinkler system, and occupancy separations, if any.
5. Building fire and smoke protection features will be reviewed upon submission of plans showing required fire protection features and details.
6. Building egress system will be reviewed upon submission of plans showing the exiting diagrams for the building. An accessible means of egress in the same number as required per CBC 1006.2 or 1006.3 from all accessible spaces is required to be shown.
7. Building accessibility per CBC Chapter 11B will be reviewed upon submission of plans showing the required accessibility features including accessible routes, site and building elements, plumbing elements and facilities, communication elements and features, built in elements, etc.
8. An accessible route is required to be shown to all spaces required to be accessible from the site arrival point. Per DSA Advisory 11B-206.2.1 it can reasonably be anticipated that the route between the site arrival point and accessible facility will be used by pedestrians, regardless of whether a pedestrian route is provided, thus exception 2 shall not apply.
9. The accessible route shall be distinct from the fire access road.
10. The accessible route surfaces shall be per 11B-302 (including exterior surfaces at decks and to the site arrival point)

11. Electrical plans including required receptacles, lights, and switches per the California Electrical Code (CEC) will be required.
12. Mechanical drawings showing the HVAC layout and location and type of mechanical equipment will be required.
13. Provide the minimum number of plumbing fixtures per CPC 422.0
14. Structural plans and calculations in accordance with the California Building Code (CBC) prepared by a CA licensed design professional will be required for the design buildings and site structures.
15. A geotechnical report per CBC 1803.1 will be required.
16. Non-structural seismic bracing designs prepared by a CA licensed design professional will be required.
17. Special inspection of the building will be required per CBC Chapter 17.
18. Calculations and details showing construction details demonstrating compliance with the general and specific occupancy requirements of the California Energy Code (CEC) will be required.
19. Details demonstrating compliance with the Non Residential Mandatory Measures of the California Green Building Standards Code will be required.

Karin Deas, S.E./Principal Structural Engineer
Contra Costa County/Department of Conservation and Development

Engineering/Public Works Comments: Please contact Bret Swain, Senior Civil Engineer at (925) 888-7025 or bswain@moraga.ca.us for any questions or clarifications.

1. Submit a grading plan (This was also requested in Plannings comments)
2. Provide a plan showing Accessible Path of Travel
3. Submit a geotechnical report that assesses the hillside behind the proposed grocery store for any geological hazards, for example, landslides.
4. Submit and erosion and sediment control plan.

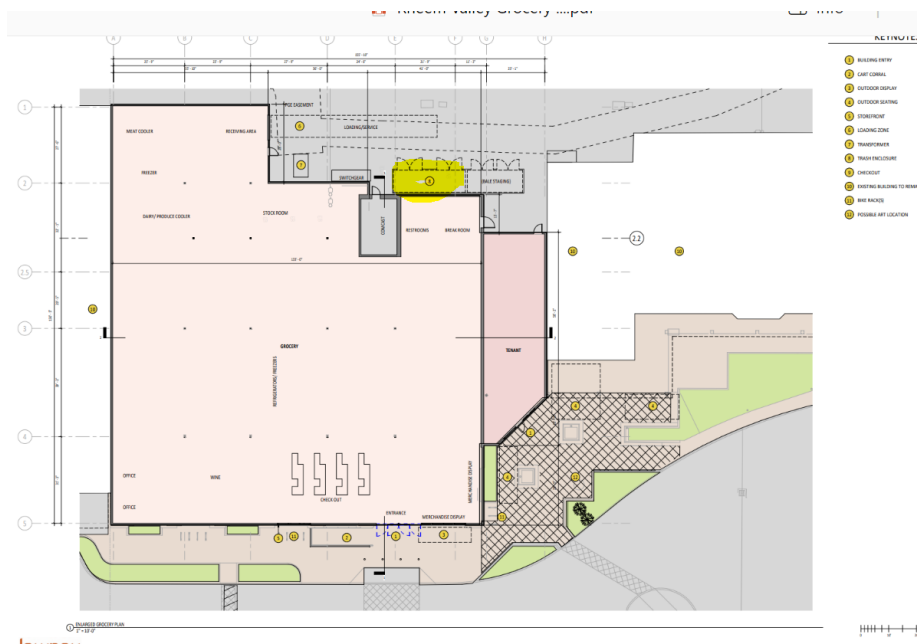
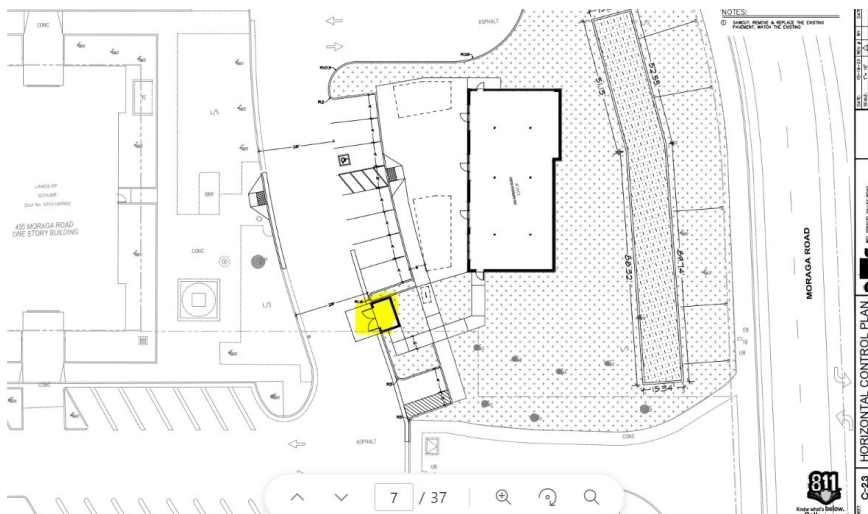
From: [Lam, Kimberly](#)
To: [Brian Horn](#)
Cc: [Taylor, John](#)
Subject: RE: Rheem Valley Shopping Center Partial Redevelopment - 430, 536 and 580 Moraga Road, Moraga (DRB 07-23)
Date: Monday, November 13, 2023 3:02:48 PM
Attachments: [image001.png](#)
[image002.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)
[PF596-New-Enclosure-Dimensions-Clearances-Information-Sheet-v6.pdf](#)

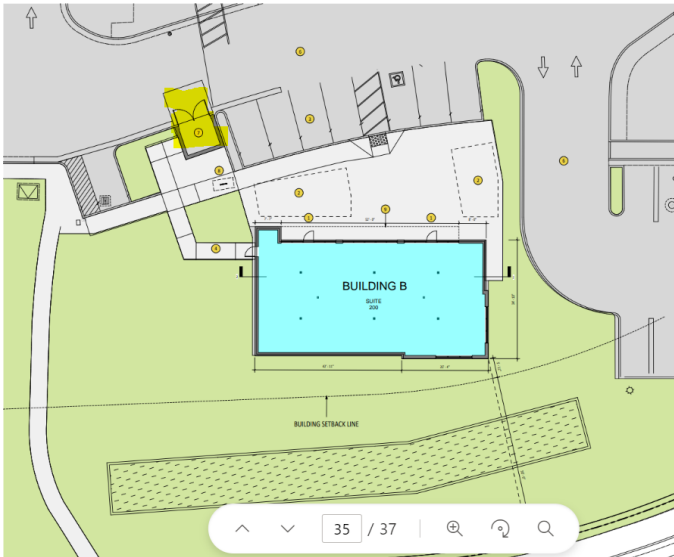
Hi Brian,

Thank you for sending the updated files!

Could we have the designers provide a closer-up detailed drawing of the enclosures specifically?

The files were a bit big for my computer to process but from our initial quick reviews, it looks like there are a few enclosures (not confident we identified them all though... currently it's a free-for-all in the back of the plaza with everyone's bins everywhere...)





See attached for container dimensions on page 2. It would be helpful if the designer can draw in proposed containers and doors to scale inside the enclosures so we can get an idea of if/how there will be enough capacity for landfill, recycle, and organics for all impacted commercial tenants.

Thanks!
Kim

From: Brian Horn <bhorn@moraga.ca.us>
Sent: Tuesday, November 7, 2023 4:35 PM
To: Lam, Kimberly <KLam2@republicservices.com>
Cc: Taylor, John <JTaylor8@republicservices.com>
Subject: RE: Rheem Valley Shopping Center Partial Redevelopment - 430, 536 and 580 Moraga Road, Moraga (DRB 07-23)

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This message came from outside your organization.

[Report Suspicious](#)

Kimberly,

We have received revised plans from the applicant, which you should be able to access via the link below:

[Rheem Valley Grocery Planning Resubmittal October 2023](#)

If you can't get into the folder let me know. We are hoping to bring this project to the Design Review Board/Planning Commission this December. Please let me know if you have any Conditions of Approval that you would like added to the project, or if you have any questions or comments by November 15th.

Thanks,

Brian

The Town Offices will be closed on November 9 & 10 to observe Veterans Day Holiday.
Interested in Moraga General Plan 2040? Get involved at makemoragahome.org



Brian Horn
Principal Planner
925.888.7044
329 Rheem Blvd.
Moraga, Ca 94556
www.moraga.ca.us

From: Lam, Kimberly <KLam2@republicservices.com>

Sent: Thursday, July 6, 2023 5:16 PM

To: Brian Horn <bhorn@moraga.ca.us>

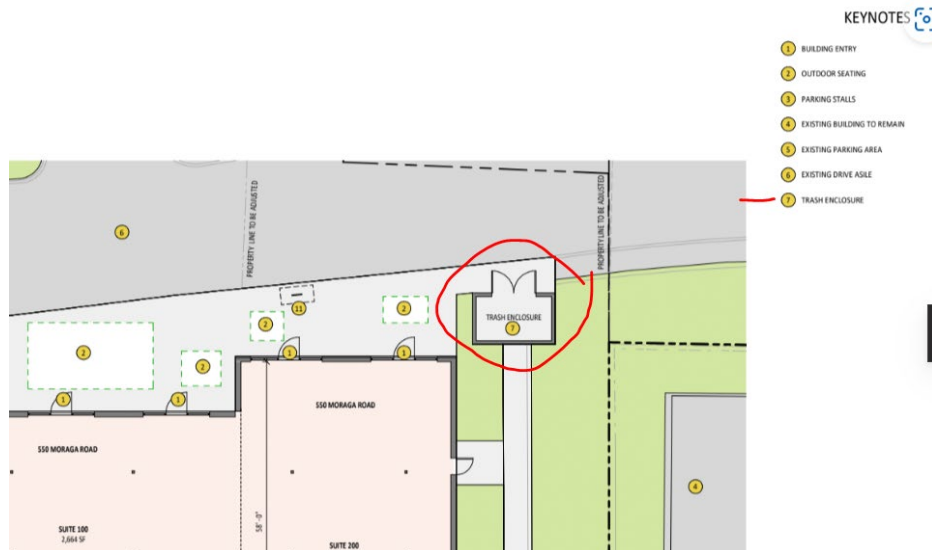
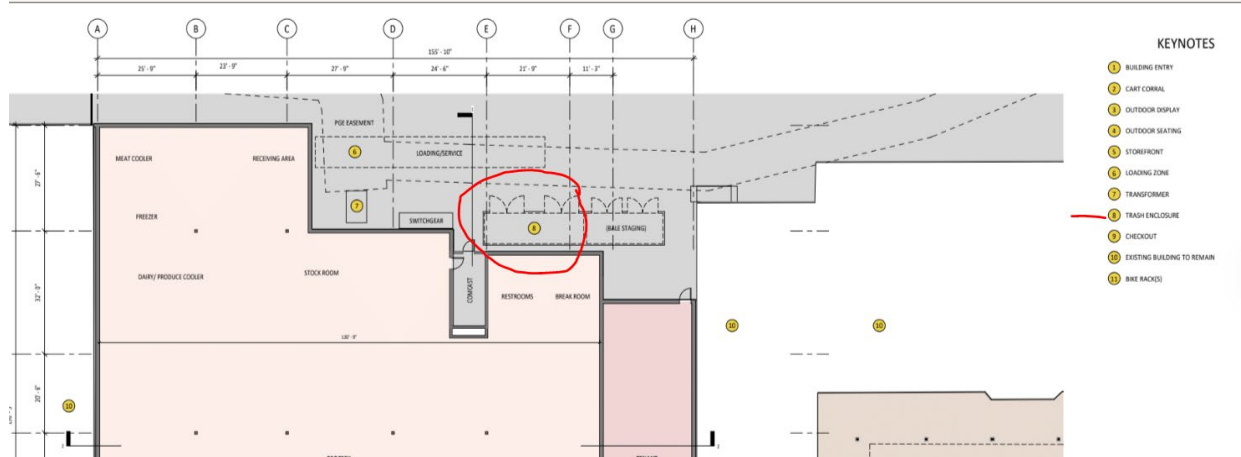
Cc: Taylor, John <JTaylor8@republicservices.com>

Subject: RE: Rheem Valley Shopping Center Partial Redevelopment - 430, 536 and 580 Moraga Road, Moraga (DRB 07-23)

Thank you Brian!

Could we see a more detailed drawing of the trash enclosure space, with their planned containers drawn to scale, and dimensions of the enclosure walls and doors?

Container dimensions are on the 3rd tab of the attachment.





Thank you!

Kimberly Lam
Municipal Manager

441 N Buchanan Circle
Pacheco, CA 94553
e klam2@republicservices.com
o 925-671-5851
w RepublicServices.com



Sustainability in Action

From: Brian Horn <bhorn@moraga.ca.us>
Sent: Thursday, July 6, 2023 3:49 PM
To: Brian Horn <bhorn@moraga.ca.us>
Subject: Rheem Valley Shopping Center Partial Redevelopment - 430, 536 and 580 Moraga Road, Moraga (DRB 07-23)

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Hello,

Attached is a request for comments regarding a partial redevelopment of the Rheem Valley Shopping Center in Moraga. The project plans can be found at the link below.

<https://www.dropbox.com/scl/fo/bn2mv1sc4k89e6521sdl1/h?rlkey=khnr2614zedl611hghrk5nh0&dl=0>

We are requesting comments be submitted by 5:00pm Monday, July 24, 2023.

Please contact me if you have any questions.

Regards,

Brian

New Master Fee Schedule becomes effective July 23, 2023
Interested in Moraga Housing? Get involved at www.moraga.ca.us



Brian Horn

Senior Planner

925.888.7044

329 Rheem Blvd.

Moraga, Ca 94556

www.moraga.ca.us

Planning Guidance for Recycling, Organics, Landfill Services and Enclosures

Multifamily Dwelling and Commercial Properties



Sustainability in Action

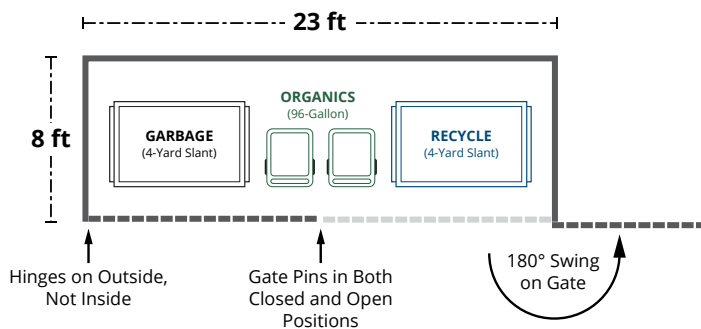
PF596

Republic Services must review and sign off on all plans for new or remodeled buildings or enclosures, to ensure appropriate recycling and disposal systems are set up, and to confirm safe and feasible access for collection.

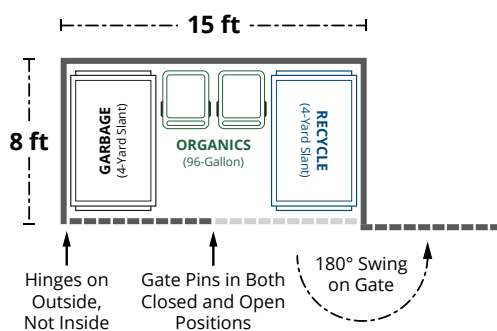
The dimensions below represent the minimum size, and opting for larger dimensions is recommended, especially because services change over time. Remember to allocate extra space for grease collection bins and/or any other items intended to be kept inside the enclosure.

Facilities with Organics Carts

Stationary Containers (No wheels)



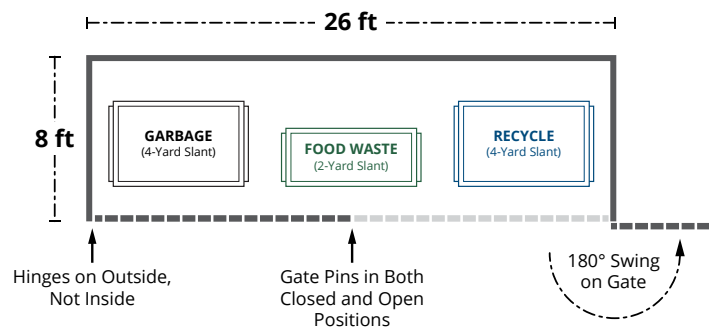
Wheeled Containers (No larger than 4-yard bins)



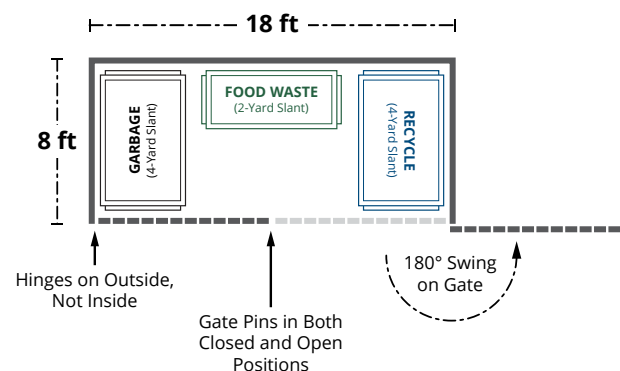
These are minimum size dimensions.
Bigger is always better.

Facilities with Food Waste Bins

Stationary Containers (No wheels)



Wheeled Containers (No larger than 4-yard bins)



These are minimum size dimensions.
Bigger is always better.

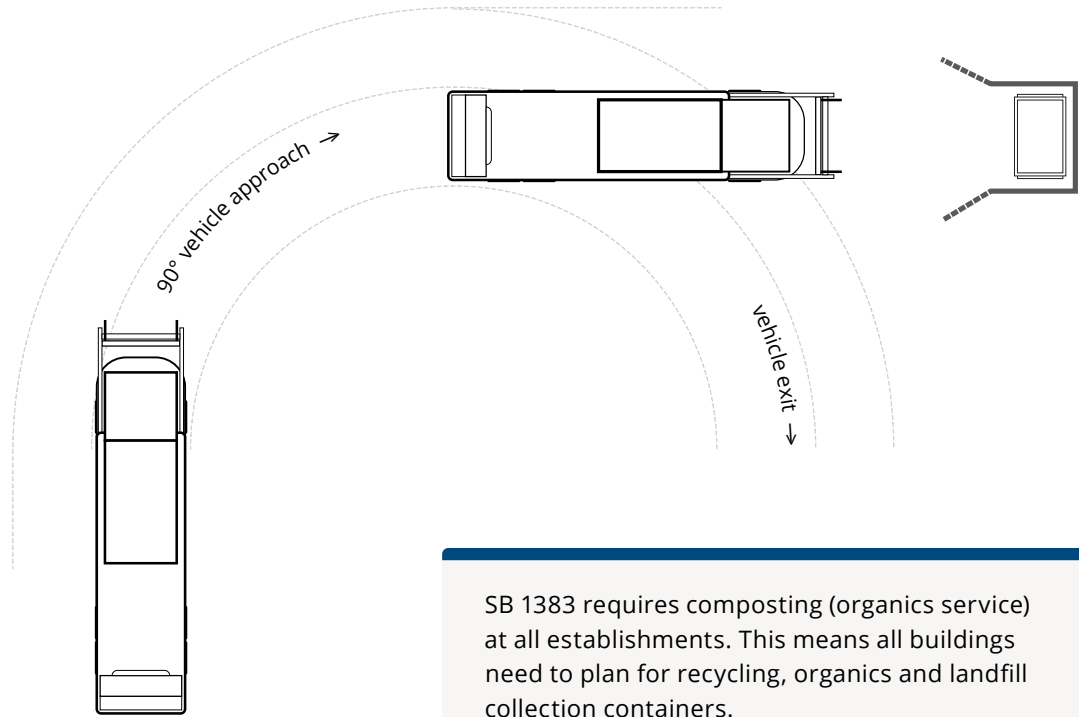
Turning Radius

Truck Length with the Curotto can stowed = 33'

Truck Length with the Curotto can down = 42'

Width = 8' 6"

Front Axle to Middle of the Tandems = 16'



SB 1383 requires composting (organics service) at all establishments. This means all buildings need to plan for recycling, organics and landfill collection containers.

Considerations

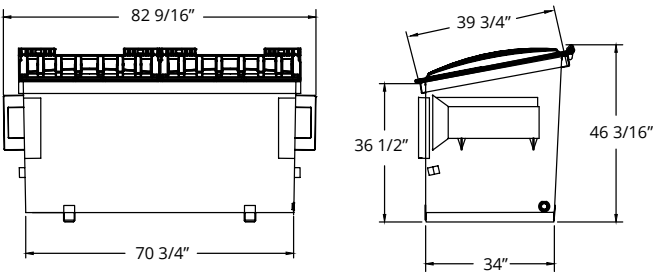
Guidelines

Are there overhead wires, branches, signage, building overhangs?	Truck height with forks extended upward — 18.5 feet. Roll-off truck requires 20 feet of clearance to service a 40 cubic yard bin
Is there space to approach?	Truck length (rear to cab front) — 27.75 feet Truck width — 12 feet
Is there space to maneuver around/away from container(s)?	Truck turning radius — Minimum 75 feet
Are there obstacles that may block the truck or container access (vehicles, plant equipment, gates)?	Ensure that containers will not be blocked on service days. Put appropriate warning decals or No Parking signs / paint striping in front of the enclosure.
Is there traffic in general vicinity? Can driver make a safe entrance/exit?	Consider truck dimensions (above), turnaround points or drive-through access, and traffic patterns.
Will the location of the bins be less than 25 ft from the truck access point?	To avoid potential push/pull fees, the property can hire a day-porter to move containers out before collection day, or find an alternate location to stage the containers that is less than 25 ft from truck access.
Service times	Collection vehicles can service commercial and multi-family accounts as early as 4 a.m. Place information about this in your tenant agreements so everyone is aware there may be early morning noise. Service times may vary throughout the day.
Is the enclosure indoors?	Developer must meet with Republic Services for any consideration of an indoor enclosure. Many factors make servicing containers indoors extremely tricky.
Is there enough space to accommodate trash, recycling and organics containers for everyone at this property?	Refer to the following RecycleSmart web page for additional guidance, tips and recommendations.

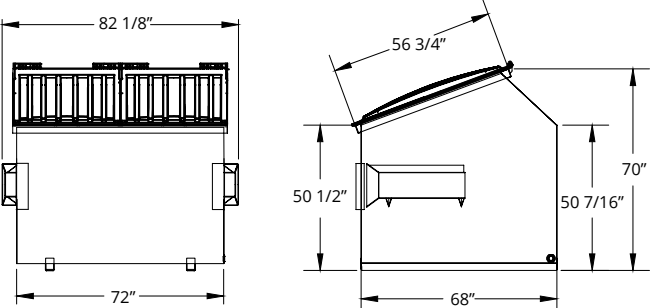
You must consult with your local Republic Services team to review and approve your specific building plans.
Central Contra Costa Republic Services: recyclecoordinators@republicservices.com

Bin Dimensions (Actual dimensions may vary slightly depending on manufacturer.)

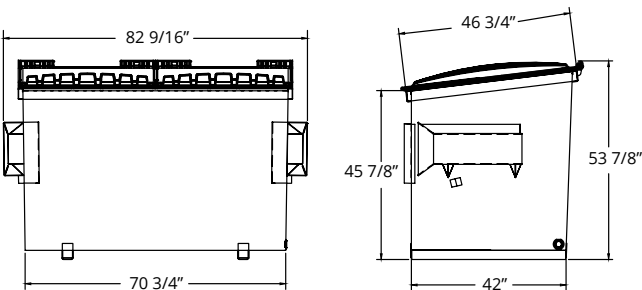
2 Yard Slant Nestable



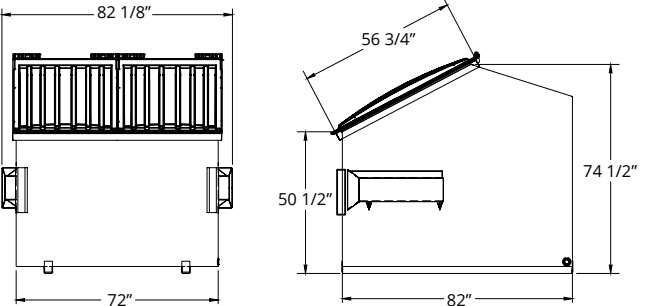
6 Yard Slant



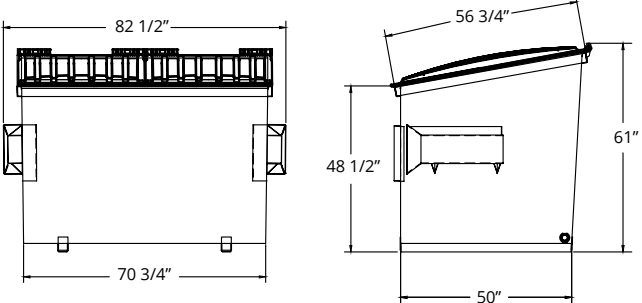
3 Yard Slant Nestable



8 Yard Slant



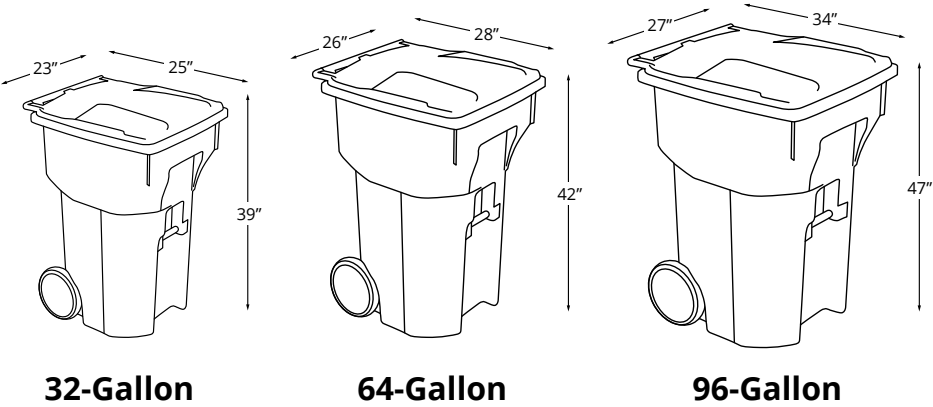
4 Yard Slant Nestable



Note: Wheels add approximately eight (8) inches of height to the bins. Only bins 4 yards and smaller may have wheels.

Cart Dimensions

Size	Height	Width	Depth
32-Gallon	39"	23"	25"
64-Gallon	42"	26"	28"
96-Gallon	47"	27"	34"



ATTACHMENT F

Geotechnical Report per MMC §8.210.050.B.3 (ODS)
and Peer Review

Date: October 30, 2023
Project No.: 1470-1-1

Prepared For: Mr. Jay Kerner
U.S. REALTY PARTNERS, INC.
5743 Corsa Way, Suite 215
Westlake Village, California 91362

Re: Geologic Feasibility Evaluation
Rheem Valley Shopping Center
535 Center Street
Moraga, California

Dear Mr. Kerner:

As requested, this letter presents the results of our geologic feasibility evaluation for the planned improvements at the above referenced project, the location of which is shown on Figure 1. Our services were performed in accordance with our agreement dated October 3, 2023.

The Project

The project site is occupied by the existing Rheem Valley Shopping Center located just west of Moraga Road in Moraga, California. We understand the development boundary does not include the two southernmost buildings or the northwesternmost building. We reviewed recent email correspondence from the Town of Moraga regarding concerns about the stability of the east facing slope that abuts the existing retail buildings. We understand the Town has requested a geologic assessment of the hillside stability.

Based on our discussions with Lowney Architecture, a geologic evaluation was requested to provide an initial assessment of the hillside and potential impacts to the planned improvements. Our review of the development plans dated June 26, 2023 prepared by Lowney Architecture indicate the shopping center improvements will consist of a new one-story grocery retail building and two smaller one-story retail buildings. The grocery building will be located between the 580 Center Street building (CVS) and 558 Center Street. The two new retail tenant buildings will be located in the existing parking lot closer to Moraga Road and would not be impacted by the existing slope area.



Although we did observe and review the conditions of the entire undeveloped slope area, the focus of this evaluation is the location of the planned grocery store relative to the existing undeveloped slope behind the shopping center.

