CALL TO ORDER: Chairperson Steckler called the meeting to order at 7:00 p.m.

PRESENT: Chairperson Steckler, Vice Chairperson McDonald, Commissioners Leung, Rao, Reed, and Yee

ABSENT: None – one seat is pending appointment

STAFF PRESENT: Kristie Wheeler, Planning Manager
Bronwen Lacey, Senior Deputy City Attorney
Joel Pullen, Senior Planner
Spencer Shafsky, Planner II
Trish Cordova, Executive Assistant
Kim Salazar, Recording Clerk
Chavez Company, Remote Stenocaptioning
Napoleon Batalao, Video Technician

APPROVAL OF MINUTES: None

DISCLOSURES: Commissioner Rao drove around item 1 and spoke to a couple of residents in the area. She also drove the site of item 2 and met with the developer.
Commissioner Reed drove by item 1 and spoke to the applicant for item 2.
Commissioner Leung drove by items 1 and 2 and met with the applicant for item 2.
Vice Chairperson McDonald drove by the property of item 1 and through the surrounding neighborhood. She drove by the property of item 2 and walked through the Centerville area and spoke with some of the business owners. She also met with the applicant of item 2 and attended the January 17, 2019 Historical Architectural Review Board meeting, regarding this item.
Commissioner Yee rode his bike to the site of item 1 and spoke with a number of residents in the area. He met with the developer of item 2 and spoke with a number of business owners and residents in the area, as well.
Chairperson Steckler drove by items 1 and 2.
CONSENT CALENDAR

None

PUBLIC/ORAL COMMUNICATIONS

Kelly Abreu, Fremont resident, submitted and read a blog post from the Sierra Club website, San Francisco Bay Chapter, written by William Yragui and dated February 5, 2019, regarding sprawl developments in urban-wildland areas.

PUBLIC HEARING ITEMS

Item 1. **LINCOLN TOWNHOMES – 40857 Lincoln Street - PLN2017-00018** – To a Vesting Tentative Tract Map, Private Street and Discretionary Design Review Permit to allow the construction of five attached townhouse units on a 0.43-acre site located in the Irvington Community Plan Area, and to consider an exemption from the California Environmental Quality Act (CEQA) per CEQA Guidelines Section 15332, Infill Development Projects.

Planning Manager Kristie Wheeler introduced the item and Planner II Spencer Shafsky gave a brief presentation. A Gold Sheet, indicating notes and corrections, is attached to these minutes.

Chairperson Steckler opened the public hearing and invited the applicant to speak.

John Xu, owner/applicant, spoke to the project and responded to questions from the Commission.

Chairperson Steckler invited public comment.

Michael Chin, neighboring resident, expressed concern over privacy and parking related to the project.

Chairperson Steckler invited the applicant back for rebuttal.

John Xu spoke to the issue of privacy and agreed to inform Mr. Chin of the elements intended for the project to assure privacy.

Chairperson Steckler closed the public hearing.

Commissioner Leung moved to approve staff recommendation and Commissioner Yee seconded.
IT WAS MOVED (LEUNG/REED) AND CARRIED BY THE FOLLOWING VOTE (4-2-0-0-0-1) THE PLANNING COMMISSION – HELD PUBLIC HEARING;

AND

FOUND THE PROJECT IS CATEGORICALLY EXEMPTED FROM THE REQUIREMENTS OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PER CEQA GUIDELINES SECTION 15332, INFILL DEVELOPMENT PROJECTS;

AND

APPROVED DISCRETIONARY DESIGN REVIEW PERMIT PLN2017-00018, AS SHOWN ON EXHIBIT “A,” BASED ON THE FINDINGS AND SUBJECT TO THE CONDITIONS OF APPROVAL SET FORTH IN EXHIBIT “B;”

AND

APPROVED VESTING TENTATIVE TRACT MAP NO. 8292 AND A PRIVATE STREET AS SHOWN IN EXHIBIT “A,” BASED ON THE FINDINGS AND SUBJECT TO THE CONDITIONS OF APPROVAL SET FORTH IN EXHIBIT “B;”

AND

APPROVED THE PROPOSED REMOVAL AND MITIGATION FOR ONE PROTECTED TREE PURSUANT TO THE CITY’S TREE PRESERVATION ORDINANCE, BASED UPON FINDINGS AND SUBJECT TO THE CONDITIONS OF APPROVAL SET FORTH IN EXHIBIT “B.”

The motion carried by the following vote:
AYES: 4 – Leung, Rao, Steckler, Yee
NOES: 2 – McDonald, Reed
ABSTAIN: 0
ABSENT: 0
RECUSE: 0
VACANCY: 1 – pending appointment

Item 2. (00:28:27) SILICONSAGE CENTERVILLE MIXED-USE PROJECT – 37358 Fremont Boulevard – PLN2017-00229 - To consider a Discretionary Design Review Permit, Vesting Tentative Tract Map and Private Street to allow demolition of all existing buildings located from 37358-37494 Fremont Boulevard and 3768-3820 Peralta Boulevard and construction of a new mixed-use development featuring multi-story buildings containing a combined 26,000 square feet of ground-floor commercial space with 93 rental apartment units on the upper floors along Fremont Boulevard and 72 for-ownership townhomes at the rear of the site facing Peralta Boulevard, Parish Avenue and Jason Way, and to consider certification of a Final Environmental Impact Report (SCH# 2018072040) prepared and circulated in accordance with the requirements of the California Environmental Quality Act.

Planning Manager Kristie Wheeler introduced the item. A Gold Sheet, indicating notes and corrections, is attached to these minutes.

Senior Planner Joel Pullen gave a comprehensive presentation, including a brief history of the site, an overview of the site plan, three distinct design variations, the
history of the City’s former Fire Station No. 6, and recommendations by the Historical Architectural Review Board (HARB) from their January 17, 2019 meeting. Mr. Pullen and Planning Manager Wheeler responded to questions and comments from the Commission.

Chairperson Steckler opened the public hearing and invited the applicant to speak.

Sanjeev Acharya, Owner and President/CEO of SiliconSage Builders, and Shaivali Desai, Director of Acquisition and Forward Planning with SiliconSage Builders, gave a joint presentation and responded to questions and comments from the Commission.

Commissioner Reed requested that a commemorative plaque be implemented into the project to recognize former Fire Chief, Daniel Lydon, to which Mr. Acharya responded that they are planning to incorporate a memorial feature along one of the sidewalks of the project.

Chairperson Steckler invited public comment.

Tim Lipscomb, representing the Carpenters Union, advocated for the developer to utilize local contractors/carpenters and requested that the Planning Commission include a stipulation to the conditions of approval that required the developer to contract with local talent.

Tim Swenson, Secretary for the Washington Township Museum of Local History, Secretary for the Washington Township Historical Society, and author of the Centerville Walking Tour, advocated for preserving physical historical elements of Fremont, including Fire Station No. 6.

Patricia Schaffarczyk, representing the Washington Township Museum of Local History, advocated for staff recommendation and the preservation of the fire station.

The following speakers opposed the project:

- Alice Cavette, Fremont resident, asked the Commission to reject all of the design options presented tonight and provided several suggestions for a redesign. She also advocated for retaining the fire station.
- Chris Cavette, Fremont resident, commented on the lack of focus for the project and advocated for retaining the fire station.
- Robert Daulton, Fremont resident, commented on the “halfhearted” design of the proposed project (i.e., suitable development for a Transit Oriented District (TOD), affordable housing, pedestrian and bicycle accommodations, soundproofing). He also advocated for preserving the fire station.
- Kelly Abreu, Fremont resident, opposed the project due to a lack of pedestrian and bicycle friendly features.
- Dennis Godden, Fremont resident, expressed concern over the transparency of the developer and reported on his own investigative efforts with regards to local businesses, traffic, and parking.
The following speakers did not state opposition to the project, but did express concern over the lack of bicycle and pedestrian features:

- Steve Skala
- Diane Shaw
- Ruth Narayan
- Andreas Kadavanich, representing Bike Fremont

**Matt Senekeremian**, representing the Fremont Chamber of Commerce, spoke in favor of the project, but not specifically for any one of the three design variations.

**Kathleen Faubion**, Fremont resident, spoke in favor of the project, saying that the proposed site was well suited for a high density development. She also advocated for implementation of pedestrian and bicycle features, and removal of the fire station.