Methods of Evaluation

Reference Review

As part of the evaluation of geologic conditions of the slope to the west of the Rheem Valley Shopping Center (Project), several references were reviewed that include published maps and papers by the US Geological Survey (USGS) and California Geologic Survey (CGS). Geologic hazard maps by the State of California and topographic map coverages by the Town of Moraga were accessed, as were regulatory environmental and geotechnical reports. In addition, a letter proposal with photographs prepared by Engineered Soil Repairs, Inc. documenting some slope distress in 2017 was reviewed. A list of these references is appended to this letter.

Aerial Photograph Review

An additional reference commonly used by engineering geologists are historic aerial photographs taken over a range of dates to identify subtle features not readily seen on the ground. These features include scarps, concave surfaces, topographic expression and seepage indicative of potential landslides. An added benefit of the aerial photos is to document the development history of the site.

For this project, 10 aerial photo sets (either single or stereo-paired) were evaluated that represented aircraft flights between 1928 and 2023. These flights were either commercial or Google Earth imagery and are listed in the Reference section of this letter.

Geologic Reconnaissance

A geologic reconnaissance was conducted by our engineering geologist and geotechnical engineer on October 19, 2023. The purpose was to field check and obtain structural attitudes of bedrock outcrops, observe the properties of exposed geologic earth materials and contacts and to confirm published mapping in the references. The results of the geologic reconnaissance are provided in the accompanying figures of this letter.

Regional Setting

Regional Geology and Geomorphology

The San Francisco Bay Area is recognized by geologists and seismologists as one of the most active seismic regions in the United States. The three major fault zones which pass through the Bay Area in a northwest direction have produced approximately a dozen earthquakes per century strong enough to cause structural damage. The faults causing these earthquakes are part of the San Andreas fault system, a major rift in the earth's crust that extends for at least 450 miles along the California Coast and includes the San Andreas, Hayward and Calaveras faults.

This portion of Contra Costa County has developed geomorphologically from uplift along major northwest trending strike slip faults such as the Hayward Fault to the west and the Calaveras fault to the east. This uplift has caused complex minor faulting, folding and in some cases overturning of beds. Weathering along softer sediments coupled with high rainfall has resulted in incised drainages, swales and slope instability. This instability manifests itself in several

different types of slope movements such as earthflows, debris flows, translation landslides and rockfall.

The vicinity of the project is underlain by bedrock of the Orinda Formation of Pliocene to late Miocene age (map symbol Tor). Early investigators and most recently (Graymer, 2000) describe the surrounding bedrock as the Upper and Lower member of the Mullholland Formation. We have adopted the usage by Dibblee and Minch (2005) of the Orinda Formation (an age-equivalent of the Mullholland Formation) for use in this study.

The valleys have been mapped by Dibblee and Minch (2005) as containing alluvium. Graymer (2000) describes the alluvium as Holocene-age alluvial fan deposits, sourced by deposition from smaller drainage and reworked by larger flowing streams. Structurally, the hillsides in the vicinity of the project are underlain by west to northwest trending synclines and anticlines with both gradational and fault contacts. Beds tend to dip steeply to moderately and are prominently displayed in broad outcrop exposures.

In general, the site is located in the Rheem Valley area of Moraga. Rheem Valley is one of three narrow alluvial-filled tributary drainages that flow south towards San Leandro Reservoir. Topography within Rheem Valley ranges from about Elevation 575 feet above mean sea level (msl) at the valley floor to roughly Elevation 1194 feet at St. Mary's peak to the east and Mullholland Hill (Elevation 1157 feet) to the west. Residential neighborhoods occupy both flat areas and hillsides, with undeveloped slopes covered in grasses, shrubs and oak woodland.

Site Background

Site Development History

Prior to 1959, the undeveloped project site was bounded by Moraga Road to the east and a steep, undeveloped slope to the west. Bisecting the site was Laguna Creek, a south flowing stream that was surrounded by flat agricultural land containing mostly orchards and grazing land. Aerial photography from 1965 shows the northern portion of the shopping center (from 518 Center Street north to Park Street) developed with the southern portion of the site remaining undeveloped. At some point Laguna Creek was straightened and put into a large 98-inch culvert (Tetra Tech, 2021) adjacent to Center Street. The alignment of the existing concrete v-ditch on the western slope is shown in the 1965 photograph. Grading for the future residential ridgetop homes along Ascot Drive was underway.

Photographs from 1980 still show the southern portion of the shopping center undeveloped. Sometime after 1980, it appears that the toe of the slope adjacent to the southern portion of the shopping center (near the subject building redevelopment) may have been cut back to allow development. By the 1993 aerial photography, the Rheem Valley Shopping Center was fully built out. Additional v-ditches were added, and some emergency treatment of slope erosion was evident at the northern end of the site.

Site Conditions

Current Conditions

The project site is elongated in shape and is bordered by an existing undeveloped slope to the west, Moraga Road to the east, Rheem Boulevard to the north, and residential development and

Ascot Drive to the south. Center Street passes just east of the existing main shopping center buildings (within the shopping center parking lot). Rheem Valley Shopping Center was constructed relatively flat, with site grades ranging from about Elevation 595 to 590 feet. The undeveloped hillside to the west has grades ranging from approximately Elevation 700 to 790 feet at the top to approximately Elevation 595 to 600 feet at the base of slope or the short retaining wall constructed at the base of the slope.

Slope inclinations are considered moderate (4:1 horizontal:vertical) at the south end of the project, steep (2:1) along the side flanks of swales, to very steep (1:1 to 0.5:1) on the cut slope faces. Concrete-lined v-ditches have been constructed along cut benches and near the upper portions of some slopes to catch runoff and divert surface runoff to drainage facilities (as shown on Figure 3). Loose soil debris (talus) from continued erosion and smaller slides and slumps have covered portions of the ditches. Existing v-ditches are undermined in a few locations due to soil loss and erosion of weaker bedrock layers. The v-ditch near the northern end of the development has partially collapsed near the existing plastic-covered slide area. Temporary HDPE piping was observed on the slope in this area to collect some runoff. Seepage was not observed on the slope; however, the reconnaissance was conducted during the driest part of the year. We observed a CMP storm drain pipe on the slope, as shown on Figure 3, below a stacked concrete head wall. The flat area below the headwall was covered with soil and no inlet was observed.

Site Geology

The east-facing slope is covered with a veneer of surficial soil that ranges from a silty sand with gravel to a sandy silt with clay, associated with the weathering of the underlying bedrock and are termed residual soil. Thicker deposits of soil, referred to as colluvium or slope wash, (shown as map symbol Qc on Figure 3) tend to accumulate on slopes. The colluvium typically accumulates within swales (estimated at 5 or more feet) and is generally less than 1 foot on the ridge tops and steep slopes.

Bedrock outcrops are prominent along the east facing slopes, primarily opposite the 504 to 595 Center Street buildings. Smaller outcrops were noted in the head of drainage opposite 422 Center Street. Between these two areas, landslide scarps expose some weak rock. The bedrock consists of interbedded sandstone, siltstone and conglomerate of the Orinda Formation (map symbol Tor). The sandstone is locally cemented and contains rounded pebbles which accounts for its generally hard and strong characteristics. Behind the planned building area, the bedrock strikes northwest-southeast and dips southwest at approximately 50 to 68 degrees.

Slope Stability

Assessment of Slope Stability

Landsliding is more commonly found in areas of high relief and steep slopes. Landslides occur when the strength of the underlying earth materials to resist movement are exceeded by the load of surficial materials or are disturbed by grading, water or both. Geomorphic expression of concavity of slopes, accumulation of thick colluvium, seepage and scarps are indicative of former or current landslides. For slopes underlain by shallow sedimentary bedrock such as sandstone, siltstone or shale, the angle of bedding can be a critical element in slope stability.

Active landslide deposits (map symbol QIs) are concentrated in northeast and east facing swales and are shown with solid black boundaries on the Site Geologic Map, Figure 3. The deposits where accessible contain soil, rock and erosion control debris. Inactive or older landslide escarpments are shown as dashed pink lines around active landslide masses or where older landslides have moved out of the concave topographic features. These represent the boundaries of older landslide deposits or where there is a significant break in slope.

West of the planned grocery store building, the bedrock cut slope has experienced smaller, narrow erosional or shallow slump-type slides that appear to be controlled by bedding and bedrock hardness. Weaker claystone or siltstone interbeds have eroded more rapidly than adjacent sandstone beds. As previously discussed, eroded materials have accumulated as talus on the existing drainage bench and on the slope just below the lower drainage bench. A cross section depicting the existing slope and mapped subsurface conditions is presented on the Conceptual Geologic Cross Section A-A', Figure 4.

Conclusions

Based on our evaluation of the references reviewed, observed site conditions and our professional judgement, the proposed distance between the rear wall of the new grocery building relative to the existing slope would be acceptable from a geotechnical and geologic viewpoint. The following presents a summary of the site conditions with respect to slope stability.

Southern Slope Area

- The potential for larger or deep-seated slope movement behind the planned grocery building is considered low. Therefore, the proposed building location, as currently shown on the plans prepared by Lowney Architecture dated October 26, 2023, between the existing retaining wall and the planned building is acceptable from a geotechnical and geologic viewpoint.
- The existing retaining wall behind the shopping center buildings does not exhibit any tilting or distress indicative of slope movement.
- The existing drainage benches behind the planned grocery building should be maintained prior to completion of new construction, including clearing soil debris from existing concrete-lined v-ditches. Localized v-ditch repair should also be performed to mitigate undermined concrete ditches. In addition, existing storm drain inlets should be checked to insure they are clear of debris or sediment.

Northern Slope Area

As discussed, we observed several areas on the northern half of the slope area where existing landslides or slope instability were present. These areas appear to be subject to periodic movement following prolonged heavy rains and, when necessary, appear to have been maintained by occasionally clearing wet soil near the toe of the existing slope and covering eroded or unstable soil areas with plastic to reduce rain infiltration. Prior to future development adjacent to the northern area, we recommend that site-specific geotechnical and geologic studies be performed to further identify potential impacts to future improvements and develop mitigation recommendation on an as-needed basis.

Closure

We hope this provides the information you need at this time. The opinions presented in this letter have been prepared for the sole use of U.S. Realty Partners, Inc. specifically for the planned improvements to the Rheem Valley Shopping Center in Moraga, California. Our professional services were performed, our findings obtained, and our recommendations prepared in accordance with generally accepted geotechnical engineering principles and practices at this time and location. No warranties are either expressed or implied.

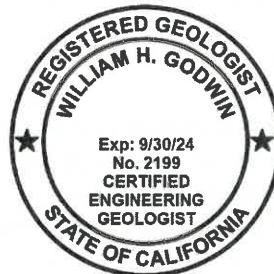
If you have any questions or need any additional information from us, please call and we will be glad to discuss them with you.

Sincerely,

Cornerstone Earth Group, Inc.



William H. Godwin, C.E.G.
Senior Engineering Geologist



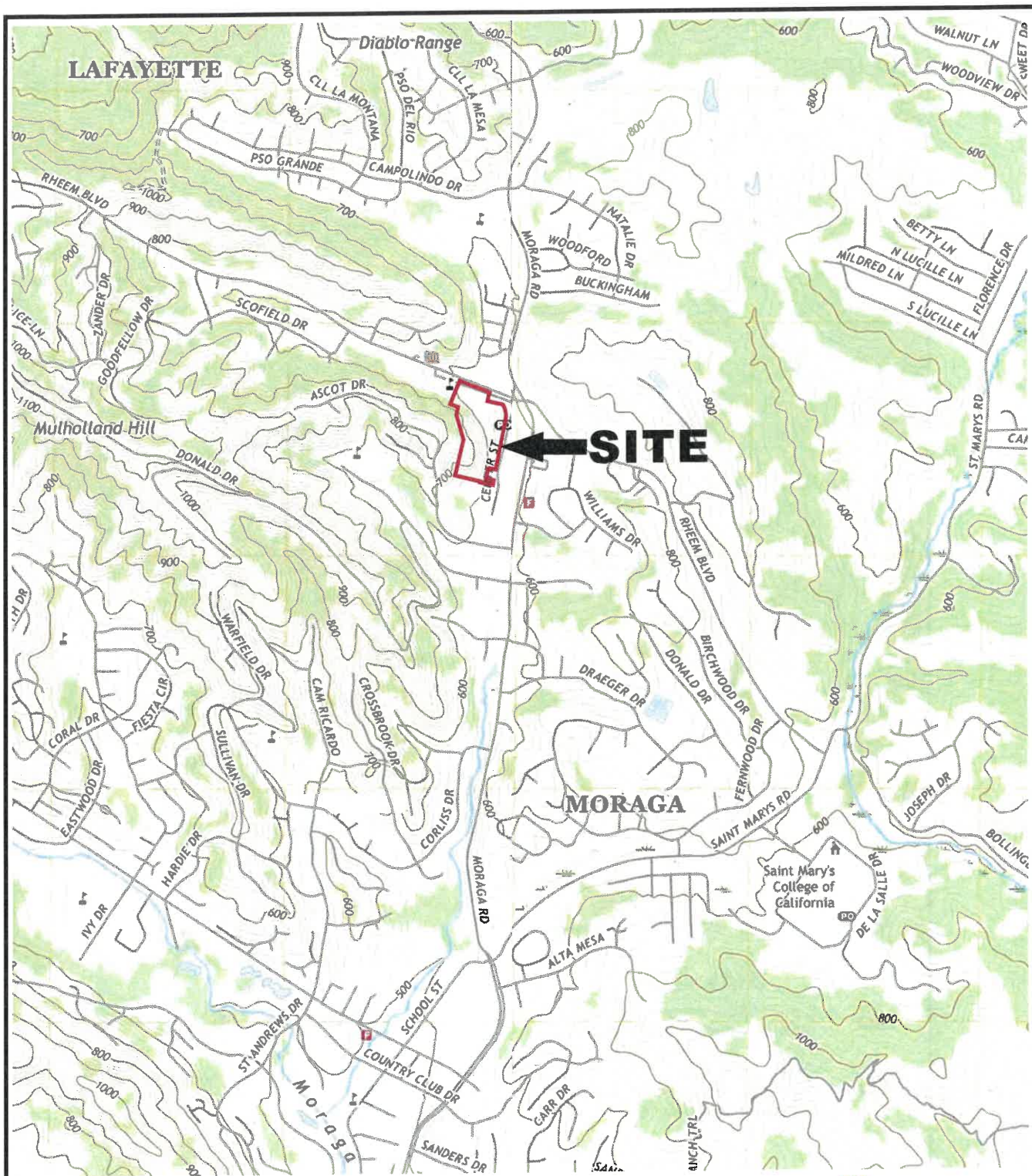
John R. Dye, P.E., G.E.
Senior Principal Engineer



JRD:WHG

Attachments: Figure 1 – Vicinity Map
Figure 2 – Regional Geologic Map
Figure 3 – Site Geologic Map
Figure 4 – Conceptual Geologic Cross Section A-A'

Copies: Addressee, Lowney Architecture (PDF by email)



0 2000 4000

APPROXIMATE SCALE (FEET)

Base: USGS, Oakland East 7.5-Minute Quadrangle, California, 2021, and
USGS, Las Trampas Ridge 7.5-Minute Quadrangle, California, 2021



**CORNERSTONE
EARTH GROUP**

Vicinity Map

**Rheem Valley Shopping Center
535 Center Street
Moraga, CA**

Project Number

1470-1-1

Figure Number

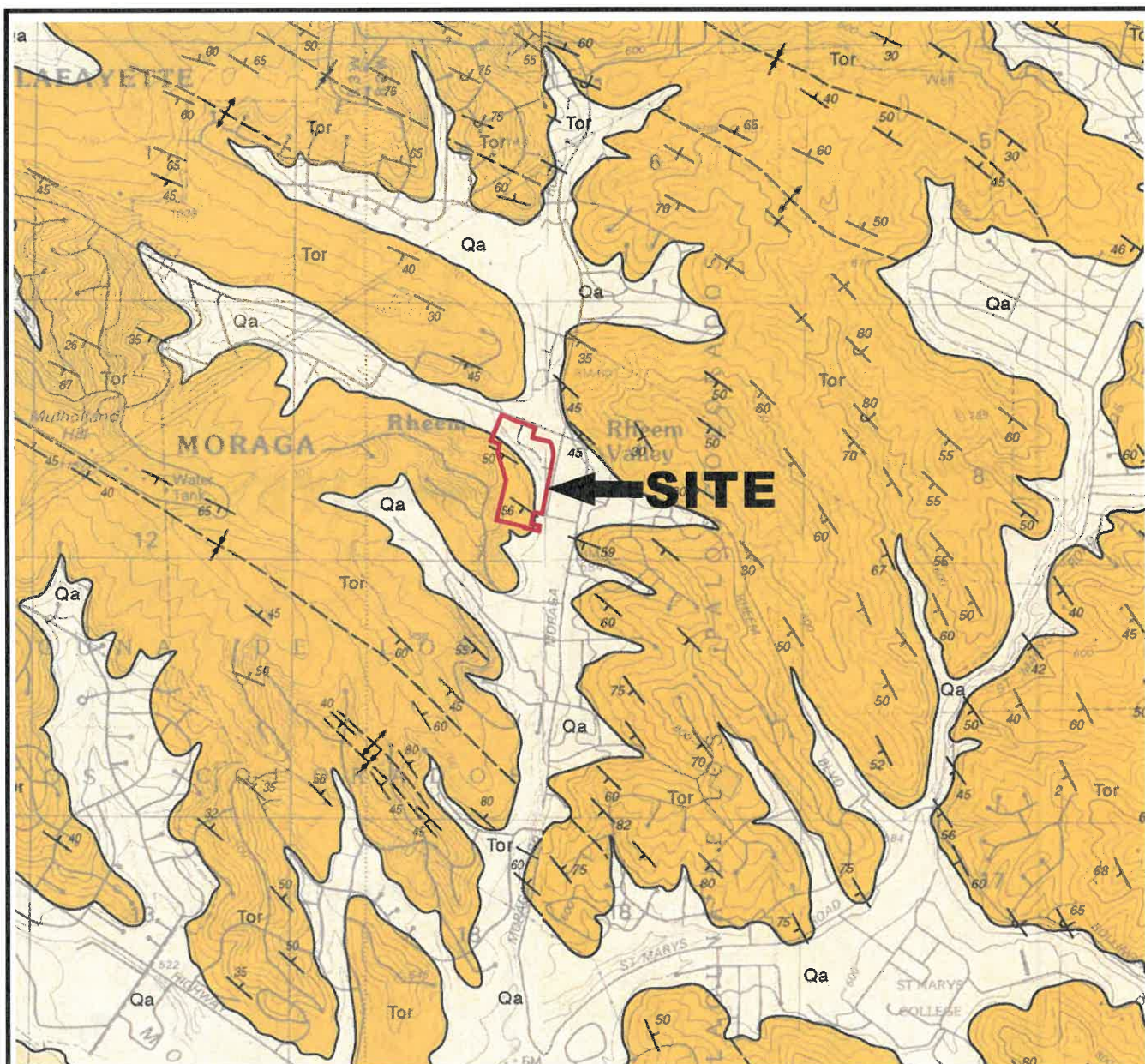
Figure 1

Date

October 2023

Drawn By

RRN



Geologic Units

- Qa** Surficial Sediments,
Alluvial gravel, sand and clay.
- Tor** Ordina Formation,
Terrestrial pebble conglomerate,
sandstone and claystone.

Symbols

- Contact - dashed where approximate,
dotted where concealed
- $\frac{32}{\diagup}$ Strike and dip of sedimentary rocks
- † — Anticline folds
- † — Syncline folds



APPROXIMATE SCALE (FEET)

Base: Geologic Map of the Oakland East Quadrangle, Contra Costa & Alameda Counties, California, by Dibblee, Jr., 2005, and
Geologic Map of the Las Trampas Ridge Quadrangle, Contra Costa & Alameda Counties, California, by Dibblee, Jr., 2005



Regional Geologic Map

Rheem Valley Shopping Center
535 Center Street
Moraga, CA

Project Number

1470-1-1

Figure Number

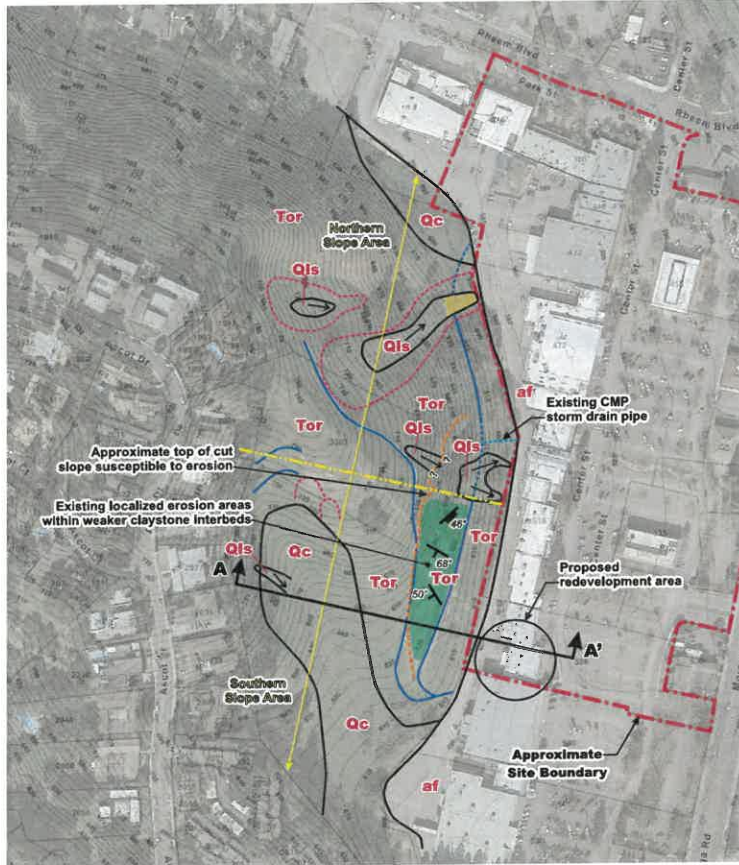
Figure 2

Date

October 2023

Drawn By

RRN



Explanation

Geologic Symbols

- Approximate location of geologic contact, queried where uncertain
- Approximate location of outline of older slide or escarpment
- Approximate location of v-ditch, dashed where buried or removed
- Approximate location of active landslide
- Approximate location of bedding attitude
- Approximate location of joint attitude
- Existing plastic tarp cover debris flow area
- Approximate location of geologic cross-section (Schematic)

Geologic Units

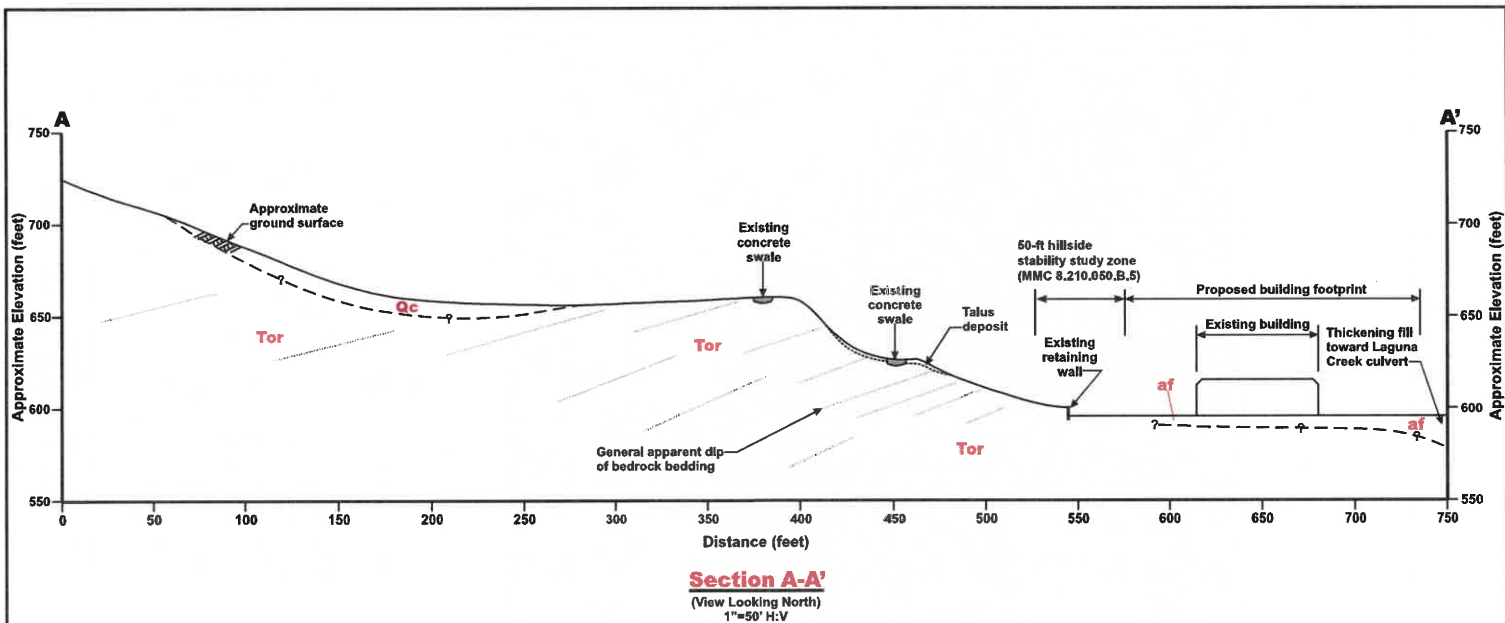
- af** Artificial fill
- Qls** Landslide (may extend under fill)
- Qc** Colluvium or slope wash
- Tor** Orinda Formation, interbedded claystone, siltstone, sandstone, and conglomerate



0 200 400
APPROXIMATE SCALE (FEET)

Base by Google Earth, dated 02/11/2022
Topographic overlay from Town of Moraga: Parcel Look-Up & Layer Viewer.
<https://moragatown.maps.arcgis.com/>

Project Number	1470-1-1
Figure Number	Figure 3
Date	October 2023
Drawn By	RRN
Site Geologic Map	Rheem Valley Shopping Center 535 Center Street Moraga, CA
CORNERSTONE EARTH GROUP	



Explanation

Geologic Units

- af** Artificial fill
- Qc** Colluvium or slope wash
- Tor** Orinda Formation, interbedded claystone, siltstone, sandstone, and conglomerate

Geologic Symbols

- ?— Approximate location of geologic contact, queried where uncertain

- Notes:
- 1) Ground surface elevations are approximate based on Town of Moraga GIS overlay, Google Earth information, and site observations.
 - 2) See Figure 3 for location of cross section.



Conceptual Geologic Cross Section A-A'

Rheem Valley Shopping Center
535 Center Street
Moraga, CA

Project Number	1470-1-1
Figure Number	Figure 4
Date	October 2023
Drawn By	RRN



December 5, 2023

Mr. Brian Horn | Senior Planner
Town of Moraga Planning Department
329 Rheem Boulevard
Moraga, California 94556

Subject: **Peer Review**
Rheem Valley Shopping Center
535 Center Street, Moraga, California 94563
Atlas Project No. 91-64942-F

Dear Mr. Horn:

As requested by the Town of Moraga (Town), **Atlas Technical Consultants (Atlas)** has reviewed the geotechnical and engineering geology aspects of the submitted document for the evaluation of site slopes ascending behind the Rheem Valley Shopping Center located southwest of the intersection of Rheem Boulevard and Moraga Road in Moraga, California. Our review included the following scope of work:

- Review of a report titled, "Geologic Feasibility Evaluation, Rheem Valley Shopping Center, 535 Center Street, Moraga, California," prepared by Cornerstone Earth Group (Cornerstone), dated October 30, 2023.
- A review of readily available published geotechnical and geologic information relevant to the proposed remediation area.
- Site reconnaissance by a registered geotechnical engineer on November 9, 2023.
- Preparation of this peer review letter.

PROJECT SUMMARY

Based on our discussions and our review of the submitted document, we understand that the project applicant is proposing reconstruction and expansion of a part of the existing Rheem Valley Shopping Center for a proposed new supermarket. The project will consist of the reconstruction and enlargement of the existing grocery store building space occupying several connected building spaces between the existing CVS Store at 580 Center Street and the building with given address of 558 Center Street. This reconstruction project will also require the rearward expansion of the new supermarket building into the existing paved parking and delivery area behind the existing shopping center buildings.

We understand that the Town specifically requests our review of the submitted report in order to ascertain if their conclusions and recommendations regarding the future stability of the slope are reasonable, and as a result, whether to grant the applicant's requested variance to the specific town setback distance requirement and thereby allow construction of the project as proposed. The specific setback requirement is as follows:

Distance from Slopes. *Buildings must be located at least 50 (fifty) feet from the toe of any slope that exceeds 100 (one hundred) feet in vertical elevation where the average predevelopment slope within this area is 20% or greater within the 100 (one hundred) feet of elevation change. This distance may be reduced with documentation by an engineering geology report prepared by the applicant confirming that*

the stability of the soil can be ensured by engineering and geotechnical means reasonably available to the applicant, subject to peer review and approval of the Town Engineer.”