The following Fremont residents spoke in favor of the applicant’s preferred project, which would include removal of the fire station:

- Sharon Marshak, representing Tri-City Voice newspaper
- Fernando Cuebas
- Neal Greenberg
- Jeff Van der Sluis, Business Manager for Holy Spirit Catholic Church
- Raj Thota, representing Washington High School DECA program
- Steven Coulthard, representing Centerville Business Community Association
- Piram Singh, representing Washington High School Project Aqua
- Vinay Baid, representing Washington High School DECA program
- Rayhan Rani, representing Students United for the Representation to the Fremont Board of Education (SURFBoardE), Centerville Junior High School
- Zuhair Imaduddin, representing SURFBoardE
- Laurence Hansen
- Brian Zamora, representing the Pastoral Council, Holy Spirit Catholic Church
- Aaron John, representing Washington High School DECA program
- Gabriela Motta, Washington High School student
- Karen Li, representing SURFBoardE, Mission San Jose High School
- Ryan Wong, Washington High School student
- Jesse Tan, Washington High School student
- Pastor Greg Roth, representing Centerville Presbyterian Church
- Vilmia Wong
- Serienna Kidwell
- Tom Connor
- Brandon Sass
- Marilyn Kelly
- Piyosh Patel
- Raj P
- Kathy Kimberlin, President Centerville Business Community Association
Chairperson Steckler called for a brief recess at 8:45 p.m. and reconvened the meeting at 8:55 p.m.

Chairperson Steckler invited the applicant back for rebuttal.

Sanjeev Acharya and Shaivali Desai spoke to issues of bike lanes and pedestrian/bicycle features. They also responded to questions from Commissioners regarding: sidewalk widths, parking allotments, affordable housing, and soundproofing.

Chairperson Steckler closed the public hearing for this item and invited staff from the Transportation Engineering in the Public Works Department to speak.

Principal Transportation Engineer Noe Veloso explained that the absence of bike lanes in the mixed-use project currently being discussed was due to a grant program from the Alameda County Transportation Commission and a relinquishment project from Caltrans along State Route 84. He said that the relinquishment project was reaching its final stages and that a design for a completely balanced streetscape for State Route 84 would begin soon. As State Route 84 runs through a portion of the development currently being discussed, Mr. Veloso has been in contact with the developer, Mr. Acharya, who has agreed to implement the forthcoming streetscape design into his mix-use project.

Mr. Veloso then responded to questions from the Commission and addressed safety issues related to the main driveway off Fremont Boulevard.

Commissioner Reed moved to approve the applicant’s preferred alternate design, identified as option number 2, with the recommendation of adding bike lanes that will come through the newly designed streetscape for State Route 84, as explained by Principal Transportation Engineer Noe Veloso. Commissioner Yee seconded.

Commissioner Leung proposed a friendly amendment to increase the number of affordable housing units for this project, to which Planning Manager Wheeler explained that based on the City’s current Affordable Housing Ordinance, the payment of the affordable housing fee by the applicant for the rental component is the method to meet the affordable housing requirement on this project.

Based on the aforementioned information and further discussion with Ms. Wheeler, Commissioner Leung withdrew her friendly amendment.

Vice Chairperson McDonald stated her reservations regarding the project (i.e., building townhomes in a TOD, appropriate density for the area, preservation/renovation/demolition of the fire station, soundproofing and mitigation of noise). She also thanked the developer for their work and encouraged them to come back with a denser project that better meets the intended goals for a TOD located in a commercial town center.
IT WAS MOVED (REED/YEE) AND CARRIED BY THE FOLLOWING VOTE (4-2-0-0-0-1) THE PLANNING COMMISSION – HELD PUBLIC HEARING; AND
RECOMMENDED THAT THE CITY COUNCIL:

CERTIFY THE FINAL ENVIRONMENTAL IMPACT REPORT AS SHOWN IN EXHIBIT “A,” AND FIND THIS ACTION REFLECTS THE INDEPENDENT JUDGMENT OF THE CITY OF FREMONT;

AND

FIND PLN2017-00229, INCLUDING THE ORIGINAL PROJECT AND PREFERRED PROJECT, AS SHOWN IN EXHIBIT “B” (PROJECT PLANS), IS CONSISTENT WITH THE GENERAL PLAN, COMMUNITY PLAN, AND ZONING ORDINANCE BASED UPON FINDINGS AND SUBJECT TO CONDITIONS IN EXHIBIT “C;”

AND

FIND THAT RETENTION OF THE REGISTER/POTENTIAL REGISTER RESOURCE IN ACCORDANCE WITH CHAPTER 18.175 WOULD CAUSE IMMEDIATE AND SUBSTANTIAL HARDSHIP TO THE PROPERTY OWNERS BECAUSE REHABILITATION OR RESTORATION WOULD:

BE INFEASIBLE FROM A TECHNICAL, MECHANICAL, OR STRUCTURAL STANDPOINT WITHOUT RESULTING IN SUBSTANTIAL ADVERSE CHANGE TO THE HISTORIC RESOURCE, INCLUDING REQUISITE UPGRADES FOR ADEQUATE ACCESS AND EGRESS, AND ORIENTATION WITH RESPECT TO A REASONABLY FEASIBLE SITE PLAN FOR THE LARGER PROJECT;

AND

BE DISPROPORTIONATELY GREAT IN RELATION TO ITS HISTORICAL SIGNIFICANCE AND FUNCTIONAL VALUE IN THAT THE COST OF UPGRADES WOULD EXCEED THE VALUE OF THE PROPERTY ITSELF AND THE FUNCTIONAL VALUE OF THE STRUCTURE FOR ADAPTIVE REUSE;

AND

APPROVE THE APPLICANT PREFERRED PROJECT.

AYES: 4 – Leung, Reed, Steckler, Yee
NOES: 2 – McDonald, Rao
ABSTAIN: 0
ABSENT: 0
RECUSE: 0
VACANCY: 1 – pending appointment

DISCUSSION ITEMS
MISCELLANEOUS ITEMS

Information from Commission and Staff:

• Information from staff:
  
    o Planning Manager Kristie Wheeler confirmed that the next meeting was scheduled for February 28, 2019.

• Actions from City Council Regular Meetings: None

• Information from Commission: None

ADJOURNMENT

Meeting adjourned at 10:07 p.m.

SUBMITTED and APPROVED BY:

[Signatures]

Kim Salazar, Recording Clerk
Planning Commission

Kristie Wheeler, Secretary
Planning Commission
NOTES/CORRECTIONS for the FEBRUARY 14, 2019
PLANNING COMMISSION MEETING

*Modifications appear in *italics*, *new text is underlined*, and *deleted text appears as strikethrough.*

Item 1. **LINCOLN TOWNHOMES – 40857 Lincoln Street – PLN2017-00018**

Staff requests that the following corrections be included in the Staff Report and Conditions of Approval:

**Staff Report:**

Informational Enclosures 1 and 2 have been updated with minor roofline changes and colors.

Item 2. **SILICONSAGE CENTERVILLE MIXED-USE PROJECT – 37358 Fremont Boulevard – PLN2017-00229**

Staff requests that the following corrections be included in the Staff Report and Conditions of Approval:

**Staff Report:**

Added additional correspondence to Informational Enclosure 3 – Correspondence Received
Added Informational Enclosure 4 – Draft HARB Minutes
Added Informational Enclosure 5 – Environmental Consultant Memo Regarding Reduced Massing Alternative

**Conditions of Approval:**

*(The following conditions were inadvertently omitted from the Engineering section of the Conditions of Approval)*

1. As required by the Director of Public Works Department, recommendations identified in the traffic study by Hexagon Transportation Consultants, dated April 9, 2018, shall be implemented, including but not limited to installation of a traffic signal at the intersection of Fremont Boulevard and Parish Avenue.