REVIEW OF INFORMATION AND SITE RECONNAISSANCE

The submitted Cornerstone report was prepared by their Certified Engineering Geologist (CEG), Mr. William Godwin, and his scope of work included review of pertinent published maps and papers, other available references, historical aerial photograph review, and a geologic reconnaissance to observe current slope features, bedding outcrops and attitudes, and confirm published mapping and add additional site-specific map features, as applicable. The results of his reference and field study are presented as Figure 3, *Site Geologic Map*, and Figure 4, *Conceptual Geologic Cross Section A-A'* in the Cornerstone report.

Our geotechnical engineer visited the project site to view current site and slope conditions on November 9, 2023. The surface conditions encountered at the site were essentially consistent with the conditions represented in the Cornerstone report and available published data. The project site is the existing Rheem Valley Shopping Center at the aforementioned buildings to be remodeled and expanded, located within the southern half of the shopping center between the existing CVS and Dollar Tree stores. An existing paved delivery access area is located on the rear, western side of the store buildings, where an ascending slope on the order of 150 feet high (per Google Earth elevations) behind the proposed new supermarket building will be located. The setback between the existing buildings and the toe of the slope is on the order of 40 to 45 feet at its closest point.

Per the Cornerstone report, the portion of slope behind the proposed redevelopment consists of a cut slope with steep inclinations (i.e., 0.5:1 to 1:1 horizontal to vertical) and upslope natural slopes typically on the order of 4:1 in slope inclination. The cut slope has benches with concrete drainage ditches to intercept surface drainage down the slope. Between buildings with store addresses of 504 and 595 Center Street (includes proposed development area), bedrock outcroppings were prominently visible, with rock consisting of interbedded sandstone, siltstone and claystone of the Orinda Formation. Bedrock was observed to strike northwest to southeast and dip approximately 50 to 68 degrees toward the southwest, or into the existing hill slope. Some minor shallow slope sloughing was observed by Cornerstone where some earth materials have accumulated at isolated spots on the drainage benches or on the slope.

The Cornerstone CEG concluded that the proposed setback distance between the rear wall of the new grocery building relative to the existing slope would be acceptable from a geotechnical and geologic viewpoint. The CEG concluded that the potential for future deep seated landslide movement of the slope behind the new grocery store is low, and the existing retaining wall at the toe of the slope behind the project site shows no sign of distress indicative of slope movement. The CEG recommended that the existing drainage ditches on the slope be maintained to clear any collected soil debris and any local damage repaired prior to construction.

CONCLUSIONS

Based on our review of the project document and our site reconnaissance, it is our opinion the Cornerstone report field observations as well as conclusions pertaining to future slope stability from a geotechnical and engineering geology standpoint are reasonable and consistent with geotechnical and engineering geology principles and practice, and specifically that their conclusion regarding the future stability of the combination natural and cut slope behind the proposed building expansion appear to be reasonable. Therefore, in our opinion, we recommend that the Town grant the requested variance to the town setback distance requirement and allow construction of the project as proposed. We might add that

a specific condition of approval could be for the applicant to continually maintain the slope drainage system after the completion of construction and furnish evidence to such effect should the Town request it in the future.

Our role as a third-party reviewer has been solely to provide technical advice to assist the Town of Moraga in its discretionary permit decisions, and we are afforded the same protection under law. Our services are limited to the review of the document described; a visual review of the property; and developing a professional engineering opinion as to the adequacy of the study and its conclusions, and conformance to local and current geotechnical and engineering geology principles and practice. Our conclusions are limited to the portion of the study addressing slope conditions directly behind the proposed store expansion and does not include other portions of the slope behind the shopping center. We cannot confirm the accuracy of the information provided by others, nor do we bear any responsibility for their conclusions and design recommendations. In addition, we have no control over design or construction on the subject property and make no representations regarding its future condition.

Atlas appreciates this opportunity to be of continuing service to the Town of Moraga. The opinions presented in this letter were prepared in accordance with generally accepted, local and current geotechnical engineering principles and practices. Should you have any questions or require additional information, please contact me at corey.dare@oneatlas.com.

Sincerely,

ATLAS TECHNICAL CONSULTANTS LLC



Corey T. Dare, PE, GE
Principal Geotechnical Engineer



Distribution: PDF to Addressee; BHorn@Moraga.ca.us

CTD:pmf

ATTACHMENT G

Project Plans

PLANNING RESUBMITTAL/DESIGN REVIEW

SUBMITTED OCTOBER 28, 2023/UPDATED NOVEMBER 21, 2023 (L SHEETS UPDATED NOV.30)



RHEEM VALLEY SHOPPING CENTER

580 MORAGA ROAD, CA 94556

PROJECT INFORMATION	
ZONING CODE ANALYSIS	
BUILDING ADDRESS	430 MORAGA ROAD 536 MORAGA ROAD 580 MORAGA ROAD
NUMBER OF STORIES	1
ALLOWABLE AREA	NOT LIMITED BY AREA
PROPOSED BUILDING AREA	15,941 (APPROXIMATE)
ALLOWABLE HEIGHT	35' OR (2) TWO-STORIES
PROPOSED HEIGHT	SEE PLANS (DOES NOT EXCEED HEIGHT LIMIT)
BUILDING CODE INFORMATION	
CONSTRUCTION TYPE	TYPE VB
SPRINKLER TYPE	YES, FULLY SPRINKLERED NFPA13
OCCUPANCY CLASSIFICATION	M - GROCERY, B - "PAD" BUILDINGS
ZONING INFORMATION	
ASSESSOR'S PARCEL #	255-150-019 255-160-035 255-160-040
ZONING DISTRICT	CC - COMMUNITY COMMERCIAL
LOT SIZE	612,842 sqft (14.0 acres) - PROJECT SITE PLAN AREA IS ONLY A PORTION
OVERLAY ZONE(S)	NONE
PROPOSED USE	RETAIL
LANDSCAPE LOT COVERAGE	11% (est)
NET NEW BUILDING AREA	16,000 SQFT (APPROXIMATE, INCLUDES REDUCTION DUE TO...
PROPOSED GROCERY AREA	(SEE PLANS)
OTHER BUILDING AREAS TO REMAIN, NOT A PART OF THE PROPOSED PROJECT	128,072 (APPROXIMATE BUILDING AREA)
PROPOSED TENANT AREA	
OCCUPANT TYPE	GROCERY AND GENERAL RETAIL SALES
FAR	0.24 (ESTIMATE)
OPEN SPACE	N/A
FRONT, SIDE AND REAR SETBACK	(SEE PLANS)
EXISTING BUILDING	
AREA OF BUILDING TO BE DEMOLISHED	<u>11,167 SQFT</u>
NEW BUILDING AREA TOTALS*	
NEW IN-LINE GROCERY SUITE 572	17,404 SF
NEW IN-LINE SUITE 564	1,521 SF
PAD BUILDING A, SUITE 600	4,500 SF
PAD BUILDING B, SUITE 450	2,152 SF
	26,477 SF
* TOTAL AREA SHOWN DOES NOT INCLUDE DEMOLISHED BUILDING AREA	
OTHER ZONING REGULATIONS	
MAXIMUM LOT AREA0	10,000 SF
MINIMUM LOT WIDTH	100'
FRONT YARD SETBACK	50' (25' SCENIC SETBACK)
EXTERIOR SIDE YARD SETBACK	50'
SIDE YARD SETBACK	NONE
REAR YARD SETBACK	NONE



ALTA SURVEY INFORMATION

Lands owned by 'Rheem Valley Property Owner, L.P.'

	AREA	ACRE
Tract 1: Parcel One (hillside)	745,720 SF	17.119
Tract 1: Parcel Two (hillside)	2,577 SF	0.059
Tract 1: Parcel Three (Rheem Blvd facing retail)	252,898 SF	5.806
Tract 1: Parcel Four (Party wall agreement w/in P6)		
Tract 1: Parcel Five (Demo area & new grocery)	75,861 SF	1.742
Tract 1: Parcel Six (Moraga Rd facing retail)	359,773 SF	8.263
Tract 1: Parcel Seven - Easement NAP		
Tract 1: Parcel Eight (Party wall agreement w/in P6)		
Tract 1: Parcel Nine & Ten (Common Area Blanket)		
Tract 2: Parcel One (CSV etc.)	96,207 SF	2.209
Tract 2: Parcel Two (behind CSV)	4,369 SF	0.1
Totals	1,537,405 SF	35.298

IMPERVIOUS AREA

Total disturbed area - 83,931 sf.
Existing impervious area - 66,365 sq.
Proposed impervious area - 63,364 sf.
Difference - -3,001 sf.

DRAWING INDEX

GENERAL	
G0.0	COVER SHEET
G0.1	ZONING ANALYSIS, CODE ANALYSIS + VINCITY MAP
G0.2	PROJECT LOCATION PLAN
G0.3	3D VIEWS
CIVIL	
C-2.1	HORIZONTAL CONTROL PLAN
C-2.2	HORIZONTAL CONTROL PLAN
C-2.3	HORIZONTAL CONTROL PLAN
C-3.1	PRELIMINARY GRADING PLAN
C-3.2	PRELIMINARY GRADING PLAN
C-3.3	PRELIMINARY GRADING PLAN
C-4.1	STORMWATER CONTROL PLAN
T1	TOPOGRAPHIC SURVEY
T2	TOPOGRAPHIC SURVEY
T3	TOPOGRAPHIC SURVEY
LANDSCAPE	
LC1.0	PRELIMINARY LANDSCAPE PLAN
LC1.1	PRELIMINARY LANDSCAPE PLAN
LC1.2	LANDSCAPE PLANT IMAGES
LC2.0	LANDSCAPE HYDROZONE PLAN
LC2.1	PRELIMINARY IRRIGATION PLAN
ARCHITECTURAL	
A0.1	EXISTING CONDITIONS
A0.2	EXISTING CONDITIONS
A0.3	EXISTING CONDITIONS
A0.4	EXISTING SITE PLAN
A0.5	PROPOSED SITE PLAN
A1.0	ENLARGED SITE PLAN A
A1.1	GROCERY GROUND FLOOR
A1.2	GROCERY ROOF PLAN
A1.5	GROCERY ELEVATIONS
A1.6	GROCERY SECTIONS
A2.0	ENLARGED PLAN - BUILDING A TENANT
A2.2	ROOF PLAN - BUILDING A
A2.3	BUILDING ELEVATIONS - BUILDING A
A2.4	SECTION - PAD BUILDINGS
A3.0	ENLARGED PLAN - BUILDING B TENANT
A3.1	ROOF PLAN - BUILDING B
A3.2	BUILDING ELEVATIONS - BUILDING B
SHEET TOTAL: 36	

PROJECT DESCRIPTION

THE GOAL OF THE PROPOSED PROJECT IS TO INTRODUCE NEW ENERGY INTO THE EXISTING RHEEM VALLEY CENTER BY LIMITED REMOVAL OF EXISTING OLD CONSTRUCTION, REPLACING WITH NEW ONE-STORY STRUCTURES THAT BETTER SUPPORT GROCERY AND FOOD SERVICE USES. INCLUDED IN THE PROJECT SCOPE ARE NEW "PAD" BUILDINGS LIMITED IMPROVEMENTS OF THE INTERIOR PARKING, LANDSCAPING AND DRIVE-AISLES. AREAS FOR DEDCIATED AND GENERAL USE OUTDOOR SEATING WILL BE INCLUDED ALTHOUGH THE LANDLORD AND TENANTS MAY RESERVE THE RIGHT TO RESTRICT OR REMOVE SEATING DURING CERTAIN HOURS

THE SALE OF BEER, WINE, AND DISTILLED SPIRITS FOR OFF-SITE CONSUMPTION WILL BE ANCILLARY TO THE TYPICAL GROCERY STORE SALES AT A NEW (APPROXIMATE) 18,000 SQUARE FOOT GROCERY STORE.

PROJECT SIGNAGE

SIGNS ARE FOR ILLUSTRATIVE PURPOSES ONLY, NOT PART OF THIS PROPOSAL, AND WILL BE UNDER A SEPARATE PERMIT

GLAZING AREA

CITY OF MORAGA : SECTION 8.210.070 D

PARKING

CODE : MORAGA MUNICIPAL CODE SECTION 8.76.080

REQUIRED VEHICULAR PARKING (1 PER 250 SQFT GROSS)	580 STALLS
PARKING LOSS DUE TO NEW CONSTRUCTION	
LOSS AT PAD BUILDING A	(-30)
LOSS AT IN-LINE GROCERY	(-30)
LOSS AT PAD BUILDING B	(-15)
TOTAL RESULTANT PARKING	967
ADA PARKING	(44)
EV ADA VAN	(1)
EV ADA STANDARD	(1)
EV (ALL OTHER)	(10)
STANDARD PARKING (ALL OTHER)	(911)
REQUIRED BIKE PARKING (1 PER 5,000 SQFT NON-RESIDENTIAL AREA)	(3) STALLS
PROPOSED BIKE PARKING (SEE PLANS)	(8) STALLS
EXISTING TOTAL STALLS	1,065
ADA	(41)
STANDARD PARKING	(1,001)

PROJECT DIRECTORY

OWNER:

U.S. REALTY PARTNERS, Inc.
5743 Corsa Avenue, Suite 215
Westlake Village, CA 91362
ATTN: JAY KERNER
jkerner@usrpartners.com

ARCHITECT:

LOWNEY ARCHITECTURE
360 17th Street, Suite 200
Oakland, CA 94612
ATTN: Eric Price
eric@lowneyarch.com
510.836.5400

CIVIL ENGINEER:

AMS
801 Ygnacio Valley Road, Suite 220
Walnut Creek, CA 94596
ATTN: Al Shaghaghi
al@amsassociates.us
925.943.2777

LANDSCAPE ARCHITECT:

GREEN DESIGN
1464 Popinjay Drive
Reno Nevada 89509
ATTN: Barbara Hatch
bhatch00@charter.net
(775) 829-1364





VIEW FROM MAIN VEHICULAR ENTRY



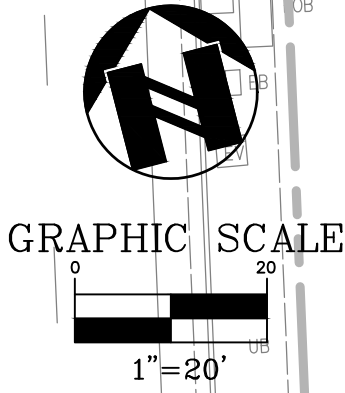
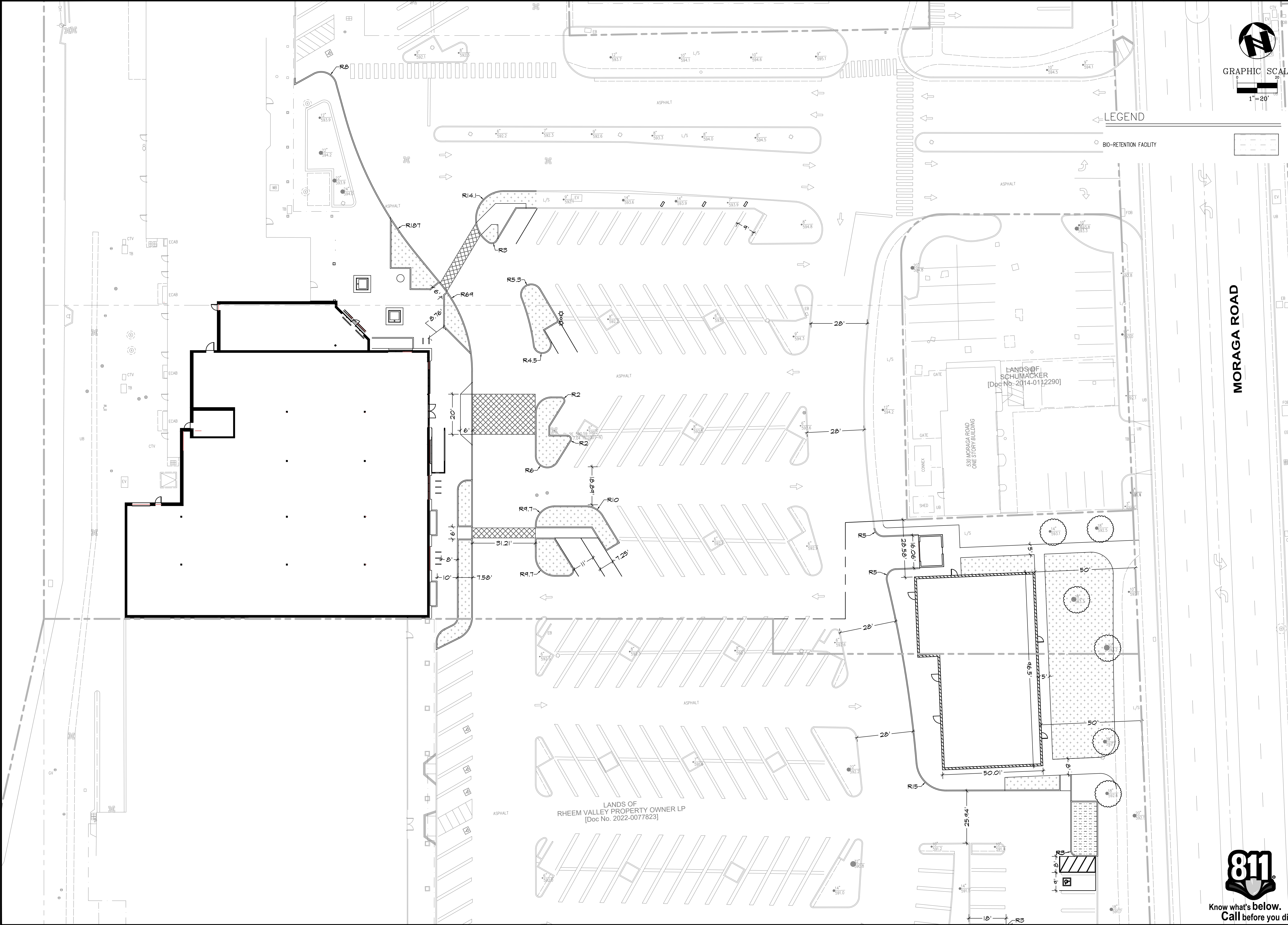
AERIAL OF PROJECT AREA



VIEW FROM THE SOUTH



PEDESTRIAN VIEW OF PLAZA AREA



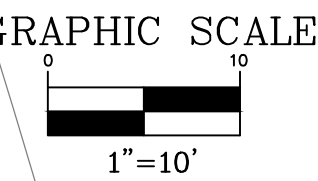
LEGEND

BIO-RETENTION FACILITY

MORAGA ROAD



SHEET		PROJECT		DESCRIPTION	
C-2.1	OF	HORIZONTAL CONTROL PLAN RHEEM VALLEY SHOPPING CENTER			
PROJECT		MORAGA		CONTRA COSTA COUNTY	
17-2345		580 MORAGA ROAD		CALIFORNIA	
		MORAGA		CONTRA COSTA COUNTY	
		580 MORAGA ROAD		CALIFORNIA	
		RHEEM VALLEY SHOPPING CENTER			
		SUITE 200			
		801 YONACIO VALLEY ROAD			
		925-943-2777			
		925-943-2777			
		FAX 925-943-2778			
		associates, inc.			
		PLANNING			
		ENGINEERING			
		SURVEYING			



BIO-RETENTION FACILITY

NOTES:

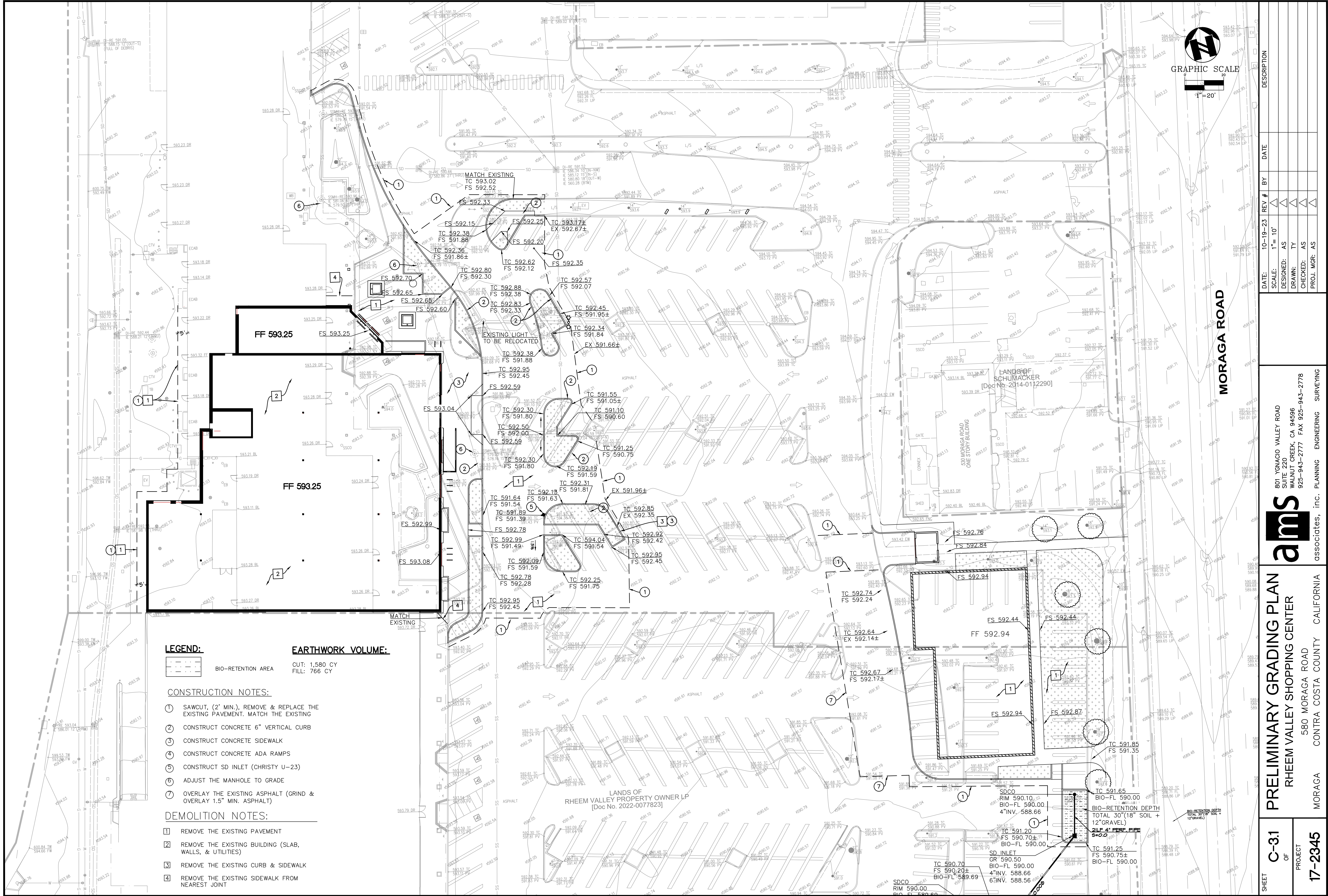
- ① SAWCUT, REMOVE & REPLACE THE EXISTING PAVEMENT, MATCH THE EXISTING

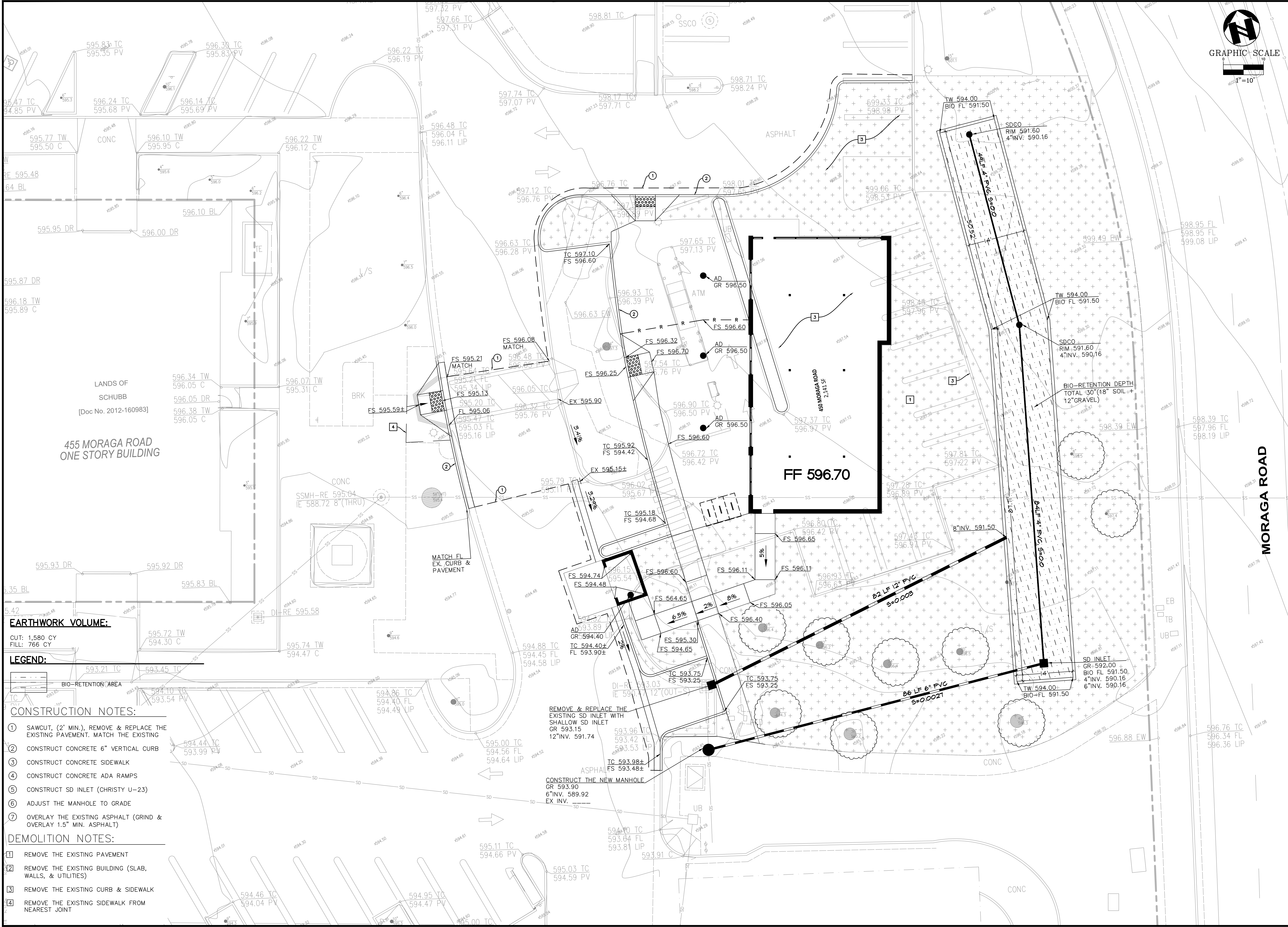
MORAGA ROAD



Know what's below.
Call before you dig

SHEET	C-23		HORIZONTAL CONTROL PLAN OF RHEEM VALLEY SHOPPING CENTER 580 MORAGA ROAD CONTRA COSTA COUNTY CALIFORNIA	ams associates, inc. PLANNING ENGINEERING SURVEYING	801 YGNACIO VALLEY ROAD SUITE 200 WALNUT CREEK, CA 94596 925-943-2777 FAX 925-943-2778	DATE: 10-19-23	REV #	BY	DESCRIPTION
	PROJECT								
17-2345						SCALE: 1"= 10'			
						DESIGNED: AS	△		
						DRAWN: TY	△		
						CHECKED: AS	△		
						PROJ. MGR: AS	△		





EARTHWORK VOLUME:

CUT: 1,580 CY
FILL: 766 CY

LEGEND:

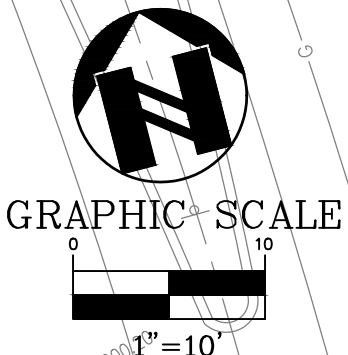
--- BIO-RETENTION AREA

CONSTRUCTION NOTES:

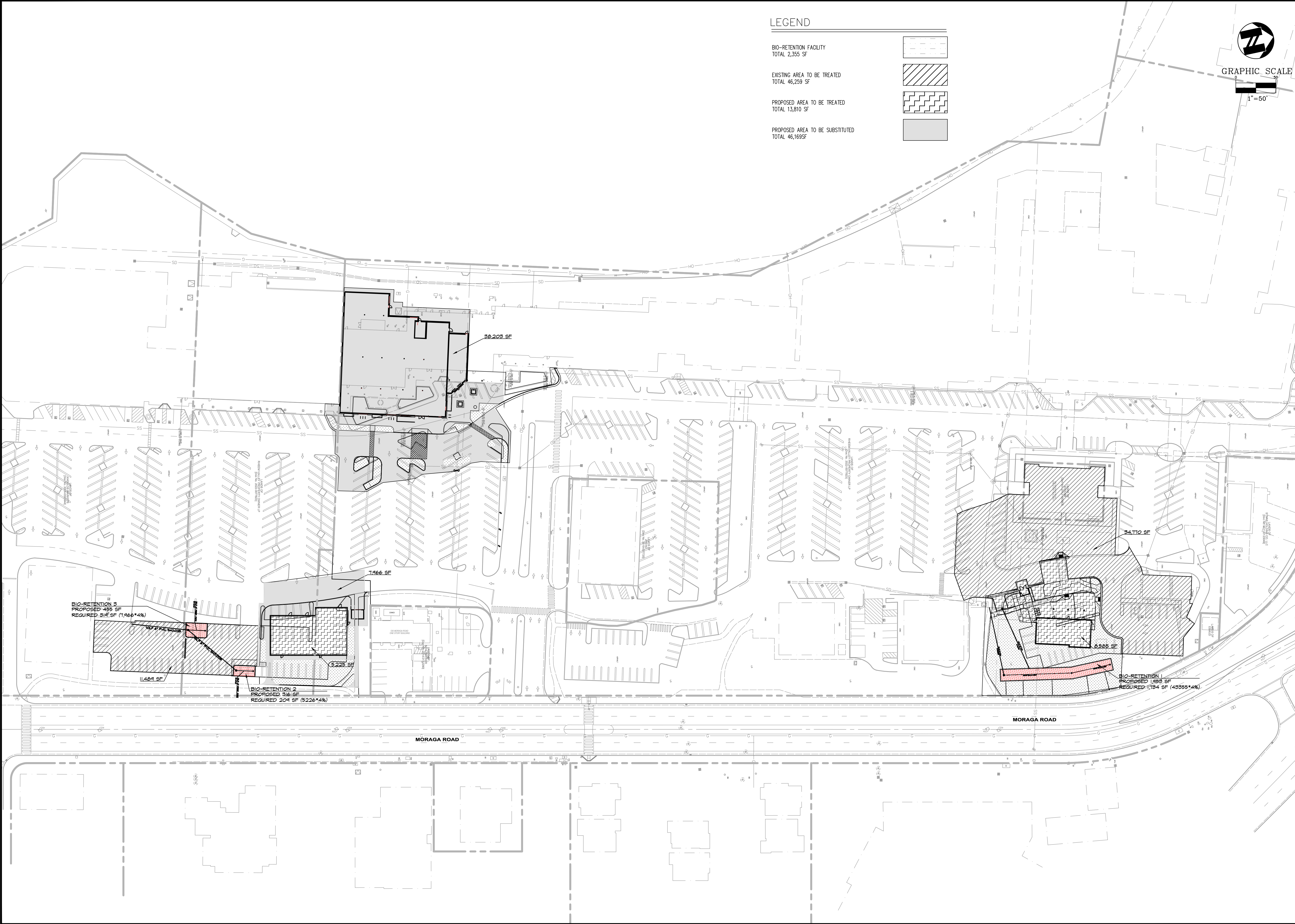
- 1 SAWCUT, (2' MIN.), REMOVE & REPLACE THE EXISTING PAVEMENT. MATCH THE EXISTING
- 2 CONSTRUCT CONCRETE 6" VERTICAL CURB
- 3 CONSTRUCT CONCRETE SIDEWALK
- 4 CONSTRUCT CONCRETE ADA RAMPS
- 5 CONSTRUCT SD INLET (CHRISTY U-23)
- 6 ADJUST THE MANHOLE TO GRADE
- 7 OVERLAY THE EXISTING ASPHALT (GRIND & OVERLAY 1.5" MIN. ASPHALT)

DEMOLITION NOTES:

- 1 REMOVE THE EXISTING PAVEMENT
- 2 REMOVE THE EXISTING BUILDING (SLAB, WALLS, & UTILITIES)
- 3 REMOVE THE EXISTING CURB & SIDEWALK
- 4 REMOVE THE EXISTING SIDEWALK FROM NEAREST JOINT

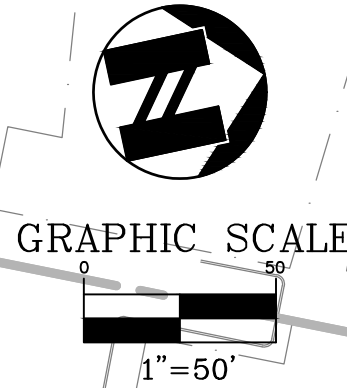


SHEET	C-33		PRELIMINARY GRADING PLAN	801 YGNACIO VALLEY ROAD	DATE:	10-19-23	REV #	BY	DESCRIPTION
	OF								
PROJECT	17-2345		RHEEM VALLEY SHOPPING CENTER	SUITE 220	SCALE:	1" = 10'	△		
			580 MORAGA ROAD	WALNUT CREEK, CA 94596	DESIGNED:		△		
			MORAGA	925-943-2777 FAX 925-943-2778	DRAWN:	TY	△		
			CONTRA COSTA COUNTY	associates, inc.	CHECKED:	AS	△		
			CALIFORNIA	associates, inc.	PROJ. MGR:	AS	△		
				PLANNING					
				ENGINEERING					
				SURVEYING					

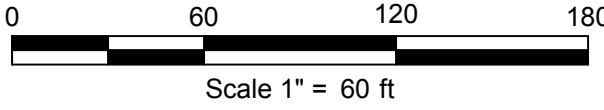
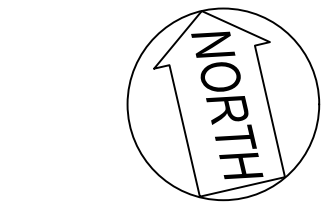
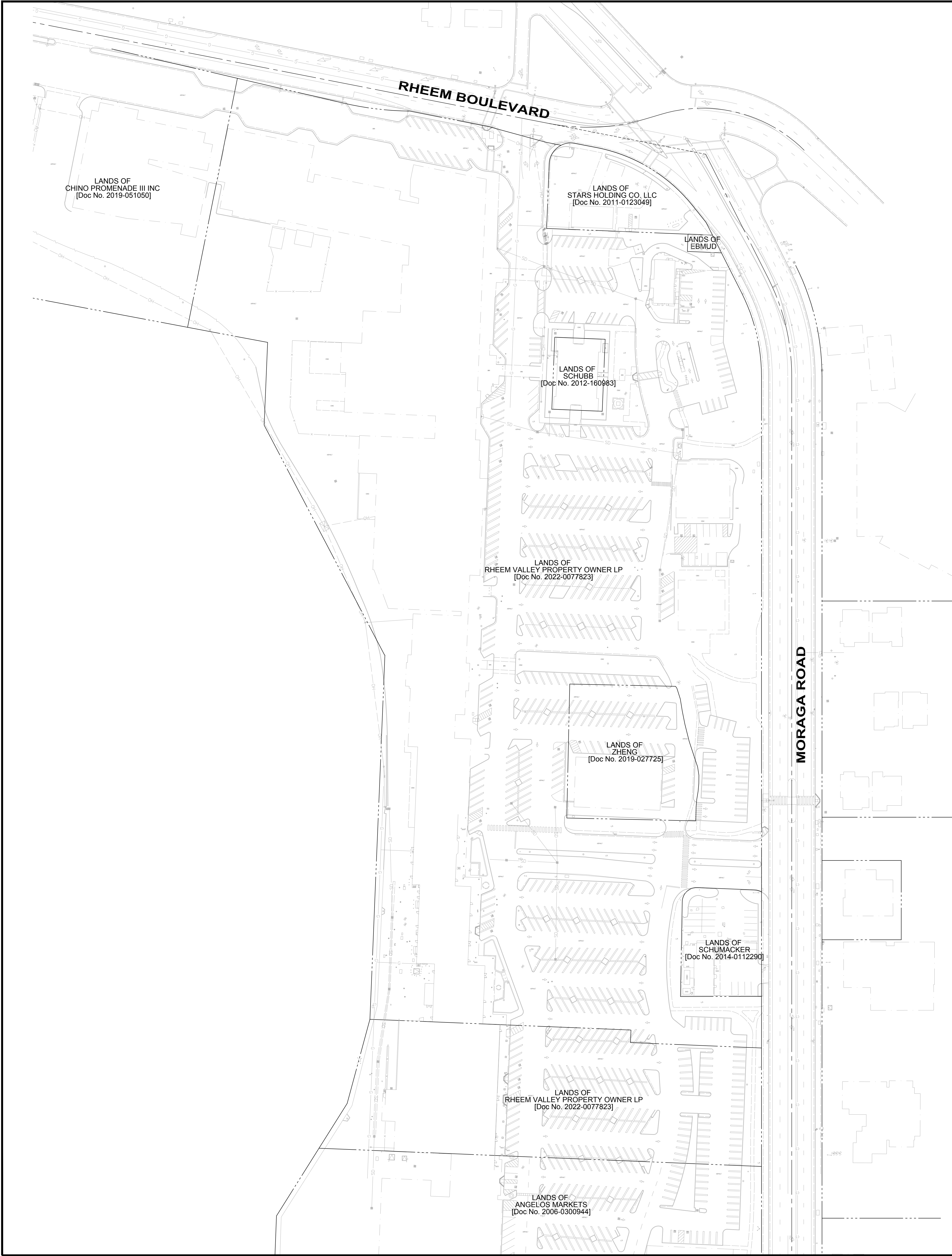


LEGEND

- BIO-RETENTION FACILITY
TOTAL 2,355 SF
- EXISTING AREA TO BE TREATED
TOTAL 46,259 SF
- PROPOSED AREA TO BE TREATED
TOTAL 13,810 SF
- PROPOSED AREA TO BE SUBSTITUTED
TOTAL 46,169SF



SHEET	C-4.1		STORMWATER CONTROL PLAN				ams associates, inc. PLANNING ENGINEERING SURVEYING	801 YGNACIO VALLEY ROAD SUITE 220 WALNUT CREEK, CA 94596 925-943-2777 FAX 925-943-2778	DATE:	10-18-23	REV #	BY	DATE	DESCRIPTION
	OF		RHEEM VALLEY SHOPPING CENTER											
PROJECT	17-2345		MORAGA CONTRA COSTA COUNTY CALIFORNIA											



ABBREVIATIONS

BL	BUILDING
BRK	BRICK
CB	CATCH BASIN
CONC	CONCRETE
CTV	CABLE TELEVISION
DI	DROP INLET
DR	DOOR
EB	ELECTRIC BOX
ECAB	ELECTRICAL CABINET
EP	EDGE OF PAVEMENT
EV	ELECTRIC VAULT
EW	EDGE OF WALK
FNC	FENCE
FOB	FIBER OPTIC BOX
INT	INTERCONNECT BOX
L/S	LANDSCAPE
LIP	LIP OF GUTTER
PED	PEDESTAL
PV	PAVEMENT
RE	RIM ELEVATION
SDMH	STORM DRAIN MANHOLE
SSCO	SANITARY SEWER CLEAN OUT
TB	TELEPHONE BOX
TC	TOP OF CURB
TE	TRASH ENCLOSURE
TMH	TELEPHONE MANHOLE
TSB	TRAFFIC SIGNAL BOX
UB	UTILITY BOX

LEGEND

PROPERTY LINE	
ADJACENT PROPERTY LINE	
CENTERLINE	
MONUMENT LINE	
BUILDING LINE W/ DOOR	
BUILDING OVERHANG	
FOUND MONUMENT AS NOTED	
FOUND IRON PIPE OR AS NOTED	
BOLLARD LIGHT	
LIGHT	
STREET LIGHT	
TRAFFIC SIGNAL POLE	
TRANSFORMER	
FIRE HYDRANT	
STORM DRAIN MANHOLE	
SANITARY SEWER MANHOLE	
CLEAN OUT	
GAS METER	
UTILITY POLE W/ GUY WIRE	
VALVE	
CATCH BASIN / DROP INLET	
WATER METER	
FIRE DEPARTMENT CONNECTION	
BACK FLOW PREVENTER	
POST INDICATOR VALVE	
UTILITY BOX (SIZE VARIES)	
MONITORING WELL	
SIGN	
FLAG POLE	
TITLE REPORT EXCEPTION NUMBER	
RECORD INFORMATION W/ REFERENCE	
TREE W/ SIZE AND ELEVATION	
SPOT ELEVATION	
CONTOUR	
INDEX CONTOUR	
CURB	
CURB & GUTTER	
CONCRETE	
FENCE	
RETAINING WALL	
EDGE OF PAVEMENT	
SANITARY SEWER	
STORM DRAIN	
WATER	
GAS	
UNDERGROUND ELECTRIC	
TELEPHONE	
OVERHEAD	

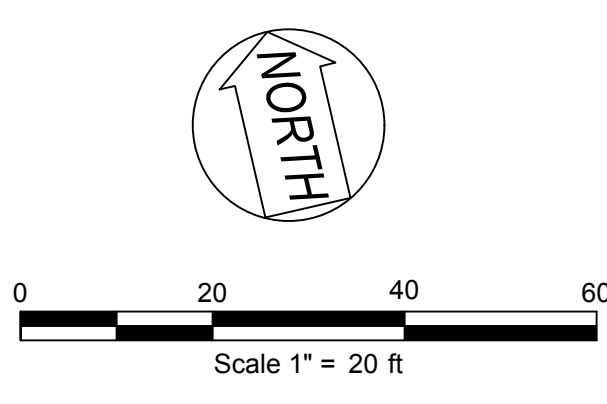
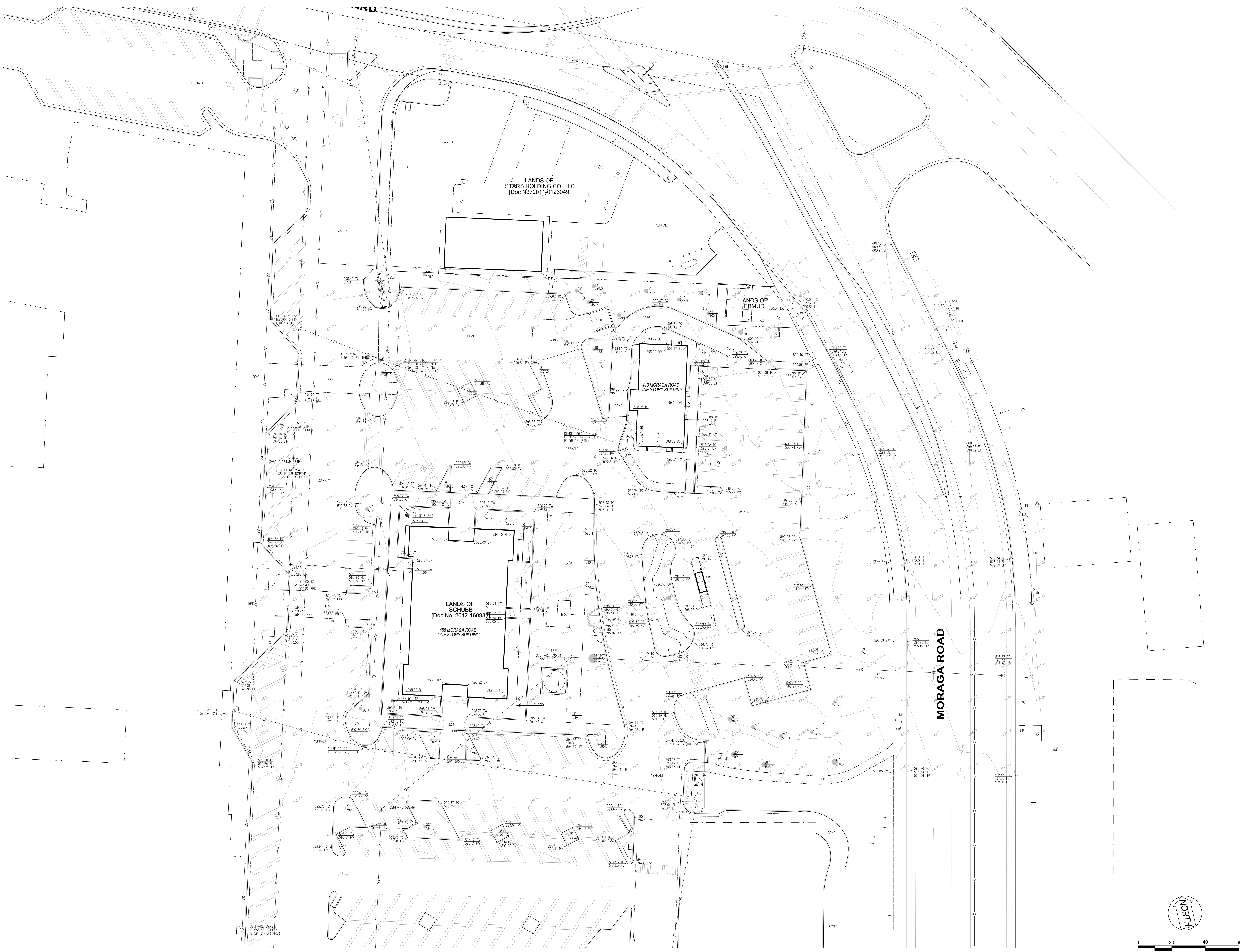
NOTES

- All distances shown herein are in U.S. Survey feet and decimals thereof.

This boundary and easements shown on this survey was based solely on the following recorded documents:
 - Grant Deed recorded December 03, 2015 as Document No. 2015-0250432, of Official Records of Contra Costa County.

No liability is assumed for matters of record not shown on said document that may affect the boundary lines, exceptions, or easements affecting the property.
 - The types, locations, sizes and/or depths of existing underground utilities as shown on this topographic survey were obtained from sources of varying reliability. The contractor is cautioned that only actual excavation will reveal the types, extent, sizes, locations and depths of such underground utilities. (A reasonable effort has been made to locate and delineate all unknown underground utilities.) However, the surveyor can assume no responsibility for the completeness or accuracy of its delineation of such underground utilities which may be encountered, but which are not shown on these drawings.
 - A.P.N.: 255-150-020 & 255-160-006
 - Basis of Bearings:
The bearing of North 66°50' West taken on the monument line of Rheem Boulevard as shown on that certain Record of Survey Map filed for record on October 07, 1976 in Book 61 of L.S.M. at Page 15, Contra Costa County Records was taken as the Basis of all Bearings shown herein.
 - Benchmark:
NGS Monument "GPS CONTROL PT 56"
Elevation: 613.6 feet (GPS Observed) (Datum) NAVD 1988
 - Flood Zone Note:
The subject property is shown on the Federal Emergency Management Agency Flood Insurance Rate Map, Community Panel Numbers 060637 0407 F and 060637 0426 F, both dated June 16, 2009, as being located in Flood Zone "X".

Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas of protected levees from 1% annual chance flood.
- Information was obtained from the FEMA website (www.fema.gov) on July 13, 2023.



2
OF 3

PROJECT
17-2345

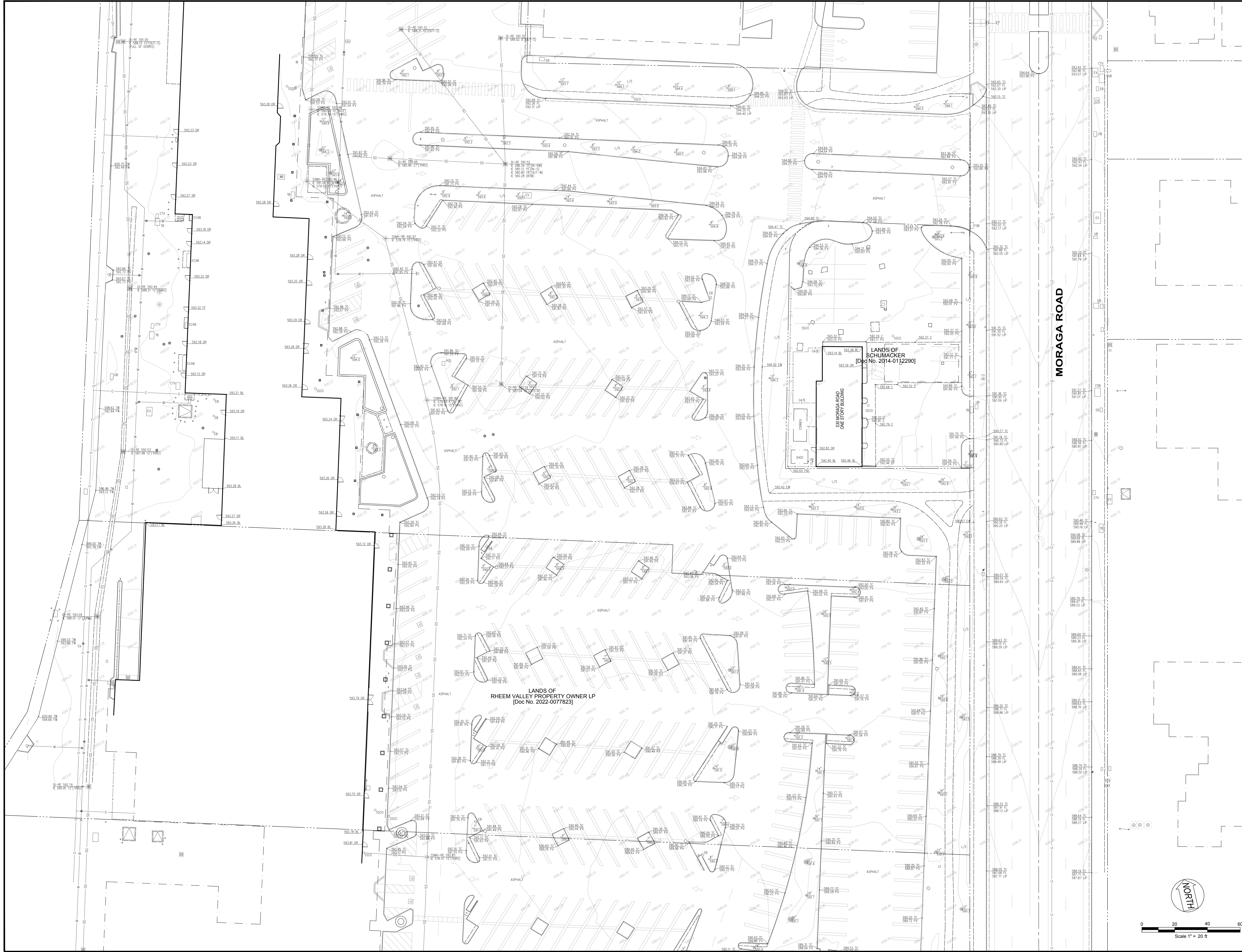
TOPOGRAPHIC SURVEY
470 MORAGA ROAD


CONTRA COSTA COUNTY
TOWN OF MORAGA

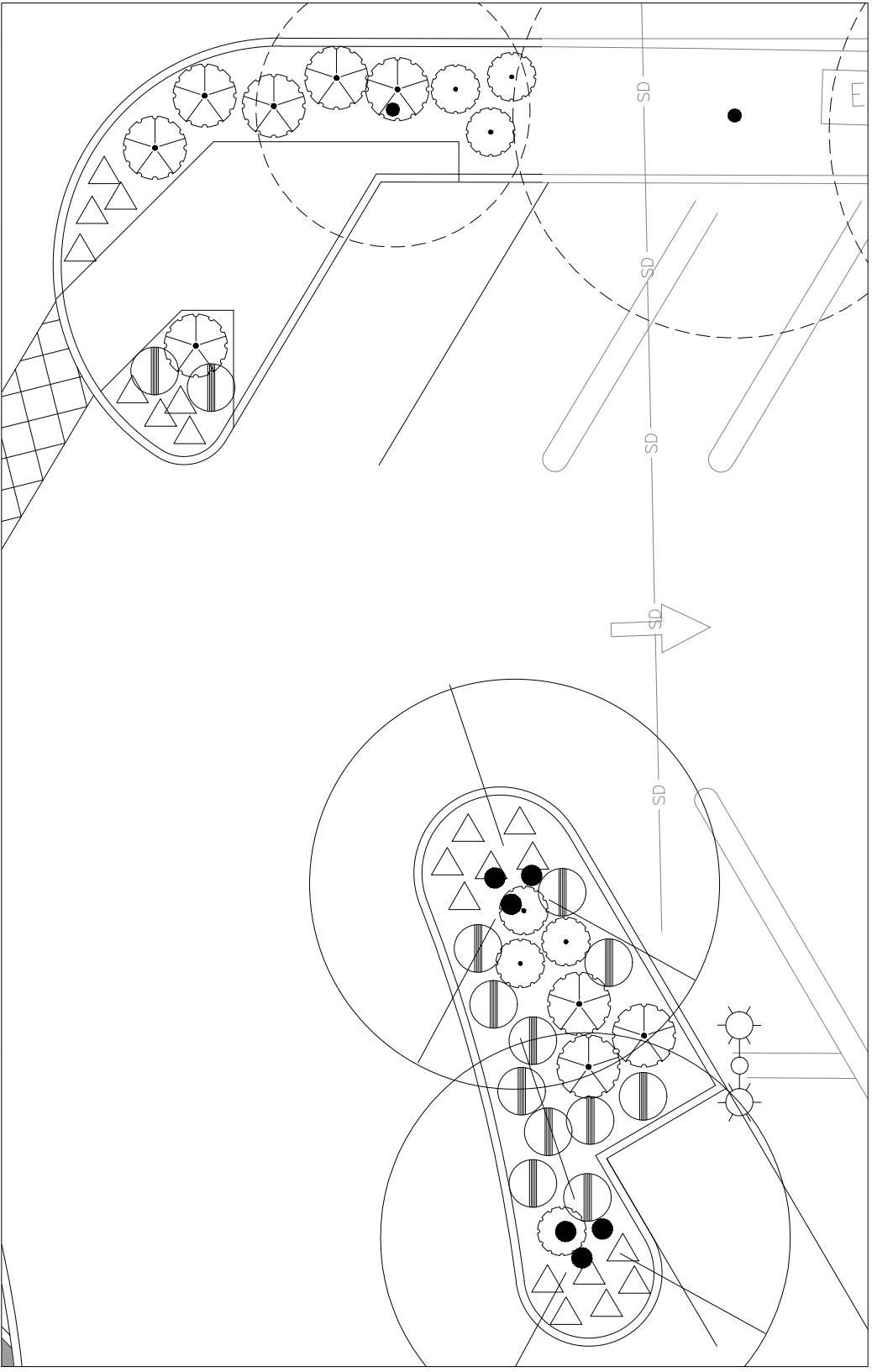
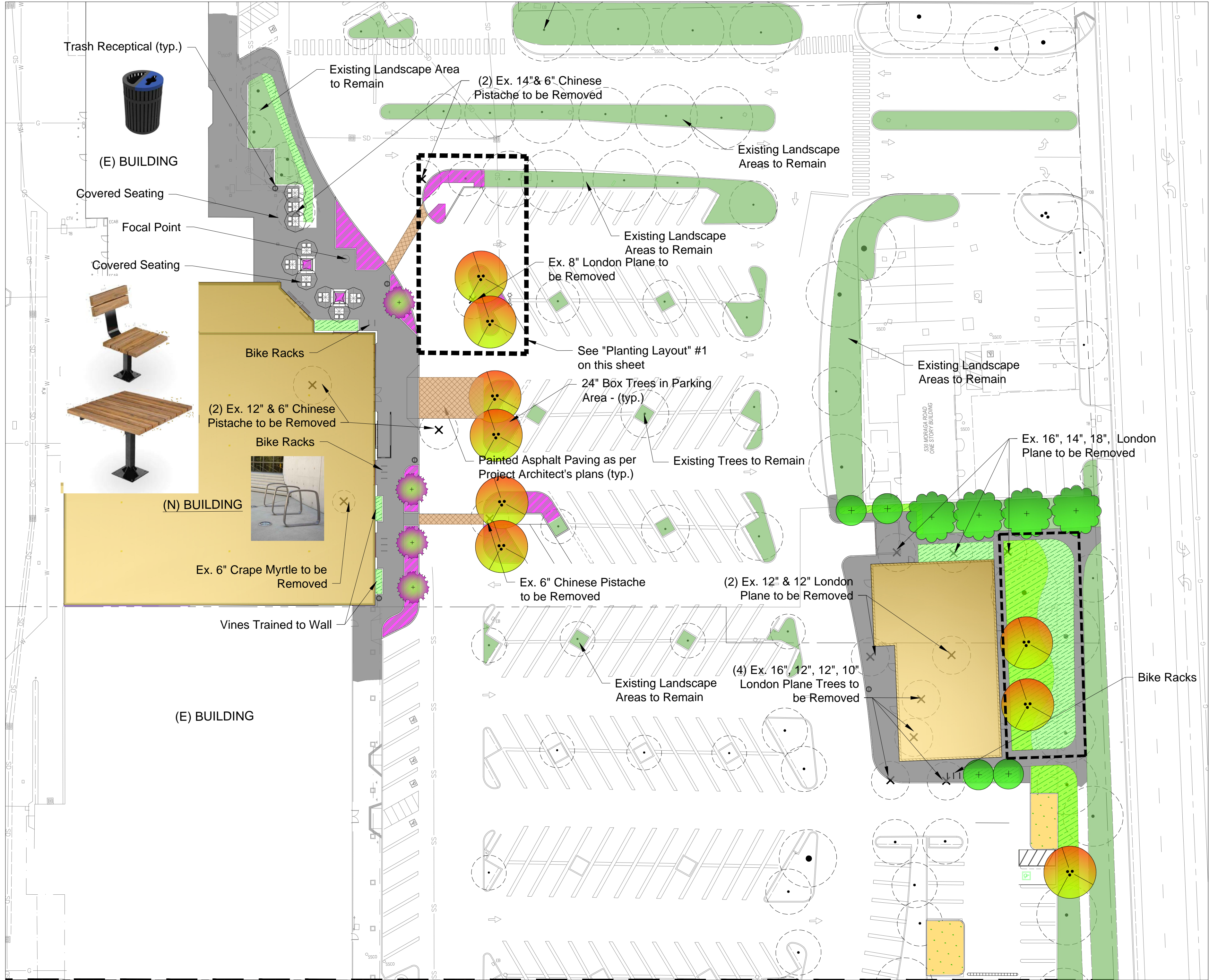
ams
associates, inc. CALIFORNIA