2. The developer shall install street improvements including, but not limited to the following items in this condition. Improvement plans for the required street improvements, including traffic signal plans, must be prepared to the satisfaction of the Director of Public Works Department.
   a. Install a new traffic signal at the intersection of Fremont Boulevard and Parish Avenue.
b. Install new traffic signal interconnect, as necessary, in conjunction with the new traffic signal.

c. Install a crosswalk across Fremont Boulevard just south of the main project access and design features to improve crosswalk visibility and shorten pedestrian crossing distance, including but not limited to an additional bulb-out on the opposite side of Fremont Boulevard, high visibility striping, a raised median pedestrian refuge, a pedestrian beacon, such as a flashing beacon, rectangular rapid flashing beacon, and / or pedestrian hybrid beacon.

d. Install a speed bump per City of Fremont specification on Parish Avenue in the project vicinity.

e. Install bulb-outs and channelizing island at the main project access on Fremont Boulevard. The channelizing island must discourage inbound and outbound left turns.

f. Reconfigure pavement striping and roadway signs.

3. Raised intersection design at Parish Avenue and Jason Way: Raised intersection is not required. The project will be required to install a speed bump per City of Fremont specification on Parish Avenue in the immediate vicinity.

4. The bus stop design on Fremont Boulevard shall be coordinated with AC Transit.

5. Due to the proximity of the parking garage access to Parish Avenue, access control shall minimize vehicle waiting time.

6. Peralta Boulevard is under Caltrans jurisdiction. Plan review shall be coordinated with Caltrans.

7. On-site and off-site signing and striping plans must be approved by the Director of Public Works Department prior to issuance of building permits. The signing and striping plans shall include a general note stating that all signing and striping shall conform to the latest CA MUTCD, Caltrans Standard Plans and Specifications, and the City of Fremont Standard Details.

8. Intersection and driveway design shall satisfy adequate sight distances.

9. The number of bicycle parking spaces shall conform to Fremont Municipal Code Chapter 18.183.135 "Required Bicycle Parking," or the latest California Green Building Standards Code, whichever is more stringent. The location of bicycle parking facilities within the project site, spacing, and required pedestrian walkway clearances adjacent to the bicycle parking spaces shall be subject to review and approval by the Director of Public Works Department.

10. Where appropriate for fire access, trash enclosure access, and truck circulation routes, fire vehicle, garbage truck, and truck turning templates shall be provided to ensure adequate turning clearances for access and travel through the site. The plans shall include the inside and outside turning radii information of the truck vehicles modeled.

RESPECTFULLY SUBMITTED,

[Signature]

KRISTIE WHEELER, SECRETARY
PLANNING COMMISSION
Correspondence to attach

-----Original Message-----
From: Andreas [mailto:andreas@kadavanich.net]
Sent: Wednesday, February 13, 2019 1:02 PM
To: Planning Commission
Cc: Kristie Wheeler; Joel Pullen; Bike Fremont
Subject: SiliconSage Development PLN2017-00229

Dear Planning Commissioners & Staff

Bike Fremont submits the attached comments regarding the proposed SiliconSage Centerville Mixed-use project on the Agenda for tomorrow’s meeting.

Please include this in the public correspondence file for this project.

Sincerely yours,

Andreas V. Kadavanich
Fremont resident
co-organizer for Bike Fremont
Feb 13, 2019

To: Fremont Planning Commission

Dear Commissioners & Staff,

The proposed Silicon Sage design (PLN2017-00229) under review has serious flaws that are incompatible with Fremont’s 2018 Bicycle Master Plan (BMP\(^1\)). These should be addressed before a discretionary design review permit is approved.

**Executive Summary**

Project must:
1. include class IV bike lanes on Fremont Blvd as per the BMP or at least not prevent the city from adding them in the future. Sufficient space must be allocated. Otherwise this project does not meet the requirements for approval under FMC 18.235.060(a).
2. not prevent planned upgrade of intersection at Fremont Blvd & Peralta Blvd to a protected intersections as called out in the BMP
3. include traffic signal at Fremont Blvd & Parish Avenue as recommended in the Transportation Impact Analysis (TIA\(^2\)), preferably configured as a protected intersection
4. remove driveway entrance on Fremont Blvd or include better safety features for pedestrians, bicyclists and wheelchair users, such as speed tables, green conflict zone paint or similar

Project should also:
5. avoid palm trees near Fremont Blvd. These trees create large debris that is hazardous for bicycles and scooters in bike lanes. Other trees should be reviewed for impact to road quality.
6. ensure that existing bike lanes remain accessible during construction
7. ensure that short-term bike parking conforms to the APBP\(^3\) guidelines as required by the BMP. Particularly, inverted U-racks are preferable to the wave racks shown in the conceptual drawings.
8. ensure that long-term bicycle parking is well designed to be secure and accessible for a variety of bicycle types. See the APBP guidelines.