801 KNAVIC VALLEY ROAD
SUITE 200
WALNUT CREEK, CA 94596
925-943-2777 FAX 925-943-2778
ENGINEERING SURVEYING

DATE:	AUG. 2023	REV #	BY	DATE	DESCRIPTION
SCALE:	1" = 20'				
DESIGNED:	AS				
DRAWN:	SB				
CHECKED:					
PROJ. MGR:					
FILE PATH:					



SHEET 3 OF 3	PROJECT 17-2345				TOWN OF MORAGA		CONTRA COSTA COUNTY		CALIFORNIA		 associates, inc. PLANNING ENGINEERING SURVEYING		801 YONACIO VALLEY ROAD SUITE 200 WALNUT CREEK, CA 94596 925-943-2777 FAX 925-943-2778								
	TOPOGRAPHIC SURVEY 470 MORAGA ROAD										DATE: AUG. 2023		REV #		BY		DATE		DESCRIPTION		
												SCALE: 1" = 20'		DESIGNED: AS		DRAWN: SB		CHECKED:		FILE PATH:	



1-PLANTING LAYOUT

SCALE: 1" = 10'-0"



2-PLANTING LAYOUT

SCALE: 1" = 20'-0"

LISTED IN
APPENDIX B
*

PLANT LIST:
BOTANICAL NAME

COMMON NAME

SIZE

WATER REGIME/
HYDROZONE

MATURE HABIT
H X W

TREES

* +	QUERCUS ILEX	HOLLY OAK	15 GAL. or 24" BOX	L	50' X 40'
* +	QUERCUS AGRIFOLIA	COAST LIVE OAK	15 GAL. or 24" BOX	L	40' X 40'
* +	PISTACIA C. 'KEITH DAVEY'	CHINESE PISTACHE	15 GAL. or 24" BOX	L	30' X 30'
* +	CERCIS OCCIDENTALIS	WESTERN REDBUD	15 GAL.	L	15' X 12'
* +	GINKGO BILOBA 'PRINCETON SENTRY'	GINKO SENTRY	15 GAL.	L	25' X 15'

LARGE SHRUBS

* +	CARPENTERIA CALIFORNICA	BUSH ANEMONE	5 GAL.	L	6' X 6'
* +	SYMPHORICARPOS ALBUS	SNOWBERRY	5 GAL.	L	6' X 6'
* +	ARCTOSTAPHYLOS HOWARD MCMINN'	MANZANITA	5 GAL.	L	8' X 8'

DROUGHT TOLERANT SHRUBS

* +	CISTUS X SKANBERGII	DWARF PINK CORAL ROCKROSE	5 GAL.	L	4' X 4'
* +	RHAMNUS C. 'MOUND SAN BRUNO'	COFFEEBERRY	5 GAL.	L	5' X 6'
* +	SALVIA CLEAVELAND 'POZO BLUE'	SALVIA	5 GAL.	L	4' X 4'
* +	SALVIA MICROPHYLLA 'HOT LIPS'	HOT LIPS SALVIA	5 GAL.	L	3' X 3'
* +	LANTANA MONTEVIDENSIS	TRAILING LANTANA	5 GAL.	L	4' X 4'
* +	PHORMIUM SPP.	NZ. FLAX	5 GAL.	L	VARIES
* +	CEANOTHUS 'CENTENNIAL'	CA. LILAC	5 GAL.	L	2' X 6'
* +	CALLISTEMON 'LITTLE JOHN'	DW. BOTTLE BRUSH	5 GAL.	L	3' X 3'

GRASS ACCENTS

* +	PANICUM VIRGATUM	SWITCH GRASS	1 GAL.	L	3' X 3'
* +	FESTUCA CALIFORNICA	CALIFORNIA FESTUCA	1 GAL.	L	2' X 2'
* +	LOMANDRA L. 'LOMLOM'	LIME TUFF LOMANDRA	1 GAL.	L	2' X 3'

PERENNIALS ENTRIES AND OFFICE ACCENT

* +	HEUCHERIA SANGUINEA	CORAL BELLS	1 GAL.	L	2' X 3'
* +	DIETES V. 'VARIEGATA'	FORT NIGHT LILY	1 GAL.	L	3' X 3'
* +	NEPETA 'WALKERS LOW'	CATMINT	1 GAL.	L	2' X 2'
* +	MIMULUS 'JELLY BEAN ORANGE'	MONKEY FLOWER	1 GAL.	L	2' X 2'

GROUNDCOVER

* +	ERIGERON KARVINSKIANUS	MEXICAN DAISY	1 GAL.	L	2' X 2'
* +	COTONEASTER A. 'TOM THUMB'	TOM THUMB COTONEASTER	5 GAL.	L	1' X 6'

VINES

* +	SOLANUM JASMINOIDES	POTATO VINE	1 GAL.	M	
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PRELIMINARY LANDSCAPE PLAN

SCALE: 1" = 30'-0"

NOTE:

ALL ABOVE GROUND UTILITES LOCATED WITHING LANDSCAPE PLANTERS TO BE SCREENED WITH LARGE EVERGREEN SHRUBS TO AN ADEQUATE HEIGHT

ALL LANDSCAPING SHALL BE PERMANENTLY MAINTAINED. A LANDSCAPE MAINTENANCE BOND SHALL BE POSTED TO SECURE THE REPLACEMENT OF ANY NECESSARY PLANT MATERIAL BY THE DEVELOPER FOR A PERIOD OF ONE YEAR

ALL PLANTS PROPOSED INCLUSIVE ARE FIRE RESISTANT, DROUGHT TOLERANT AND NONE INVASIVE.

LANDSCAPE LEGEND

	QUERCUS ILEX
	COAST LIVE OAK
	CHINESE PISTACHE
	GINKO SENTRY
	WESTERN REDBUD
	EXISTING TREE TO REMAIN
	EXISTING TREE TO BE REMOVED

	GROUNDCOVER W/ LOW FLOWERING SHRUBS, ORN. GRASSES W/ BARK MULCH
	PROJECTS ACCENT PLANTING LOW ACCENT SHRUBS, GROUND COVER GRASSES AND PERENNIAL ACCENTS
	FOUNDATION PLANTING MEDIUM TO LARGE SHRUBS WITH BARK MULCH
	SODDED NATIVE BIO-SWALE GRASSES.
	EXISTING LANDSCAPE TO REMAIN

LANDSCAPE TABULATION

TOTAL PROPOSED LANDSCAPE AREA = 19,526 S.F.
(NOT INCLUDING EXISTING TO REMAIN & STORMWATER TREATMENT AREAS)

GreenDesign
Landscape Architects, Inc.

1464 Popinjay Drive
Reno, NV.
p: 775 829 1364

email: bhatch00@charter.net

BARBARA HATCH RLA CA 4511

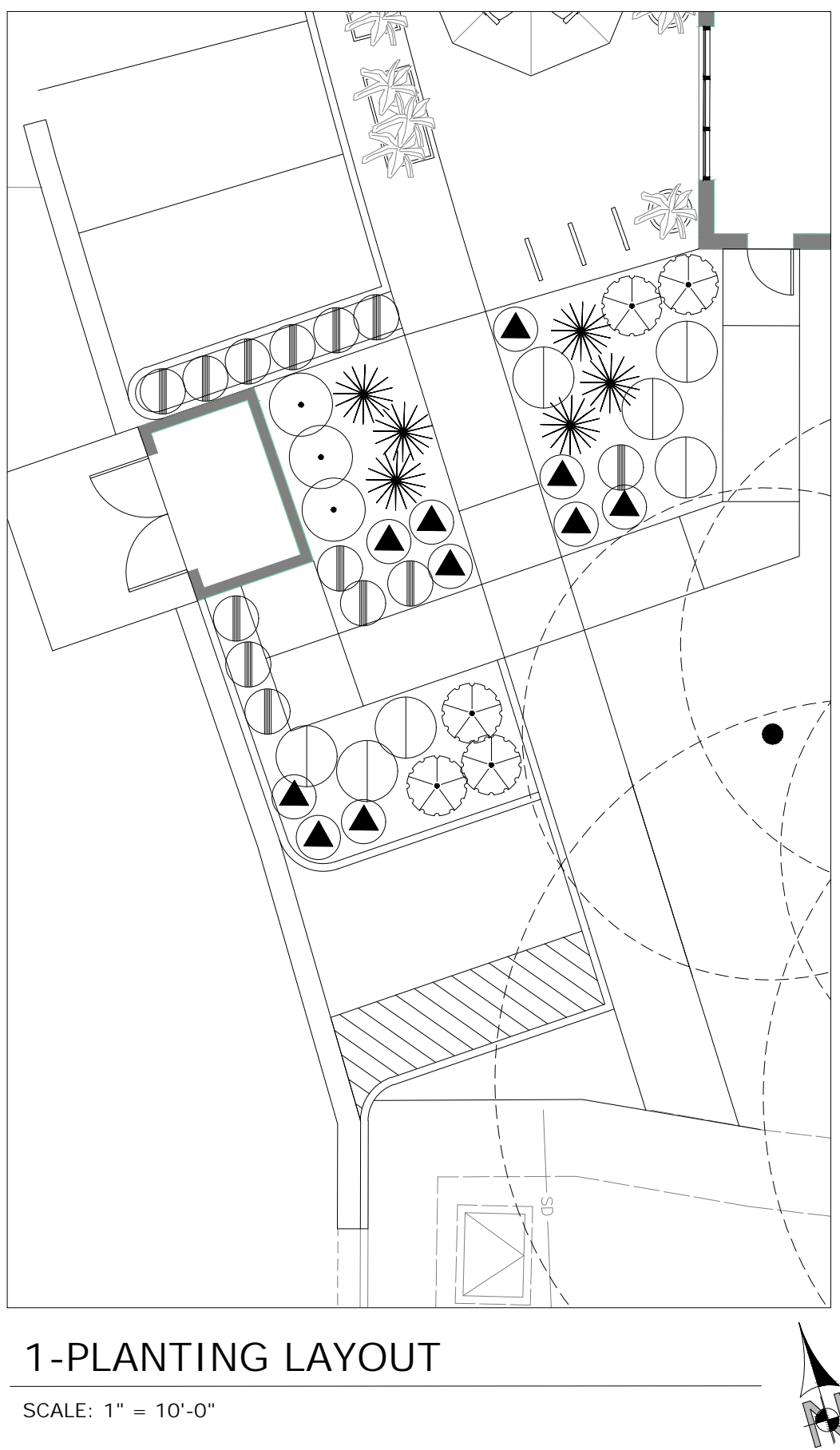
PRELIMINARY LANDSCAPE PLAN

LC1.0

RHEEM VALLEY SHOPPING CENTER
MORAGA, CA



PRELIMINARY LANDSCAPE PLAN
SCALE: 1" = 30'-0"



1-PLANTING LAYOUT

SCALE: 1" = 10'-0"

TREES					
	QUERCUS ILEX	HOLLY OAK	15 GAL. or 24" BOX	L	50' X 40'
	QUERCUS AGRIFOLIA	COAST LIVE OAK	15 GAL. or 24" BOX	L	40' X 40'
	PISTACIA C. 'KEITH DAVEY'	CHINESE PISTACHE	15 GAL. or 24" BOX	L	30' X 30'
	CERCIS OCCIDENTALIS	WESTERN REDBUD	15 GAL.	L	15' X 12'
	GINKGO BILOBA 'PRINCETON SENTRY'	GINKGO SENTRY	15 GAL.	L	25' X 15'
LARGE SHRUBS					
	CARPENTERIA CALIFORNICA	BUSH ANEMONE	5 GAL.	L	6' X 6'
	SYMPHORICARPOS ALBUS	SNOWBERRY	5 GAL.	L	6' X 6'
	ARCTOSTAPHYLOS 'HOWARD MCMINN'	MANZANITA	5 GAL.	L	8' X 8'
DROUGHT TOLERANT SHRUBS					
	CISTUS X SKANBERGII	DWARF PINK CORAL ROCKROSE	5 GAL.	L	4' X 4'
	RHAMNUS C. 'MOUND SAN BRUNO'	COFFEEBERRY	5 GAL.	L	5' X 6'
	SALVIA CLEAVELAND 'POZO BLUE'	SALVIA	5 GAL.	L	4' X 4'
	SALVIA MICROPHYLLA 'HOT LIPS'	HOT LIPS SALVIA	5 GAL.	L	3' X 3'
	LANTANA MONTEVIDENSIS	TRAILING LANTANA	5 GAL.	L	4' X 4'
	PHORMIUM SPP.	NZ. FLAX	5 GAL.	L	VARIES
	CEANOTHUS 'CENTENNIAL'	CA. LILAC	5 GAL.	L	2' X 6'
	CALLISTEMON 'LITTLE JOHN'	DW. BOTTLE BRUSH	5 GAL.	L	3' X 3'
GRASS ACCENTS					
	PANICUM VIRGATUM	SWITCH GRASS	1 GAL.	L	3' X 3'
	FESTUCA CALIFORNICA	CALIFORNIA FESTUCA	1 GAL.	L	2' X 2'
	LOMANDRA L. 'LOMLOM'	LIME TUFF LOMANDRA	1 GAL.	L	2' X 3'
PERENNIALS ENTRIES AND OFFICE ACCENT					
	HEUCHERIA SANGUINEA	CORAL BELLS	1 GAL.	L	2' X 3'
	DIETES V. 'VARIEGATA'	FORT NIGHT LILY	1 GAL.	L	3' X 3'
	NEPETA 'WALKERS LOW'	CATMINT	1 GAL.	L	2' X 2'
	MIMULUS 'JELLY BEAN ORANGE'	MONKEY FLOWER	1 GAL.	L	2' X 2'
GROUNDCOVER					
	ERIGERON KARVINSKIANUS	MEXICAN DAISY	1 GAL.	L	2' X 2'
	COTONEASTER A. 'TOM THUMB'	TOM THUMB COTONEASTER	5 GAL.	L	1' X 6'
VINES					
	SOLANUM JASMINOIDES	POTATO VINE	1 GAL.	M	

LANDSCAPE LEGEND

	QUERCUS ILEX		GROUNDCOVER W/ LOW FLOWERING SHRUBS, ORN. GRASSES W/ BARK MULCH
	COAST LIVE OAK		PROJECTS ACCENT PLANTING LOW ACCENT SHRUBS, GROUND COVER GRASSES AND PERENNIAL ACCENTS
	CHINESE PISTACHE		FOUNDATION PLANTING MEDIUM TO LARGE SHRUBS WITH BARK MULCH
	GINKGO SENTRY		SODDED NATIVE BIO-SWALE GRASSES.
	WESTERN REDBUD		EXISTING LANDSCAPE TO REMAIN
	EXISTING TREE TO REMAIN		
	EXISTING TREE TO BE REMOVED		
	see sheet LC1.1 for existing tree information		

PRELIMINARY TREE REMOVAL LIST

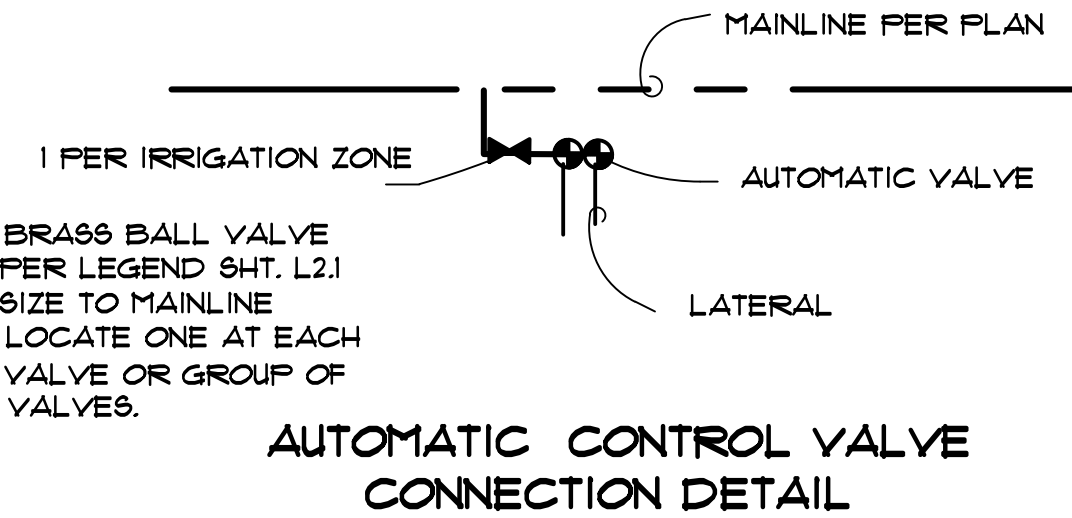
#	SPECIES	LOCATION	SIZE (DBH in.)
#1	LONDON PLANE	PAD A	10'
#2	LONDON PLANE	PAD A	12'
#3	LONDON PLANE	PAD A	12'
#4	LONDON PLANE	PAD A	16'
#5	LONDON PLANE	PAD A	12'
#6	LONDON PLANE	PAD A	18'
#7	LONDON PLANE	PAD A	14'
#8	LONDON PLANE	PAD A	16'
#9	CHINESE PISTACHE	GROCERY	6"
#10	ORAPE MYRTLE	GROCERY	6"
#11	CHINESE PISTACHE	GROCERY	6"
#12	CHINESE PISTACHE	GROCERY	12"
#13	CHINESE PISTACHE	GROCERY	6"
#14	LONDON PLANE	GROCERY	8"
#15	CHINESE PISTACHE	GROCERY	14"
#16	CHINESE PISTACHE	GROCERY	6"
#17	FRUITLESS OLIVE	PAD B	24"
#18	FLOWERING PLUM	PAD B	8"
#19	FLOWERING PLUM	PAD B	8"
#20	LONDON PLANE	PAD B	10"

TOTAL PROPOSED EXISTING TREES TO BE REMOVED
= 20

PRELIMINARY IRRIGATION LEGEND (NOT ALL COMPONENTS MAY BE UTILIZED):

SYMBOL	MFG.	SERIES/MODEL	PSI	GPM
⊙	RAINBIRD	RWS(2) WITH (1/40" BUBBLER EA.	PRESS. COMP. BUBBLERS	20-30 25 ea.
⊙	RAINBIRD	FEB SERIES	REMOTE CONTROL VALVE (SIZE AS NOTED)	
⊠	RAINBIRD	XCZ-100 -FRB-COM	1" DRIP CONTROL VALVE ASSEMBLY 40 psi (W/200 MESH SCREEN)	
⋈	NIBCO	T-FF600	FULL PORT BRASS BALL VALVE SIZE PER MAINLINE	
⊕	NIBCO	T-113-K	BRONZE GATE SHUT OFF VALVE W/ CROSS TOP SIZE PER PIPE	
⊞	HUNTER	ACC2 W/ SOLAR SYNC	DECODER SERIES WALL MOUNT CONTROLLER W/ 24 STA. WITH WEATHER SENSOR	
Ⓢ	CREATIVE SENSOR TECHNOLOGIES	F91-T100-001	1" FLOW SENSOR INSTALL PER MFG. SPECIFICATIONS	
Ⓢ	RAINBIRD	FE9B	2" MASTER CONTROL VALVE	
NOT SHOWN	HUNTER	ICD 100/200	DECODER: 100 PER SINGLE ADDRESS VALVE, 200 FOR DOUBLE ADDRESS (2 VALVES)	
NOT SHOWN	HUNTER	ICD 6EN	SENSOR DECODER: 1 PER FLOW SENSOR	
————	LATERAL	SCH 40 (SIZE PER NOTES)	INSTALL • 12" MIN. BELOW FINISH GRADE RUN A 1" LATERAL TO ALL INDIVIDUAL TREE BUBBLERS PER VALVE.	
- - - - -	DRIP LATERAL	1" SCH. 40 PVC	INSTALL • 12" MIN. BELOW FINISH GRADE (NOT SHOWN) RUN A 1" LATERAL TO ALL INDIVIDUAL PLANTER AREAS PER VALVE.	
-----	IRRIG. MAIN	2 1/2" SCH 40 PVC unless noted otherwise	INSTALL • 24" MIN. BELOW FINISH GRADE ADD WARNING TAPE • 6" DEPTH ABOVE PIPE.	
*****	DRIP ZONE			
	PEPCO	3/4" FLEXIBLE TUBING	INSTALL • 6" MIN. BELOW FINISH GRADE (NOT SHOWN)	
	TORO	TURBO-8C EMITTERS	SINGLE OUTLET (SELF FLUSHING) PRESSURE COMPENSATING -INSTALL DRIP TO ALL PLANTS • (2) 1/2 GPH/1 GAL, (2) 1 GPH/5 GAL, (3) 2 GPH/15 GAL, (4) 2 GPH/24" OR 36" BOX (NOT SHOWN)	
=====	SLEEVE	SCH. 40 PVC	2" (MIN.) LARGER THAN IRRIG. PIPE (MIN. 4" DIA.) INSTALL • SPECIFIED DEPTH PER MAIN LINE OR LATERAL PIPE. EXTEND 6LV. 12" BEYOND PAVEMENT, STAKE TO MARK. PURPLE PIPE FOR MAINLINE	
P.O.C. POINT OF CONNECTION				
0	VALVE IDENTIFICATION NUMBER			
1 1/2"	GALLONS PER MINUTE OR "D" FOR DRIP IRRIG. VALVE			
3	VALVE SIZE			
Ⓢ	RAINBIRD	44LC	1" QUICK COUPLER VALVE, 2 PIECE BODY W/ LOCKING COVER	
Ⓢ	WIRE SPLICE - NOT SHOWN-TO BE FIELD NOTED FOR ASBUILT DRAWINGS			
Ⓢ	MAINLINE DRAIN-NOT SHOWN-TO BE FIELD NOTED FOR ASBUILT DRAWINGS			
Ⓢ	SURGE AND LIGHTNING ARRESTORS FOR 2 WIRE SYSTEM TO BE FIELD NOTED FOR ASBUILT DRAWINGS			

NOTE:
HYDROZONES ARE PER
VALVE AREA OF
INFLUENCE. A
DESIGNATION OF HIGH,
MEDIUM OR LOW IS
SHOWN ADJACENT TO
THE VALVE CALLOUT
SYMBOL TO DESIGNATE
THE WATER USE OF THE
HYDROZONE.



NOTE: IRRIGATION COMPONENTS WILL BE SPECIFIED AS REQUIRED PER
FIELD ASSESSMENT OF EXISTING SYSTEM IN FINAL DESIGN

PRELIMINARY IRRIGATION NOTES

1. ALL MATERIALS AND CONSTRUCTION SHALL BE IN ACCORDANCE WITH THESE PLANS, THE REQUIREMENTS OF THE CITY, THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, LOCAL BUILDING CODES, ORDINANCES, AND OTHER CODES OR REGULATIONS THAT APPLY.
2. SLEEVES ARE NOT SHOWN AT PAVEMENT CROSSINGS. ALL PIPING AND WIRING UNDER PAVING SHALL BE INSTALLED IN SLEEVES. IT IS THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE ALL SLEEVING WITH THE GENERAL CONTRACTOR. FAILURE OF INSTALLING SLEEVES PRIOR TO PAVING SHALL BE THE LANDSCAPE CONTRACTOR'S RESPONSIBILITY AND SHALL BE INSTALLED AS HIS EXPENSE. PIPING AND CONTROL WIRES UNDER PAVEMENT SHALL BE INSTALLED IN SEPARATE SLEEVES. LATERAL SLEEVES SHALL BE A MINIMUM OF 18" DEPTH, MAINLINE SLEEVES SHALL BE A MINIMUM 24" DEPTH. SLEEVE SIZE SHALL BE A MINIMUM OF TWICE (2X) O.D. DIAMETER OF THE PIPE TO BE SLEEVED. CONTROLLER WIRE SLEEVES SHALL BE 2X THE SIZE FOR THE REQUIRED NUMBER OF WIRES. BACKFILL MIN. 4' SAND.
3. MAINLINE SLEEVES UNDER PAVEMENT SHALL BE INSTALLED 24" BELOW THE SUBGRADE. THE TRENCH SHALL BE CLEANED FREE OF ALL ROCK & DEBRIS, AND BACKFILLED WITH SAND TO A MINIMUM DEPTH OF 4" OVER THE SLEEVE OVER AND UNDER THE SLEEVE. BACKFILL TRENCH WITH 1/8" MINUS.
4. ALL MAIN LINES SHALL BE PRESSURE TESTED AT 120 PSI FOR A MINIMUM 25 HOUR PERIOD PRIOR TO BACKFILLING OF TRENCHES. IF ANY LEAKS ARE PRESENT THEY SHALL BE CORRECTED AND LINES SHALL BE RE-TESTED PRIOR TO BACKFILLING TRENCHES.
5. PIPE SIZES SHALL CONFORM TO THOSE SHOWN ON THE DRAWINGS. NO SUBSTITUTIONS OF SMALLER PIPE SIZES SHALL BE PERMITTED, BUT SUBSTITUTIONS OF LARGER SIZES MAY BE APPROVED. ALL DAMAGED AND REJECTED PIPE SHALL BE REMOVED FROM THE SITE AT THE TIME OF SAID REJECTION.
6. THE IRRIGATION CONTRACTOR SHALL FLUSH ALL LATERALS PRIOR TO INSTALLING EMITTER HEADS.
7. THIS DESIGN IS DIAGRAMMATIC. ALL PIPING, VALVES, ETC., SHOWN OUTSIDE OF THE PLANTER AREAS IS FOR DESIGN CLARIFICATION ONLY AND SHALL BE INSTALLED IN THE PLANTER AREAS.
8. IT IS THE RESPONSIBILITY OF THE IRRIGATION CONTRACTOR TO FAMILIARIZE HIMSELF WITH ALL GRADE DIFFERENCES, LOCATION OF WALLS, RETAINING WALLS, STRUCTURES AND UTILITIES. THE IRRIGATION CONTRACTOR SHALL REPAIR OR REPLACE ALL ITEMS DAMAGED BY HIS WORK. HE SHALL COORDINATE HIS WORK WITH OTHER CONTRACTORS, FOR THE LOCATION AND INSTALLATION OF PIPE SLEEVES AND LATERALS UNDER ROADWAYS AND PAVING.
9. SHOULD DISCREPANCIES IN THE PLANS OR FIELD MODIFICATIONS BE REQUIRED, CONTACT THE LANDSCAPE ARCHITECT PRIOR TO CONSTRUCTION FOR RESOLUTION OR CLARIFICATION.
10. DO NOT WILLFULLY INSTALL THE IRRIGATION SYSTEM AS SHOWN ON THE DRAWINGS WHEN IT IS OBVIOUS IN THE FIELD THAT UNKNOWN OBSTRUCTIONS, GRADE DIFFERENCES OR DIFFERENCES IN THE AREA DIMENSIONS EXIST THAT MIGHT NOT HAVE BEEN CONSIDERED IN THE ENGINEERING. SUCH OBSTRUCTIONS OR DIFFERENCES SHOULD BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT. IN THE EVENT THIS NOTIFICATION IS NOT PERFORMED, THE IRRIGATION CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR ANY REVISIONS NECESSARY.
11. ALL IRRIGATION EQUIPMENT NOT OTHERWISE DETAILED OR SPECIFIED SHALL BE INSTALLED AS PER MANUFACTURER'S RECOMMENDATIONS AND SPECIFICATIONS.
12. THE CONTRACTOR SHALL AT HIS OWN EXPENSE, LOCATE ALL UNDERGROUND UTILITIES WHICH MAY AFFECT HIS OPERATION DURING CONSTRUCTION AND SHALL TAKE ALL NECESSARY PRECAUTIONS TO AVOID DAMAGE TO THE SAME.
13. THE CONTRACTOR SHALL USE EXTREME CAUTION WHEN WORKING NEAR OVERHEAD OR UNDERGROUND POWER AND/OR TELEPHONE, WATER, GAS AND SEWER FACILITIES SO AS TO SAFELY PROTECT ALL UTILITIES, PERSONNEL, AND EQUIPMENT, AND SHALL BE RESPONSIBLE FOR ALL COSTS AND LIABILITY IN CONNECTION THEREWITH.
14. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONARY MEASURES NECESSARY TO PROTECT EXISTING IMPROVEMENTS WHICH ARE TO REMAIN IN PLACE, FROM DAMAGE, AND ALL SUCH IMPROVEMENTS DAMAGED BY THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED OR RECONSTRUCTED SATISFACTORY TO THE OWNER AT THE EXPENSE OF THE CONTRACTOR.
15. AN OPEN TRENCH INSPECTION OF THE REDUCED PRESSURE PRINCIPLE BACKFLOW DEVICE SHALL BE PERFORMED BY THE WATER PURVEYOR PRIOR TO OPERATING THE IRRIGATION SYSTEM.
16. THE IRRIGATION CONTROLLER SHALL BE WIRED DIRECTLY TO THE POWER SOURCE. IT SHALL BE THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR TO BRING CONTROLLER WIRING TO THE CONTROLLER LOCATION, CONNECTING THE CONTROLLER TO THE POWER SOURCE SHALL BE THE RESPONSIBILITY OF A LICENSED ELECTRICAL CONTRACTOR. THE INSTALLATION SHALL BE IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE AND ANY LOCAL CODES OR ORDINANCES THAT APPLY. IT SHALL BE THE ELECTRICAL CONTRACTOR'S RESPONSIBILITY TO COORDINATE THE POWER SOURCE AND EXACT LOCATION OF THE CONTROLLER WITH OWNER'S REPRESENTATIVE. FINAL CONNECTION OF THE VALVE WIRES TO THE CONTROLLER SHALL BE THE LANDSCAPE CONTRACTOR'S RESPONSIBILITY.
17. INSTALL REMOTE CONTROL VALVES, PRESSURE REGULATOR AND QUICK COUPLER VALVES AS DETAILED. INSTALL R.C.V. ID TAGS MANUFACTURED BY T. CHRISTY, EXT. STANDARD SIZE 1/8" HOT STAMPED BLACK LETTERS ON YELLOW BACKGROUND ON SOLENOID WIRES. LETTERS TO CONFORM TO CONTROLLER/STATION NUMBER.
18. ALL VALVE WIRING SHALL BE HUNTER TWISTED ID WIRE APPROVED FOR DIRECT BURIAL IN GROUND. CONNECT WIRES AS DETAILED PER MANUFACTURERS SPECIFICATIONS UTILIZING RAINBIRD DB GREASE FILLED CONNECTORS. ALL WIRE STRIPPING TO BE DONE WITH KING LE WIRE STRIPPER AVAILABLE ON AMAZON.COM. EACH WIRE AT VALVES SHALL HAVE 24" EXCESS COILED LOOP IN VALVE BOX. TAPE WIRE CABLE TO MAINLINE EVERY FIFTEEN FEET (15'). FLOW SENSOR WIRE SHALL BE PAIGE FE98 FROM THE FLOW SENSOR TO THE 2 WIRE CABLE. PROVIDE 2 WIRE CABLE GROUND ROD IN BOX WITH HUNTER SURGE ARRESTOR EVERY 1000' LF OR FOR EVERY TWELVE DECODERS WHICH EVER COMES FIRST. 2 WIRE CABLE IS TO BE LOOPED AROUND THE BUILDING FROM THE CONTROLLER TO THE CONTROLLER. TAPE WIRE CABLE MAINLINE PER DETAILS.
19. ALL BACKFILL MATERIAL, OTHER THAN SAND AROUND THE MAINLINE, SHALL BE FREE OF ROCKS, CLODS AND OTHER EXTRANEOUS MATERIALS, COMPACT BACKFILL TO ORIGINAL DENSITY.
20. AT JOB COMPLETION, SUPPLY OWNER WITH ONE (2) SETS OF MATCHING QUICK COUPLER VALVE KEY AND HOSE SUIVEL, AND TWO (2) KEYS FOR EACH CONTROLLER. ALL MANUFACTURERS INFORMATION.
21. ACCURATELY AND NEATLY MARK ALL FIELD CHANGES MADE DURING CONSTRUCTION ON A DAILY BASIS ON ONE PLAN SET. ALL DRAFTING TO BE DONE BY A COMPETENT DRAFTSMAN. SUBMIT TO OWNER FOR RECORD. DIMENSION MAINLINE OFF BACK OF CURB OR SIDE WALK FOR REFERENCE ON CONSTRUCTION PLAN SET. LOCATE ALL RAIN SENSORS, DRAINS ON THE PLAN. A DIAGRAM OF THE IRRIGATION PLAN SHOWING HYDROZONES SHALL BE KEPT WITH THE IRRIGATION CONTROLLER FOR SUBSEQUENT MANAGEMENT PURPOSES.
22. ALL IRRIGATION INSTALLATION AND EQUIPMENT SHALL GUARANTEED FOR A PERIOD OF ONE YEAR.
23. REUSE OR RECYCLE EXCESS CONSTRUCTION MATERIAL.
24. PROVIDE (1) DIGITAL COPY OF SUBMITTAL PACKAGE OF ALL IRRIGATION COMPONENTS AND MATERIALS FOR APPROVAL BY LANDSCAPE ARCHITECT PRIOR TO COMMENCING WORK.
25. THE IRRIGATION CONTRACTOR SHALL FIELD VERIFY PRESSURE AT THE POINT OF CONNECTION. THE SYSTEM IS DESIGNED WITH A MINIMUM OF 60 PSI AT THE METER POINT OF CONNECTION. PRESSURE REGULATING DEVICES SHALL ARE REQUIRED IF THE WATER PRESSURE IS BELOW OR EXCEEDS THE RECOMMENDED PRESSURE OF THE SPECIFIED IRRIGATION DEVICES.
26. CHECK VALVES OR ANTI-DRAIN VALVES ARE REQUIRED ON ALL SPRINKLER HEADS WHERE LOW POINT DRAINAGE WOULD OCCUR.