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1 https://fremont.gov/3151/Bicycle-Master-Plan
3 Association of Pedestrian and Bicycle Professionals, Bicycle Parking Guidelines, 2\(^{nd}\) Edition, referenced in the BMP

https://www.facebook.com/BikewaysFremont/    bikefremontinfo@gmail.com
https://www.meetup.com/Bikeways-for-Fremont/
Detailed Comments

The current road configuration at Fremont Blvd, near the proposed entrance is shown below:

Street Layout on Fremont Blvd in front of project site with lane widths in feet.

From the center line, there are two vehicles lanes (11 and 10 feet wide), a minimum bike lane (5 feet), a parking buffer (7 feet including gutter) and public sidewalk (10 foot Right of Way + 4 feet on private property.)

The proposed design replaces this with a 14-foot sidewalk, 8-foot parking buffer/bulbou and a combined 28 feet of travel lanes.
Proposed street Layout on Fremont Blvd in front of project site with lane widths in feet.

Grading plan for proposed street layout showing 28 feet from centerline to curb at bulbout

We assume that the roadway will implement two 10-foot foot vehicle lanes as outlined in the 2018 SR 84 Relinquishment Study. That leaves 8 feet for bike lanes, which will be only 7 feet at the bulbout accounting for a gutter at the latter.

https://www.facebook.com/BikewaysFremont/  
https://www.meetup.com/Bikeways-for-Fremont/  
bikefremontinfo@gmail.com
This does not allow sufficient space for the preferred class IV separated bikeways design of 5-7 feet (without gutter pan) and 4 feet of buffer as called out in the Bicycle Master Plan. A total 9-11 feet (without gutter pan) is required.

Preferred Separated Bikeways Dimensions

Excerpt from Fremont bicycle master plan showing preferred layout for class IV bike lane.

We note that the developers must be aware of the proposed class IV bike lane from the BMP as it is already considered in the TIA. Yet, the proposed project changes the street configuration to something that precludes upgrading to the desired configuration from the approved BMP. As such, the project proposal does not meet the requirements for a discretionary design review approval under FMC 18.235.060(a).

There are several ways this could be mitigated.
1. Reduction in sidewalk width by 2 feet to achieve the minimum necessary (9 foot) width for a separated bike lane free of the gutter pan at the bulbout. Alternatively reduce the sidewalk by 1 feet and the parking buffer by 1 foot (to match the current 7-foot buffer).

Some sidewalk space could be recovered in this scenario by removing some parking spaces and adding parking lane planters (essentially additional bulbouts for tree planting), moving

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4 We also note that the conceptual drawings completely omit bike lanes. The immediate conclusion is a lack of awareness on the applicant’s side of the city’s General Plan requirements for bicycle accommodations on city streets as enumerated in the BMP.

**Schematic of parking lane planter.**

2. Removal of parking and bulbouts. In this case, the full 8 foot width of the parking buffer can be used for a separated bike lane, providing 14 feet clear of the gutter. This in fact would be sufficient space to upgrade to planter-protected or similar landscape protected bike lanes in the future.

**A-2.3 Preferred Barrier Separation: Long-Term or Grant-Funded Design**

Reconfiguring streetscapes to use raised medians, on-street parking, curbs, bollards, planters, or other features to separate the bikeway is more expensive and labor-intensive. As such, these design options are considered for long-term or grant-funded implementation.

**Sample planter-protected bike lane excerpted from Fremont Bicycle Master Plan.**

In the short term, delineators for the separated bike lane would provide the protective
function of the bulbouts for pedestrians at the project entrance, similar to the current design at Liberty Street and Beacon Avenue.

Bike lane delineators on Liberty Street acting as a pedestrian bulbout.

The 15 parking spaces lost in this approach would require some additional parking on-site to compensate. The applicant’s preferred project variant would help in this regard as it adds substantial garage space.

An added benefit of this approach is that it can also provide extra sidewalk space to help activate the streetscape for pedestrian use.