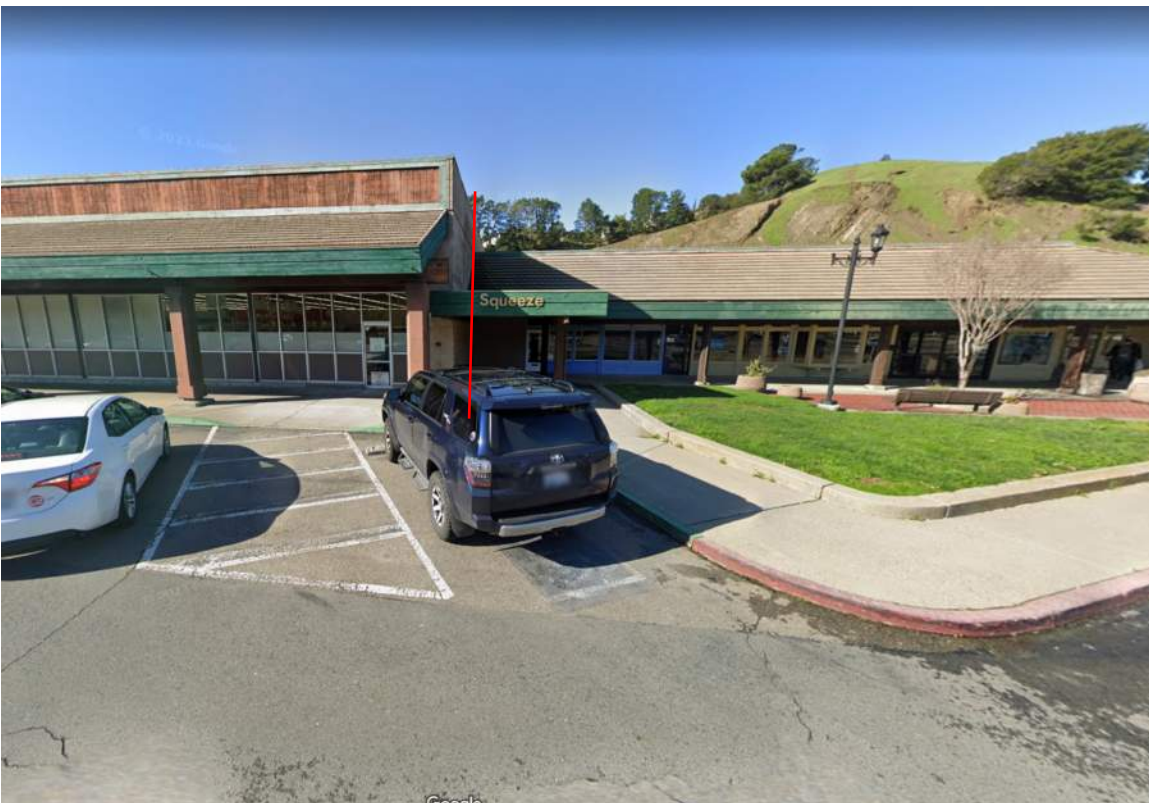
1 VIEW OF SHOPPING CENTER TENANT



2 VIEW OF SHOPPING CENTER TENANT



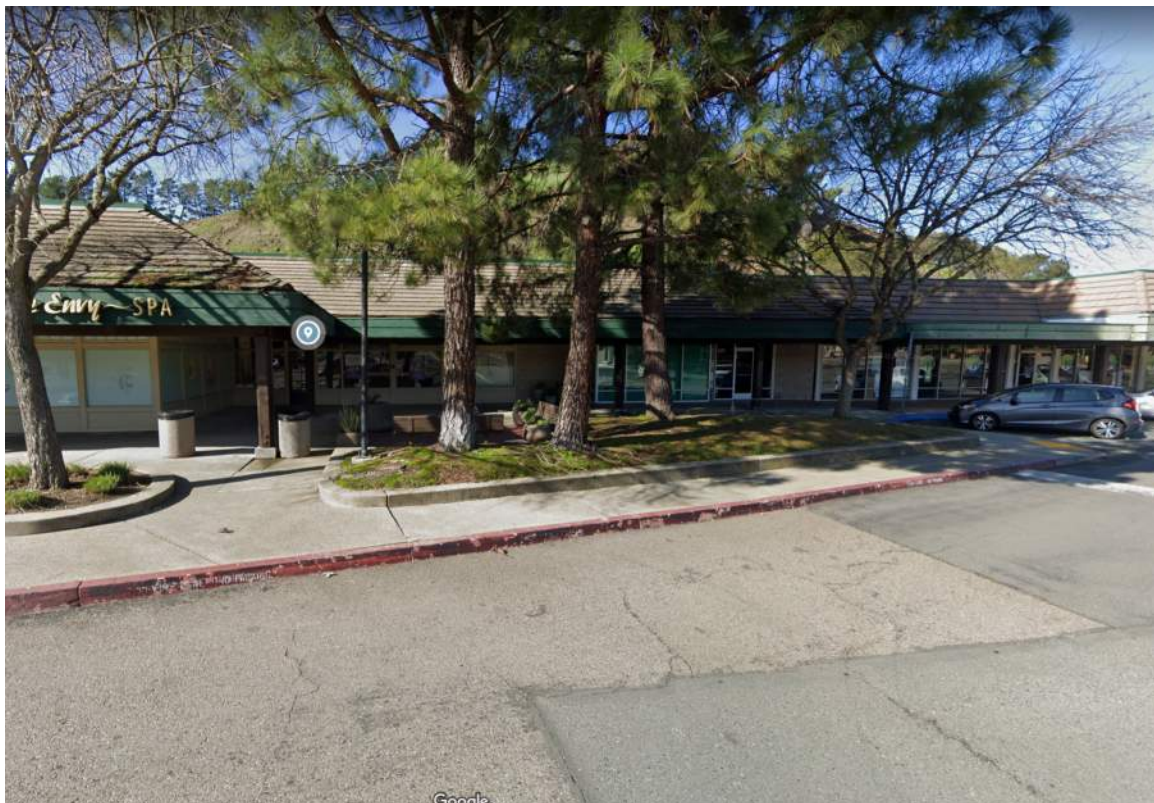
3 VIEW OF SHOPPING CENTER TENANT



4 VIEW OF SHOPPING CENTER TENANT



5 VIEW OF SHOPPING CENTER TENANT



6 VIEW OF SHOPPING CENTER TENANT



7 VIEW OF SHOPPING CENTER TENANT



8 VIEW OF SHOPPING CENTER TENANT



9 VIEW OF SHOPPING CENTER TENANT



10 VIEW OF SHOPPING CENTER TENANT



11 VIEW OF SHOPPING CENTER TENANT



12 VIEW OF SHOPPING CENTER TENANT



13 VIEW OF SHOPPING CENTER TENANT



14 VIEW OF SHOPPING CENTER TENANT



15 VIEW OF SHOPPING CENTER TENANT



16 VIEW OF SHOPPING CENTER TENANT



1 VIEW OF SHOPPING CENTER TENANT



2 VIEW OF SHOPPING CENTER TENANT



3 VIEW OF SHOPPING CENTER TENANT



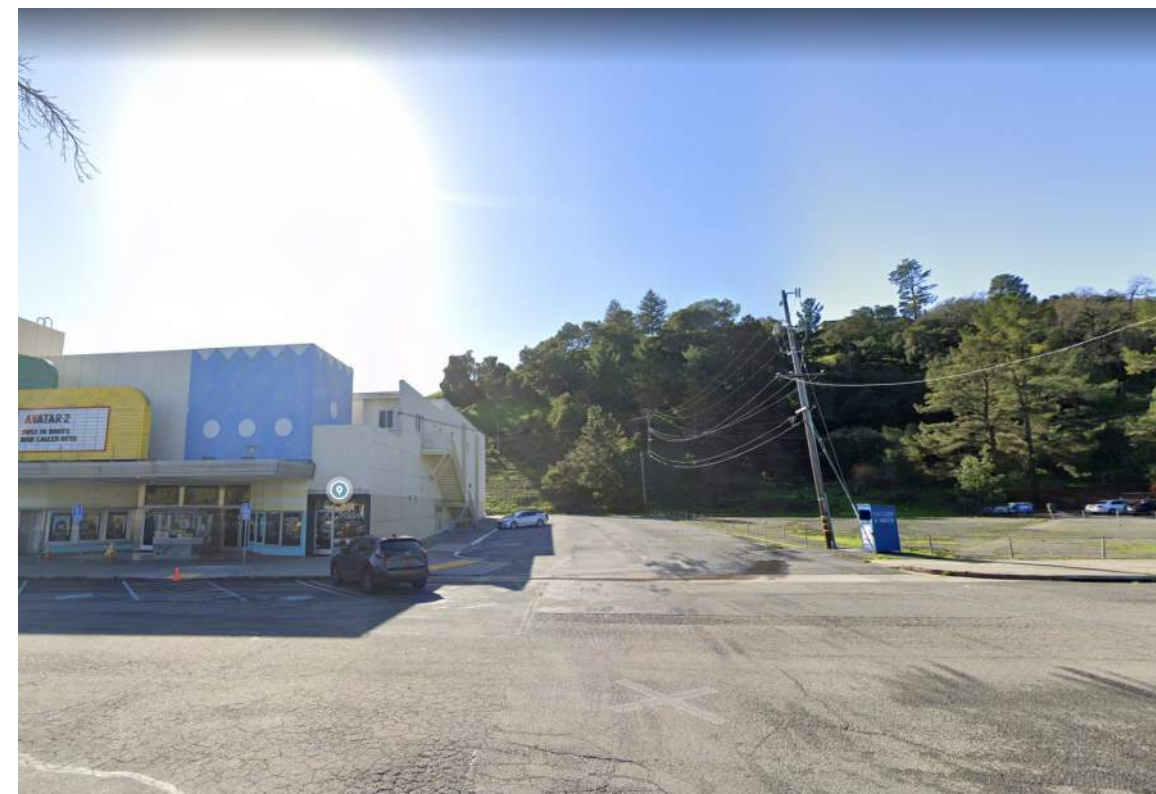
4 VIEW OF SHOPPING CENTER TENANT



5 VIEW OF SHOPPING CENTER THEATRE BUILDING



6 VIEW OF SHOPPING CENTER THEATRE BUILDING



7 VIEW OF SHOPPING CENTER THEATRE BUILDING



8 REAR BUILDING VIEW OF SHOPPING CENTER TENANT



9 REAR BUILDING VIEW OF SHOPPING CENTER TENANT



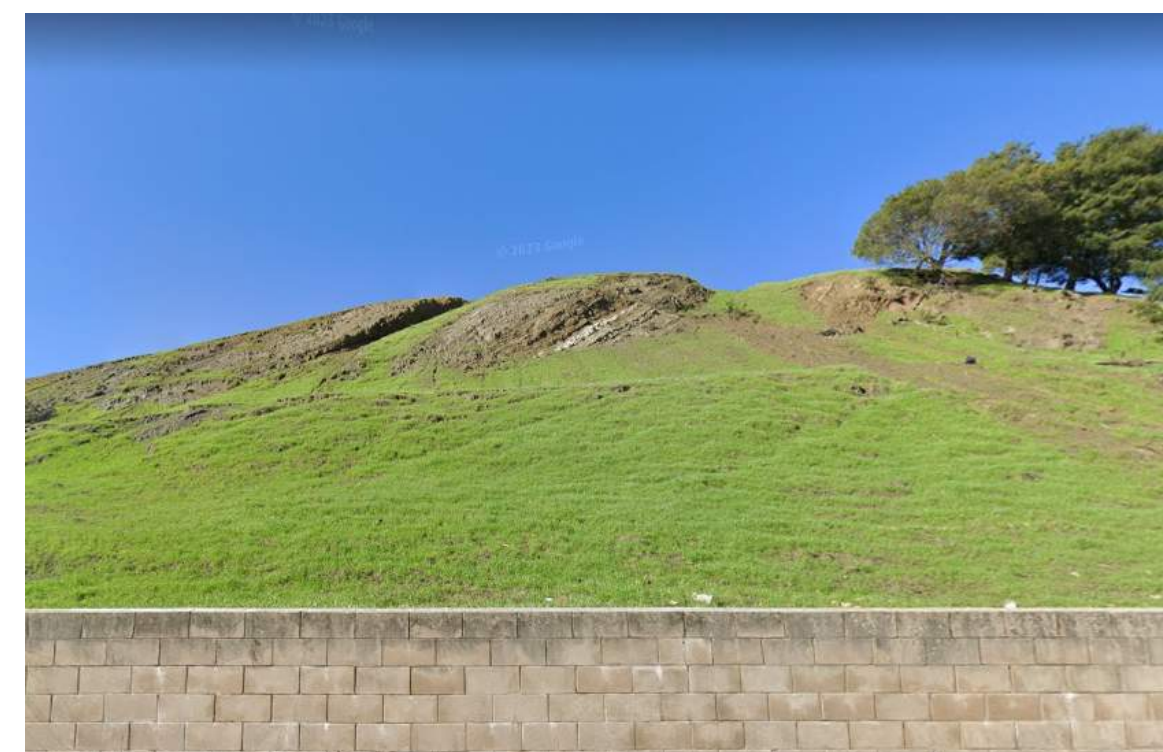
10 REAR BUILDING VIEW OF SHOPPING CENTER TENANT



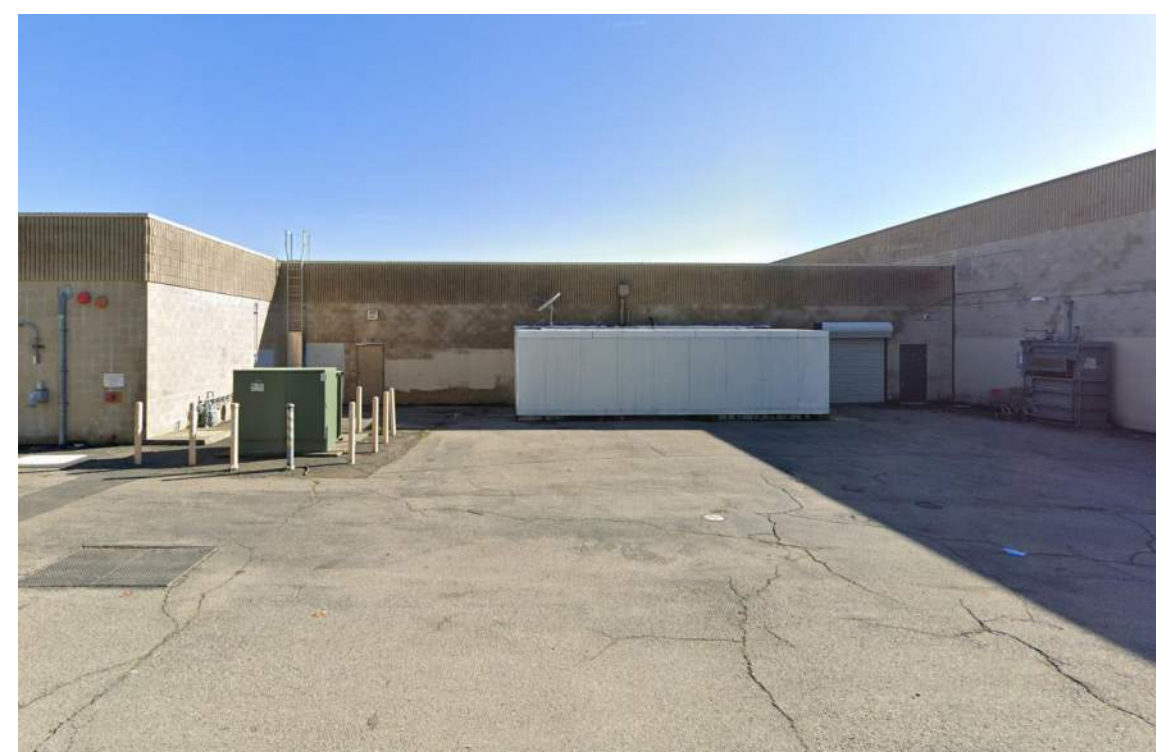
11 REAR BUILDING VIEW OF SHOPPING CENTER TENANT



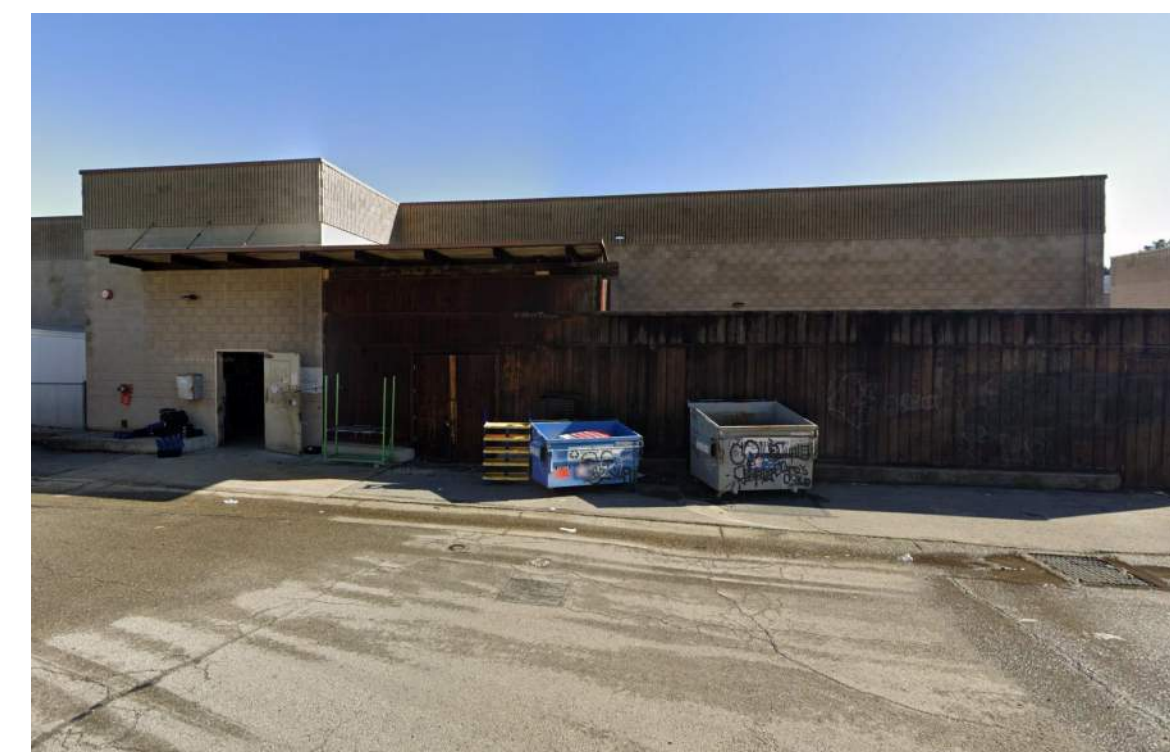
12 REAR BUILDING VIEW OF SHOPPING CENTER TENANT



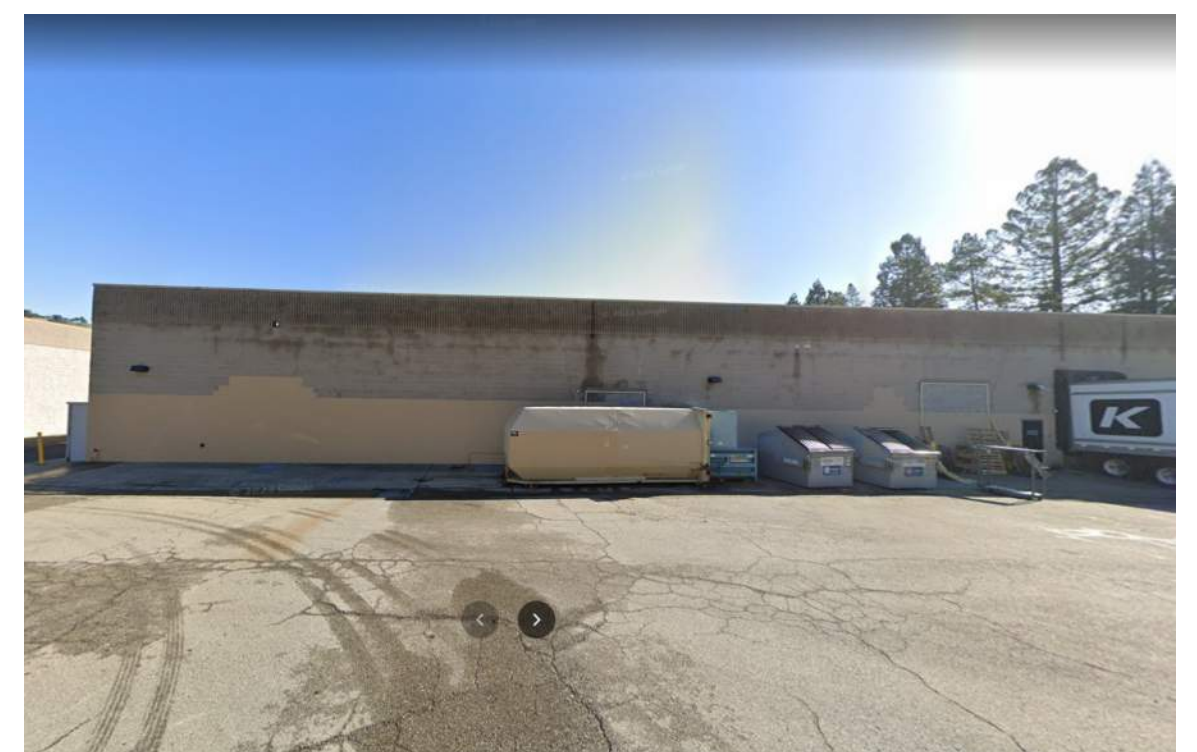
13 VIEW OF HILL BEHIND SHOPPING CENTER



14 REAR BUILDING VIEW OF SHOPPING CENTER TENANT



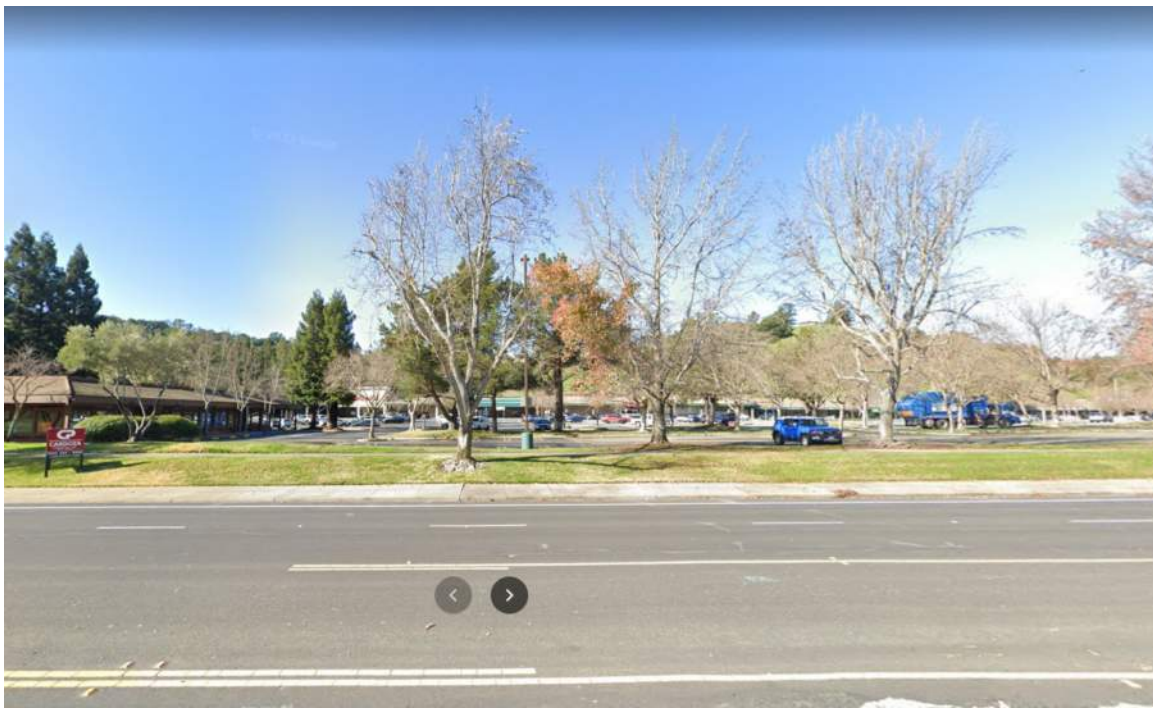
15 REAR BUILDING VIEW OF SHOPPING CENTER TENANT



16 REAR BUILDING VIEW OF SHOPPING CENTER TENANT



1 VIEW OF ENTRY DRIVEWAY



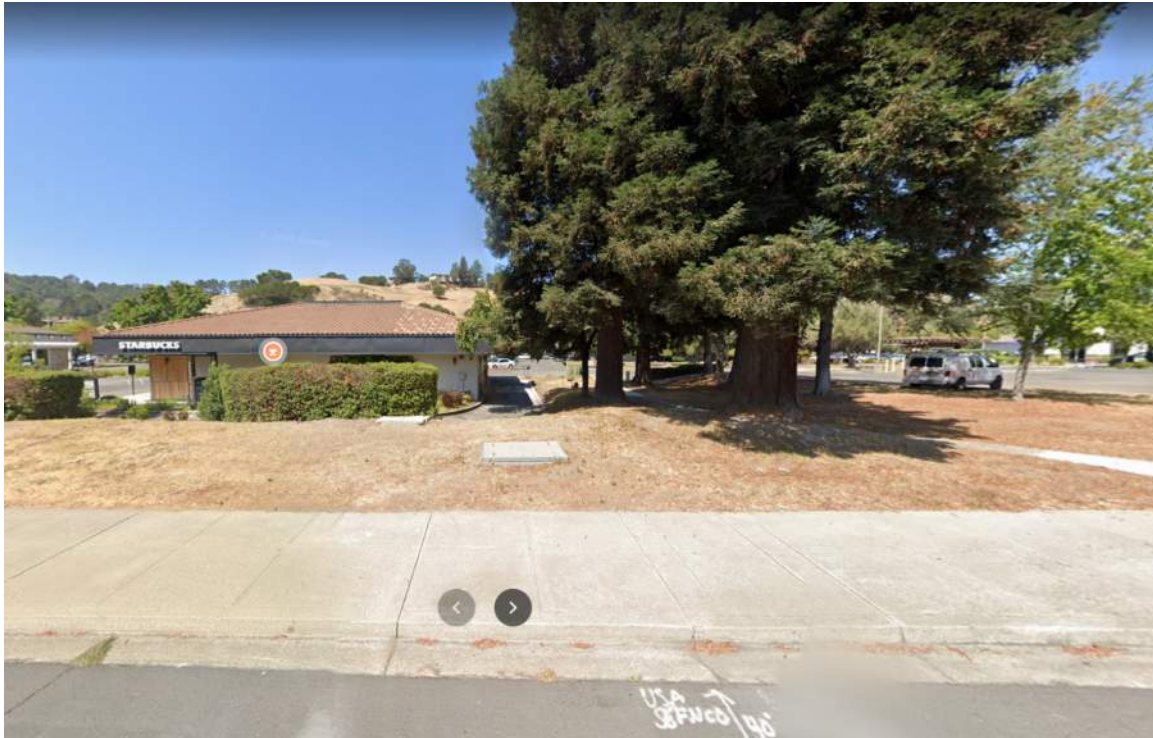
2 VIEW OF SHOPPING CENTER FROM ROAD



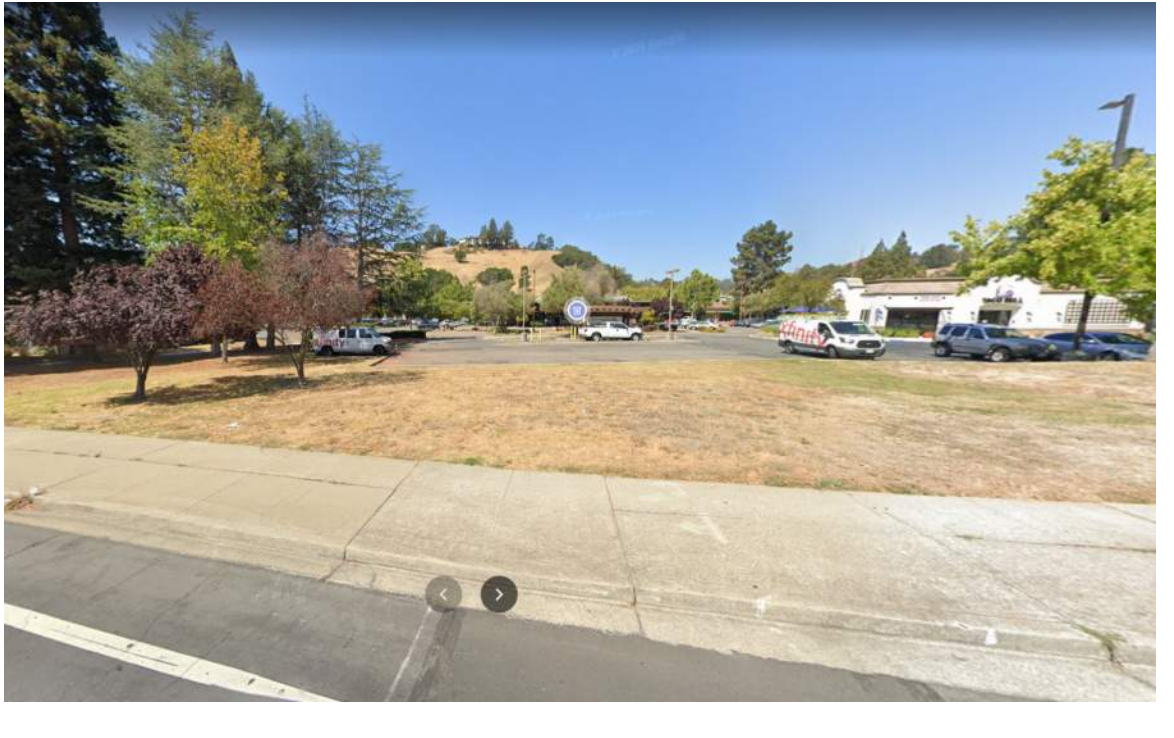
3 VIEW OF SHOPPING CENTER FROM ROAD



4 VIEW OF SHOPPING CENTER FROM ROAD



5 VIEW OF SHOPPING CENTER FROM ROAD



6 VIEW OF SHOPPING CENTER FROM ROAD



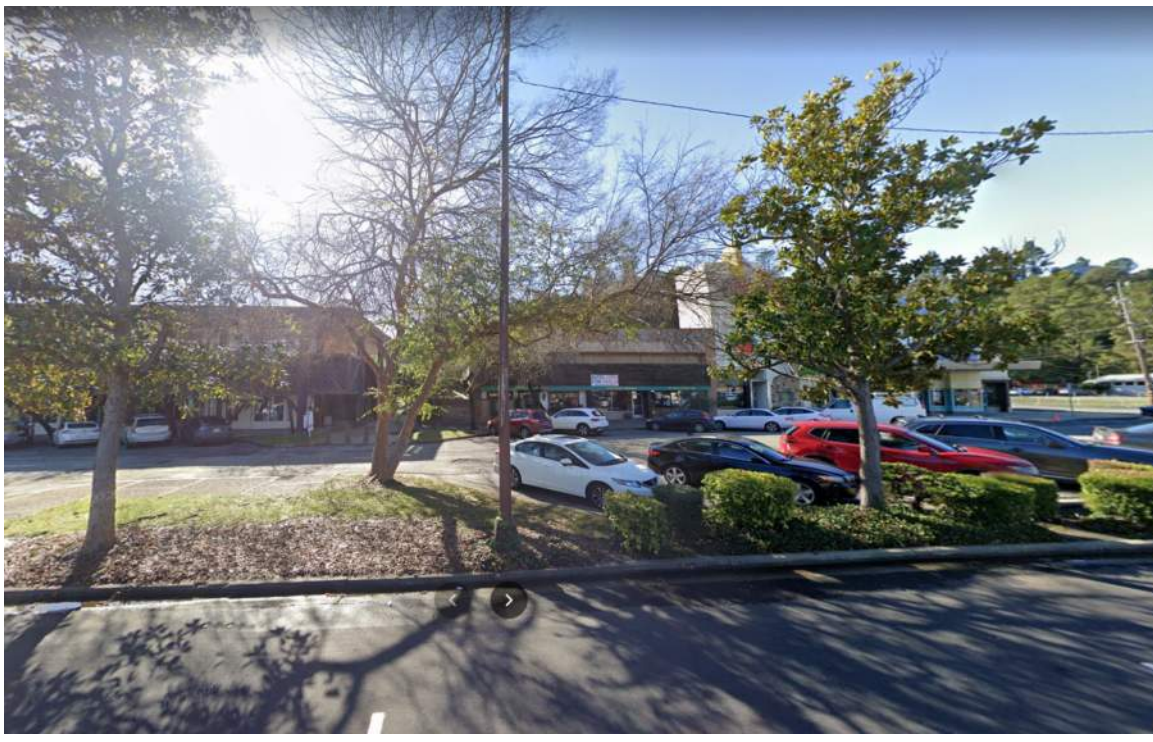
7 VIEW OF GAS STATION



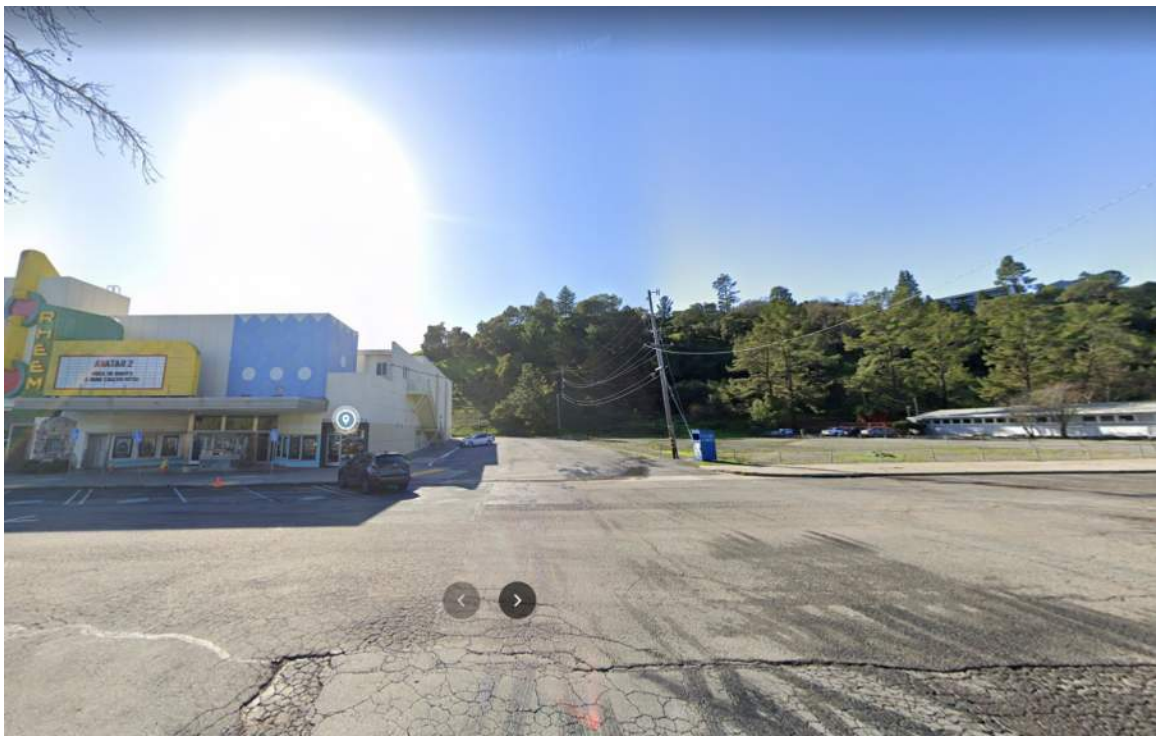
8 VIEW OF ENTRY DRIVEWAY



9 VIEW OF SHOPPING CENTER FROM ROAD



10 VIEW OF SHOPPING CENTER FROM ROAD



11 VIEW OF THEATRE AND ENTRY DRIVEWAY



12 MOFD FIRE STATION 42 - 555 MORAGA ROAD



13 23 KENDALL CIR



14 455 MORAGA RD



15 VIEW OF GAS STATION - 425 MORAGA RD



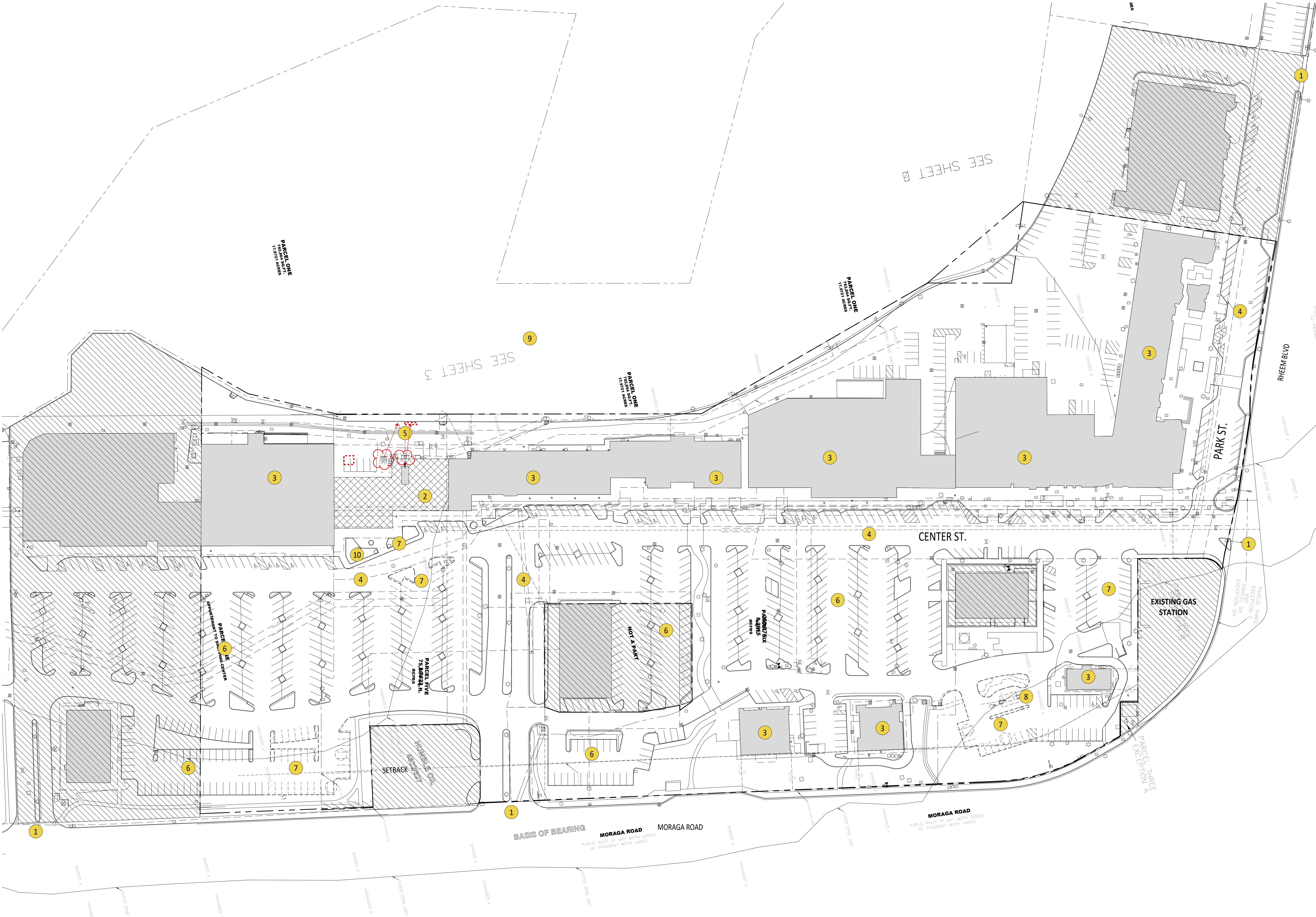
16 351 RHEEM BLVD

KEYNOTES

- 1 ENTRY
- 2 EXISTING BUILDING TO BE DEMOLISHED
- 3 EXISTING BUILDING TO REMAIN
- 4 DRIVEWAY
- 5 TELE/DATA FACILITY TO REMAIN
- 6 EXISTING PARKING AREA
- 7 EXISTING PARKING SPACES AND CURBS TO BE REMOVED
- 8 EXISTING ATM TO BE DEMOLISHED
- 9 HILLSIDE
- 10 EXISTING TREE TO BE REMOVED

LEGEND

- PROPERTY BOUNDRY
- EXISTING STRUCTURE TO BE DEMOLISHED
- EXISTING BUILDING TO REMAIN
- NOT IN CONTRACT

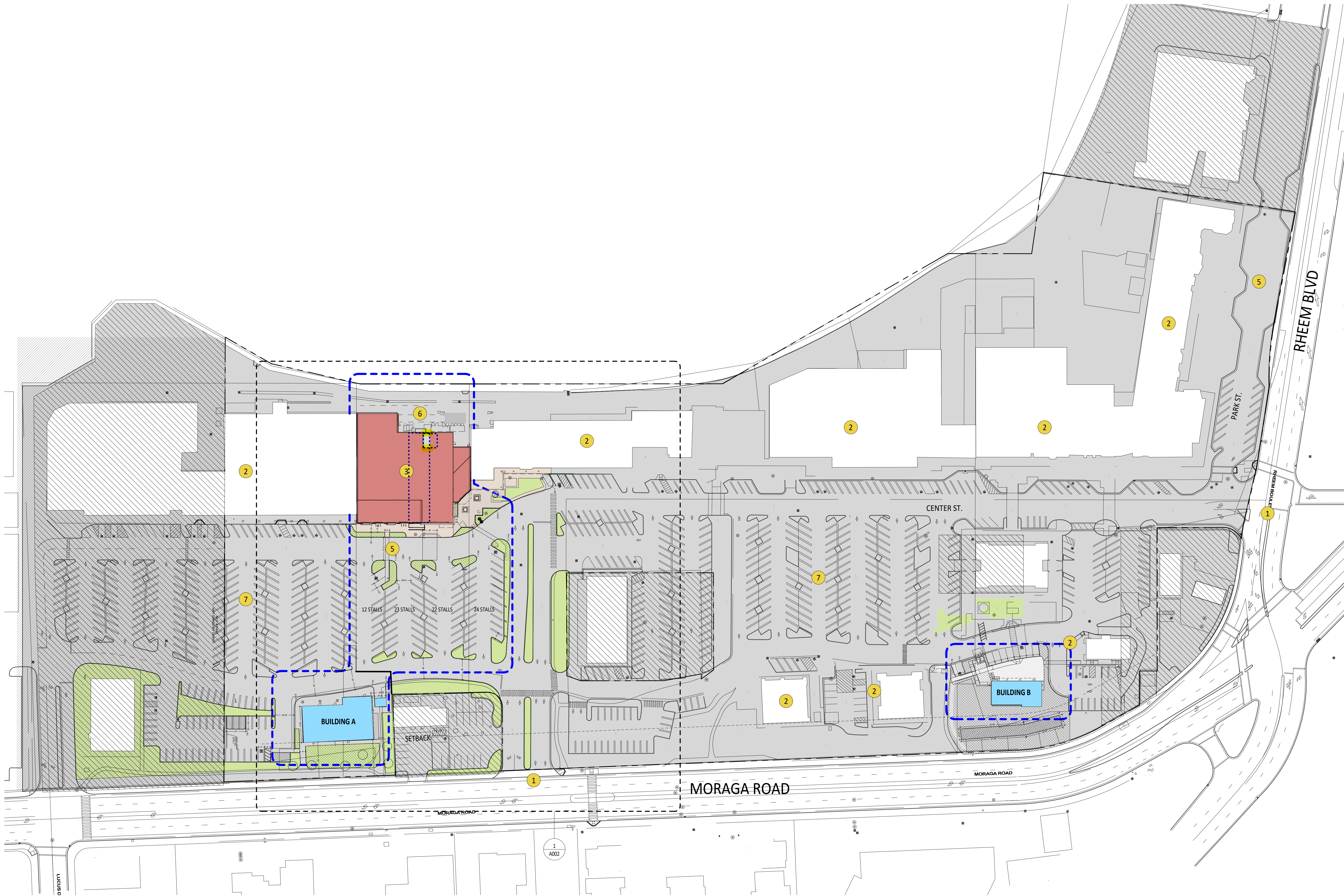


KEYNOTES

- 1 ENTRY
- 2 EXISTING BUILDING TO REMAIN
- 3 PROPOSED NEW BUILDING
- 4 BUILDING ENTRY
- 5 DRIVEWAY
- 6 LOADING ZONE
- 7 EXISTING PARKING AREA

LEGEND

- EXISTING PROPERTY LINE
- PROJECT SCOPE AREA
- EXISTING/NEW PAVEMENT
- EXISTING BUILDING TO REMAIN
- NEW GROCERY BUILDING
- NEW TENANT BUILDING
- NOT IN CONTRACT



1 SITE PLAN
1" = 60'-0"

lowney
arch

PROPOSED SITE PLAN
RHEEM VALLEY SHOPPING CENTER

A0.5

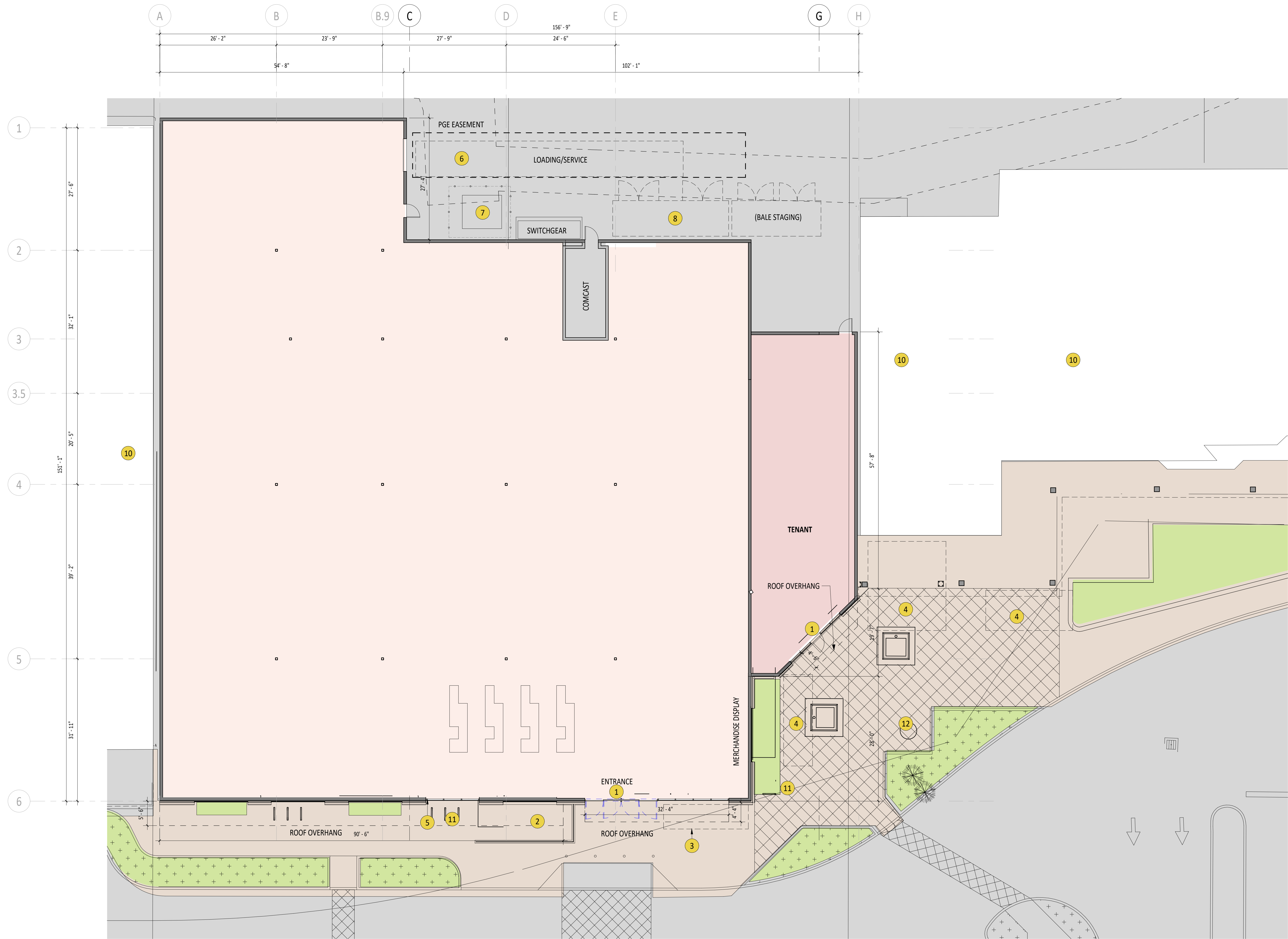
KEYNOTES

- 1 DRIVEWAY ENTRY
- 2 EXISTING BUILDING TO REMAIN
- 3 PROPOSED NEW BUILDING
- 4 BUILDING ENTRY
- 5 DRIVEWAY
- 6 LOADING ZONE
- 7 EXISTING PARKING AREA
- 8 DRIVE AISLE
- 9 EV PARKING
- 10 BICYCLE RACKS
- 11 LOT LINE ADJUSTMENT (LLA)
- 12 CURB RAMP
- 13 NEW PAVEMENT
- 14 EDGE OF NEW PAVING
- 15 EXISTING PAVING TO REMAIN
- 16 CONTRASTING STRIPING
- 17 BOLLARD
- 18 DEDICATED TENANT SEATING
- 19 CART CORRAL

LEGEND

- EXISTING PROPERTY LINE
- EXISTING BUILDING TO REMAIN
- NOT IN CONTRACT
- NEW GROCERY BUILDING
- NEW TENANT BUILDING





KEYNOTES

- 1 BUILDING ENTRY
- 2 CART CORRAL
- 3 OUTDOOR DISPLAY
- 4 OUTDOOR SEATING
- 5 STOREFRONT
- 6 LOADING ZONE
- 7 TRANSFORMER
- 8 TRASH ENCLOSURE
- 9 CHECKOUT
- 10 EXISTING BUILDING TO REMAIN
- 11 BIKE RACK(S)
- 12 POSSIBLE ART LOCATION