Bike Fremont prefers option 2 since it provides the most safety for cyclists and creates a more vibrant streetscape for pedestrians and businesses. If the removal of the parking spaces is a concern, it should be noted that the applicant’s preferred project layout (with removal of the fire station) would more than compensate for this with additional garage space.

With either option additional protection would be required at the project entrance on Fremont Blvd, both for cyclists and pedestrians. The bike lane should be marked as a conflict zone with green paint as per NACTO guidelines. Additionally, the sidewalk should be configured as a continuous raised sidewalk, acting as a speed table for vehicles. This slows down vehicles and provides easier travel for wheelchairs as consistent with the city’s disability access policies.

An alternative method for reducing the collision hazard at the Fremont Blvd Entrance is to remove it and direct traffic to use the entrance on Parish Avenue. The TIA shows the vehicles on Fremont Blvd, already queue up frequently past the proposed driveway under existing conditions, so the benefit of the driveway is questionable anyway. Removal would likely require signage south of Parish Avenue to direct drivers heading for the retail sites-and who are
unfamiliar with the layout into Parish Avenue. However, the TIA clearly states that a traffic signal at Parish Avenue “would be a safer and more efficient alternative available for project traffic to access Fremont Boulevard.”

We independently support the installation of a traffic signal at Parish Avenue, as it would be the main enabler for cyclists from the development to head southeast onto Fremont Blvd. Construction of such signal as per recommendation 2 from the TIA should be a condition of approval for the project to mitigate the traffic impact from the development. We would prefer that this be a protected intersection, similar to the one called out for at Fremont Blvd and Peralta Boulevard in the BMP.

This also raises the issue that the current proposal alters the intersection at Fremont Blvd and Peralta Blvd in a manner that will make it difficult to implement a protected intersection there. Such an intersection is explicitly called out in the BMP as part of the Central-Peralta Corridor improvement (Fig. 5-3). Again, it would be preferred to have a protected bike lane all the way to the intersection in lieu of the bulb-out currently shown on Fremont Blvd. Since the project requires upgrades to the intersection anyway, it would be ideal to include the conversion to a protected intersection in the project plan itself.

The current COA calls for 10.b) “No lane closures during weekends and weekdays before 8:30 am or after 4:00 pm” during construction. We would like to emphasize that this must include bike lanes. This has been a long-standing problem with The Landing West construction project on Mission Blvd near Catania Commons, where construction vehicles block the bike lane at all times, including weekends.
We dislike the use of palm trees at the Fremont Blvd Driveway entrance in the original project variant. These trees tend to shed fronds on windy days, which are large enough to obstruct bike lanes completely, as shown below. Such debris is a minor nuisance for cars, but a major safety hazard for two-wheeled devices such as bicycles and scooters. On a sidewalk, such debris is also an obstacle for wheelchairs.

Palm Tree debris in bike lane on Grimmer Blvd on February 5, 2019. This can be a serious slip hazard for bicycles, scooters and other devices with less than 3 wheels.

The remainder of the landscaping plans will need to be reviewed for similar issues relating to road quality. One common problem with existing trees in Fremont is root damage to the pavement (typically to the side of the road, i.e. the bike lane), for example on Fremont Blvd South of Cushing Blvd. Another problem is seed pods and similar debris, for example on Central Avenue near the DMV. We trust that the city’s Public Works department will review the final plans with an eye to these issues, which have a major impact to cyclists and scooter riders.

The conceptual drawings for the project show bicycle parking racks in various places. The design shown is a wave rack, which is discouraged by the APBP (as referenced in the BMP). Applicant should consult with city staff on preferred designs. Bike Fremont recommends inverted U-racks and variants thereof.

There is not enough detail shown for the long-term bike parking for us to comment on in detail. However, there are some general observations.
- The bike parking spaces in the garage look quite narrow. If filled to capacity, it would be difficult to lock bikes in these spaces. For security, these would then have to be behind an access-controlled door. The spaces may also not accommodate all types of bicycles, such as cargo bikes or recumbents.

  Again we refer the applicant to the experts in Fremont’s transportation engineering department or the APBP’s Bicycle Parking Guidelines, 2nd Ed. Bike Fremont will also gladly provide input on any proposals, and would further recommend that the final designs receive an advisory review by the city’s Bicycle Pedestrian Technical Advisory Committee (BPTAC) early in the process.