1 ENLARGED GROCERY PLAN
1" = 10'-0"

KEYNOTES

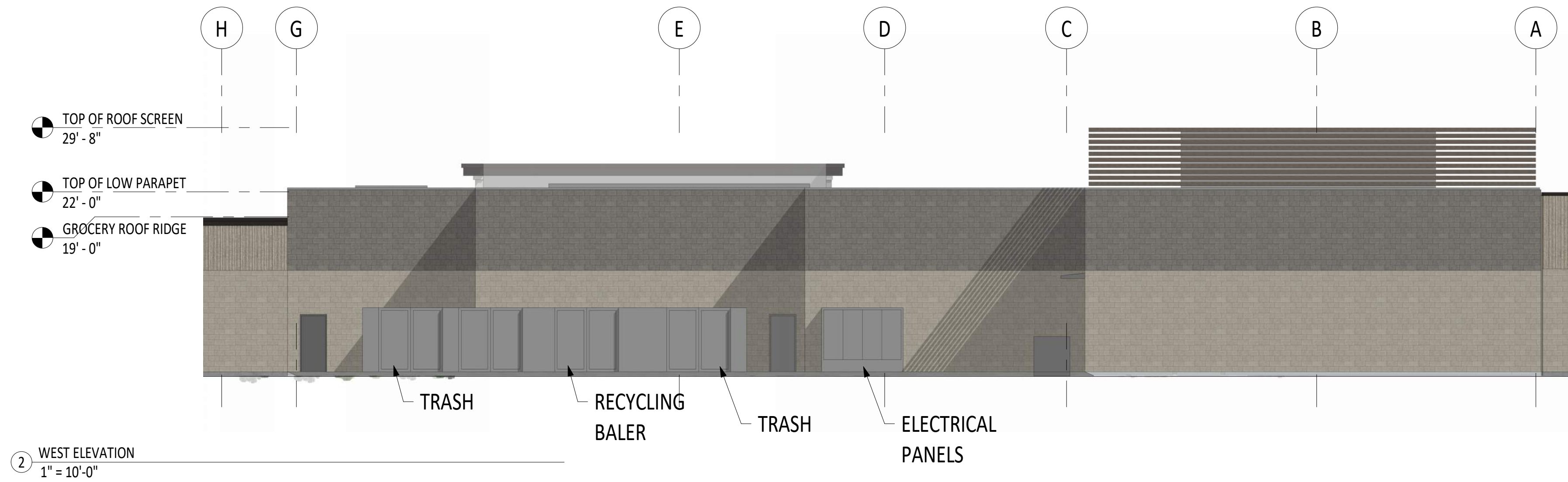
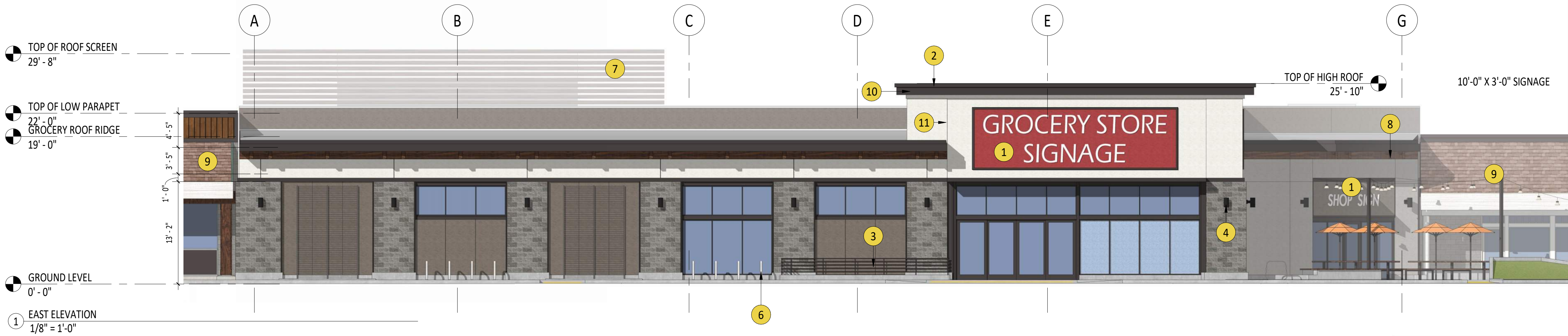
- 1 RIDGE LINE
- 2 EXISTING BUILDING TO REMAIN
- 3 HVAC/CONDENSING EQUIPMENT
- 4 METAL EQUIPMENT SCREEN - SHOP PAINTED GREY
- 5 HIGH PARAPET
- 6 LOW PARAPET
- 7 ROOF OVERHANG
- 8 EXISTING ROOF
- 9 GUTTER



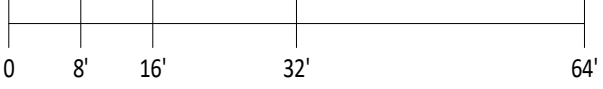
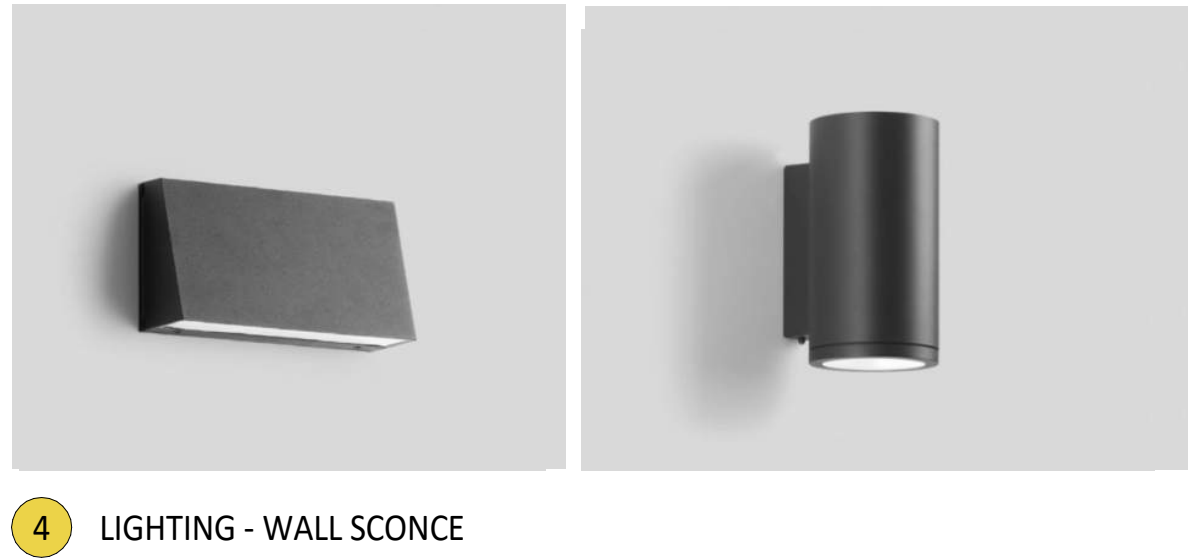
1 GROCERY ROOF RIDGE
1" = 10'-0"

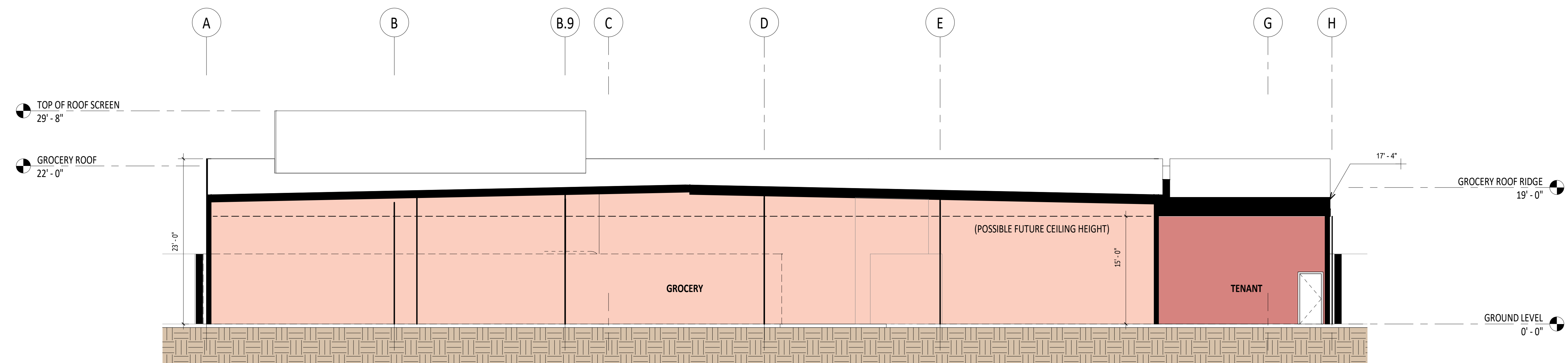
KEYNOTES

- 1 SIGNAGE LOCATION
- 2 METAL TRIM
- 3 CART CORRAL
- 4 LIGHTING - WALL SCONCE
- 5 OUTDOOR SEATING
- 6 BOLLARD
- 7 ALUMINUM ROOF SCREEN
- 8 WOOD DETAIL
- 9 EXISTING BUILDING
- 10 CORNICE
- 11 REVEAL

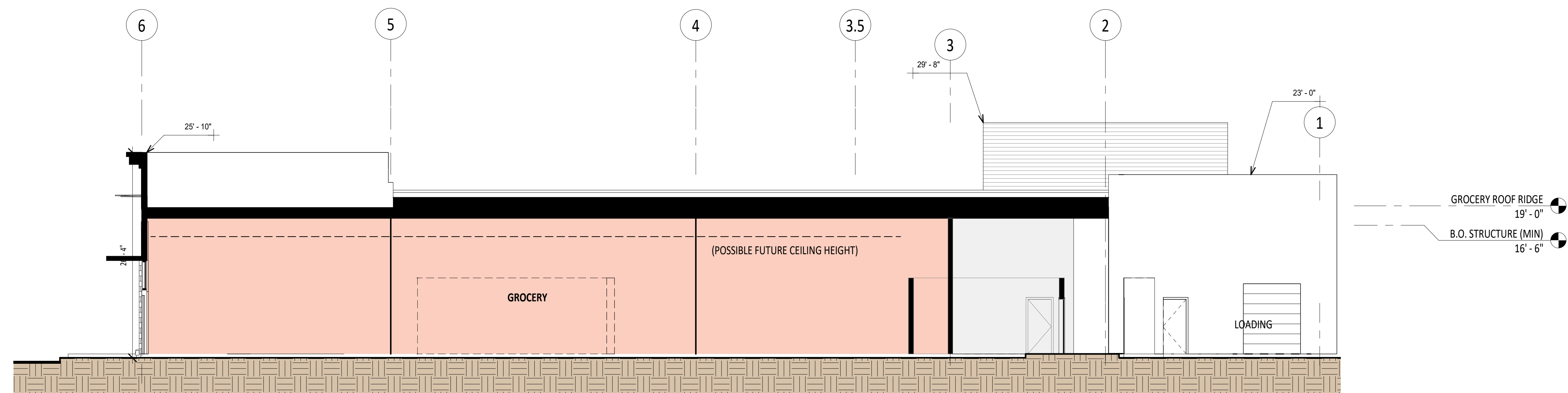


3 EAST ELEVATION ENLARGED
1/4" = 1'-0"



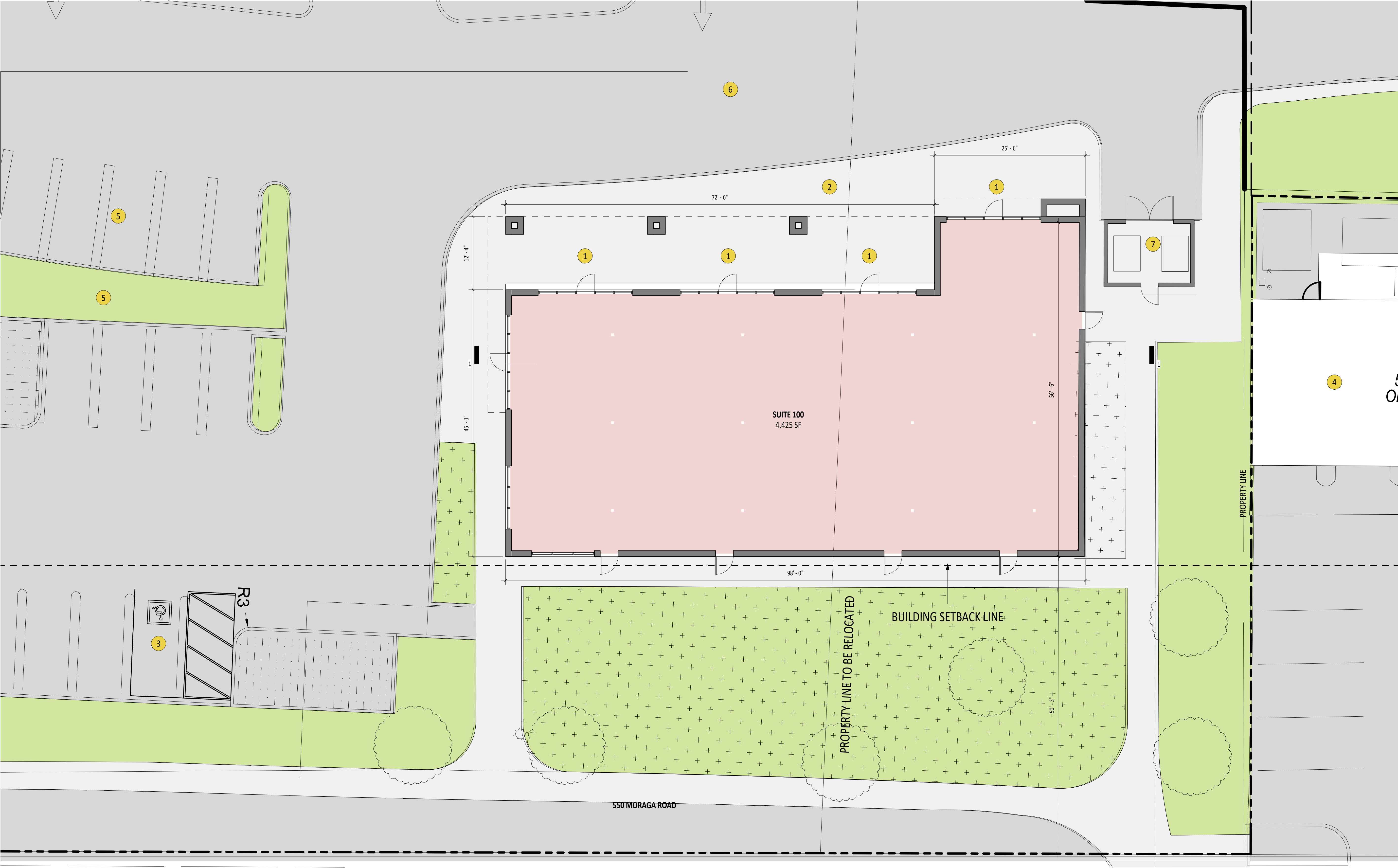


2 WEST EAST BUILDING SECTION
1/8" = 1'-0"



1 NORTH SOUTH BUILDING SECTION
1/8" = 1'-0"

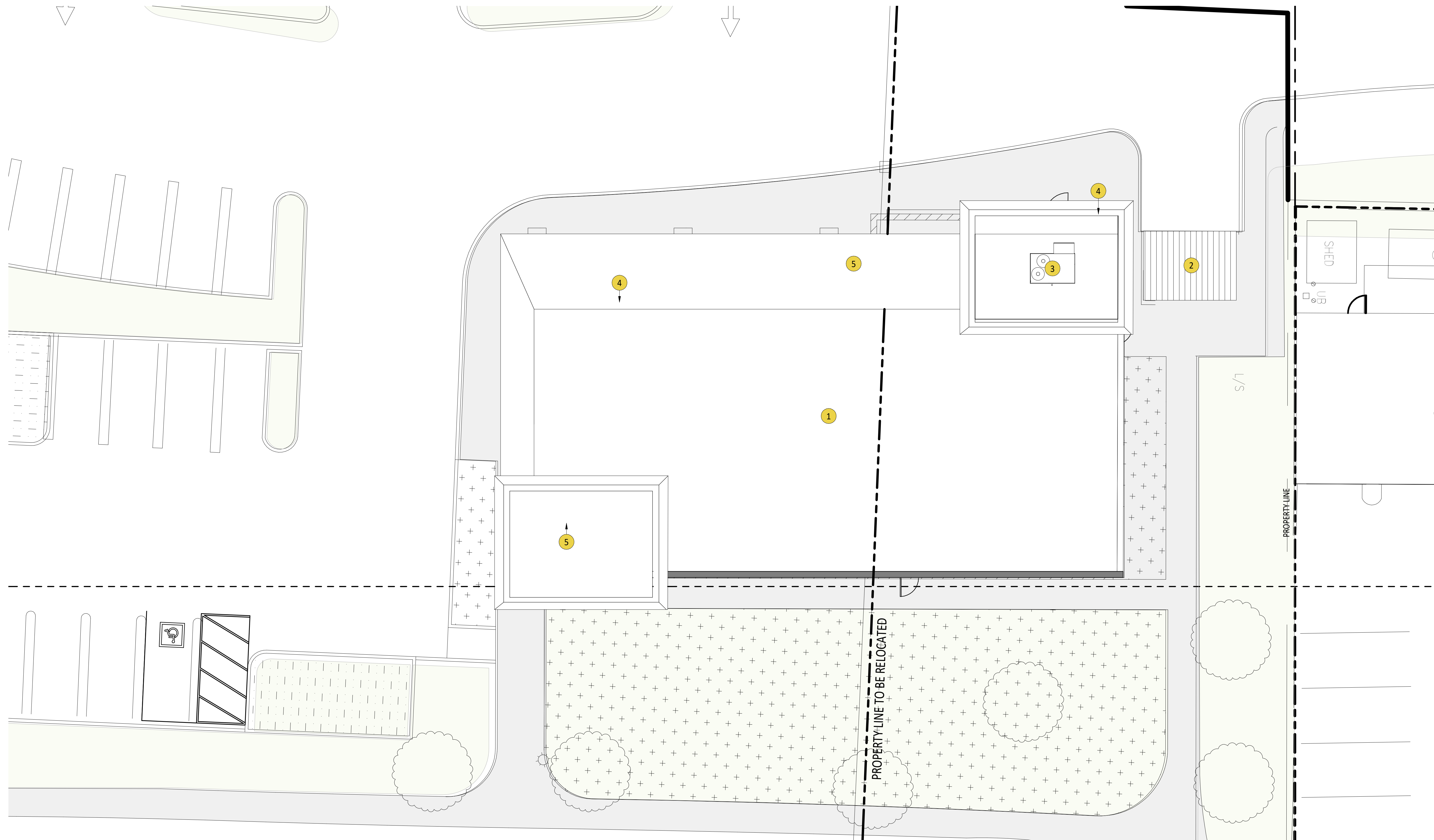
- 1 BUILDING ENTRY
- 2 OUTDOOR SEATING
- 3 PARKING STALLS
- 4 EXISTING BUILDING TO REMAIN
- 5 EXISTING PARKING AREA
- 6 EXISTING DRIVE ASILE
- 7 TRASH ENCLOSURE
- 8 BIKE RACK



1 ENLARGED TENANT PLAN 2
1/8" = 1'-0"

KEYNOTES

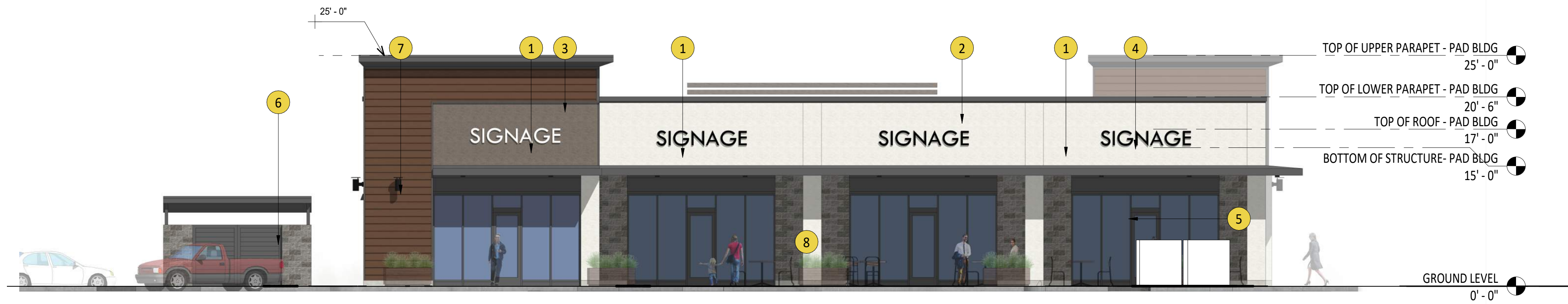
- 1 PROPOSED BUILDING
- 2 COVERED TRASH ENCLOSURE BELOW
- 3 MECHANICAL UNIT
- 4 PARAPET
- 5 ROOF OVER HANG



① ENLARGED TENANT A PLAN - ROOF
1/8" = 1'-0"

KEYNOTES

- 1 SIGNAGE
- 2 METAL TRIM
- 3 CEMENTITIOUS HORIZONTAL SIDING - DARK BROWN
- 4 STUCCO - CREAM
- 5 SPLIT FACE CMU TYP. MIX
- 6 TRASH ENCLOSURE
- 7 LIGHTING - WALL SCONCE
- 8 OUTDOOR SEATING



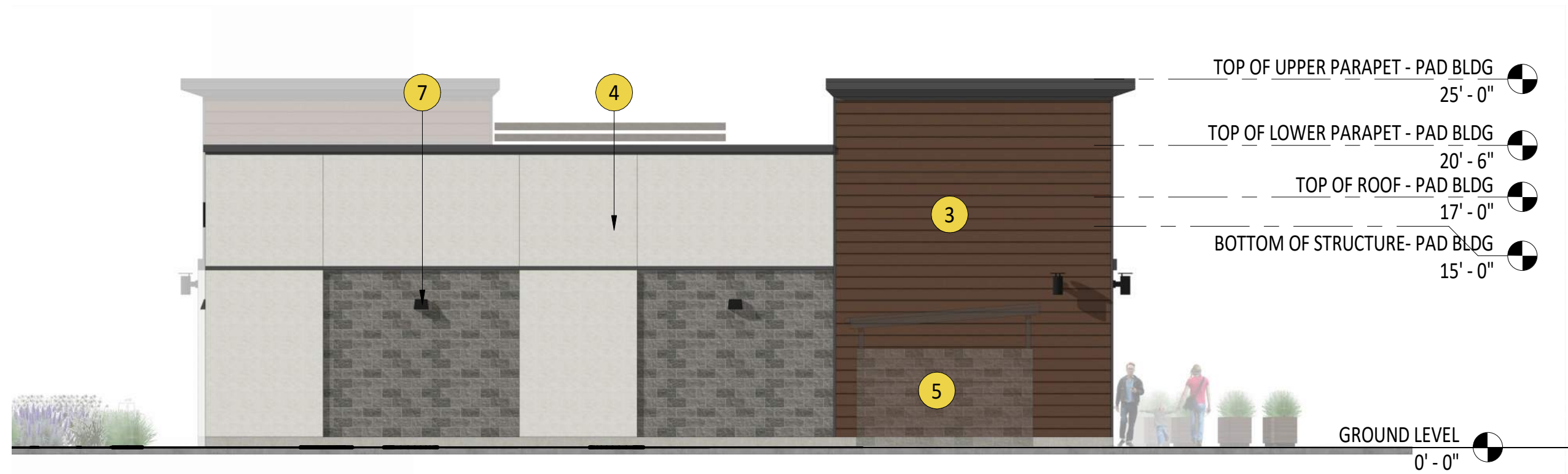
1 BLDG A WEST ELEV
1/8" = 1'-0"



2 BLDG A SOUTH ELEV
1/8" = 1'-0"



3 BLDG A EAST ELEV
1/8" = 1'-0"



4 BLDG A NORTH ELEV
1/8" = 1'-0"



VIEW FROM WEST AT INTERIOR DRIVE AISLE



VIEW FROM SOUTH EAST ON MORAGA RD.



① SECTION 1 - BUILDING A
3/16" = 1'-0"



② SECTION - BUILDING B
3/16" = 1'-0"

KEYNOTES

- 1 BUILDING ENTRY
- 2 OUTDOOR SEATING (TBD) , BY TENANT
- 3 PARKING STALLS
- 4 EXISTING BUILDING TO REMAIN
- 5 EXISTING PARKING AREA
- 6 EXISTING DRIVE ASILE
- 7 TRASH ENCLOSURE
- 8 BIKE RACKS
- 9 OVERHANG



1 ENLARGED BUILDING PLAN B
1/8" = 1'-0"

KEYNOTES

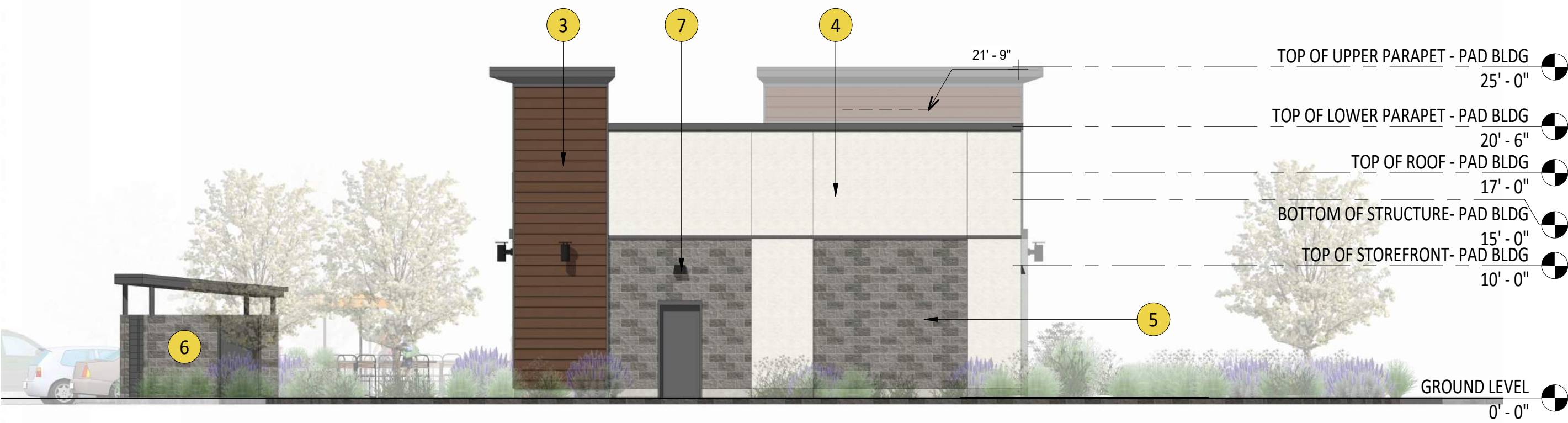
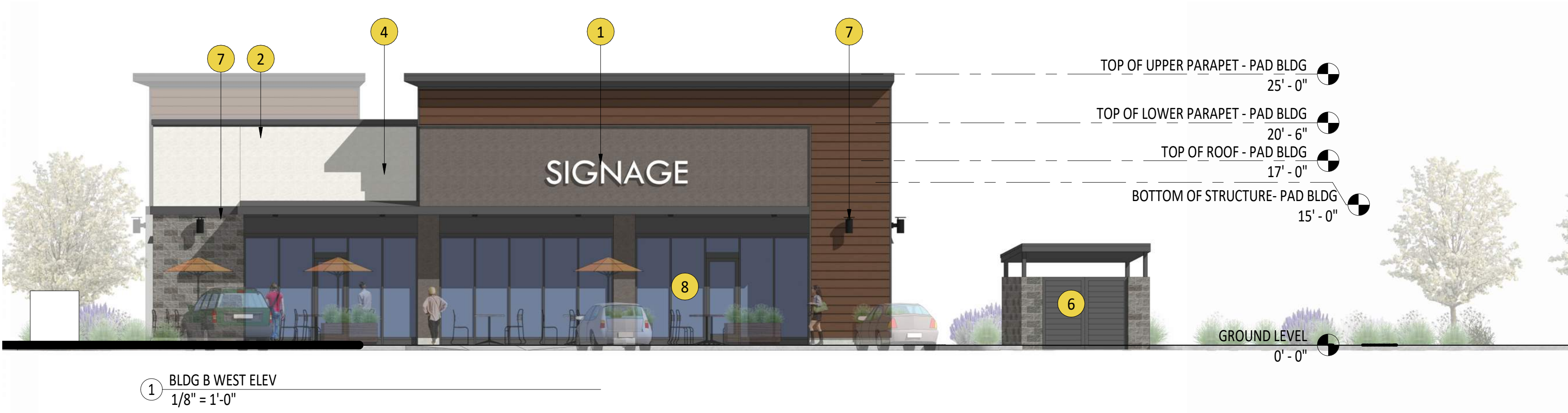
- 1 PROPOSED BUILDING
- 2 COVERED TRASH ENCLOSURE
- 3 MECHANICAL UNIT
- 4 PARAPET
- 5 ROOF OVER HANG



1 ENLARGED TENANT B PLAN - ROOF
1/8" = 1'-0"

KEYNOTES

- 1 SIGNAGE
- 2 METAL TRIM
- 3 CEMENTITIOUS HORIZONTAL SIDING - DARK BROWN
- 4 STUCCO - CREAM
- 5 SPLIT FACE CMU TYP. MIX
- 6 TRASH ENCLOSURE
- 7 LIGHTING - WALL SCONCE
- 8 OUTDOOR SEATING



VIEW FROM WEST AT INTERIOR DRIVE AISLE



VIEW FROM NORTH EAST ON MORAGA RD.