- Some cyclists may prefer to avoid the vehicle ramp to the underground garage, since they are relatively narrow lanes on a steep grade. This is especially true for children and the elderly. Ideally the elevator should accommodate bicycles for people that need it.
Joel Pullen | Senior Planner | Community Development Dept. | (510) 494-4436

Begin forwarded message:

From: Punit Lakhani <punit.lak@gmail.com>
Date: February 13, 2019 at 4:37:44 PM PST
To: <jpullen@fremont.gov>, <wmorris@fremont.gov>
Subject: Harbir@siliconsage.com

Date: 2/13/2019

Mayor Lily Mei, Planning Commissioners and City Council Members
3300 Capitol Avenue
Fremont, CA 94538

Subject: Resident Support of Silicon Sage Builder’s Project on Fremont Between Peralta and Parish: Alternative Option- Replace the Fire Station

Dear Mayor and Council, Planning Commissioner and Staff I am writing you in regards to the Silicon Sage Peralta project on Fremont between Peralta and Parish in Centerville Fremont, Ca. I am in favor of this project and I live in the area and my son goes to Centerville Junior High. I would like to see a project like this revitalize the area, make it safer, and also create a place for my son and family to visit. So we don’t have to be on the roads and waste time in traffic to other locations. Not to mention we spend in other Cities by doing this. It’s inconvenient and not supporting local. The new plans for the shopping center will be good for the community by uplifting and reenergizing the area to provide community a ‘place’ to visit with family and friends. I am in favor of the fire station being removed and a new space for community and activities, while preserving the memory of this fire station and the previous one in some fashion. I support the alternative option in the Silicon Sage proposal.

I am committed to staying in Centerville, but want it to be a healthy and lively place for all of us to take pride and interest in. I believe this is necessary and good way to create a better of quality of life for all us here!
Respectfully,
--
Thanks
Punit Lakhani
Joel Pullen | Senior Planner | Community Development Dept. | (510) 494-4436

Begin forwarded message:

**From:** Neeshu Lakhani <grovernishu@hotmail.com>  
**Date:** February 13, 2019 at 4:52:37 PM PST  
**To:** "jpullen@fremont.gov" <jpullen@fremont.gov>, "wmorris@fremont.gov" <wmorris@fremont.gov>  
**Cc:** Harbir Bhatia <Harbir@siliconsage.com>  
**Subject:** Resident Support of Silicon Sage Builder’s Project on Fremont Between Peralta and Parish: Alternative Option- Replace the Fire Station

Date: 2/13/2019

Mayor Lily Mei, Planning Commissioners and City Council Members  
3300 Capitol Avenue  
Fremont, CA 94538

Subject: Resident Support of Silicon Sage Builder’s Project on Fremont Between Peralta and Parish: Alternative Option- Replace the Fire Station

Dear Mayor and Council, Planning Commissioner and Staff I am writing you in regards to the Silicon Sage Peralta project on Fremont between Peralta and Parish in Centerville Fremont, Ca.  
I am in favor of this project and support the Alternative Option, replacement of the old abandoned Fire Station building.

My family and I live off of Thornton and my child goes to Centerville Junior High. We would like to update the Centerville area. It has become so run down and unsafe to walk to etc. The Artist Walk was added, but that isn’t enough. We would like to see this project to revitalize the area, make it safer, and give us a place to go to, rather than driving all the way to Niles or Santana Row. Centerville needs a ‘place’ to go to stroll around, enjoy the views, and shop or eat at with family and our guests. It will create a sense of destination for us and also to enjoy after work or school.

The new plans for the shopping center will be good for the community by uplifting and reenergizing the area. I am in favor of the fire station being removed and a new space for community and activities and support the Alternative Option in the Silicon Sage proposal.
I believe this is necessary and good way to create a better of quality of life for all us here! Allows us to also build a sense of community and belonging to this region.

Thanks
Gurmeet Grover
Begin forwarded message:

From: Wayne Morris <WMorris@fremont.gov>
Date: February 11, 2019 at 4:04:25 PM PST
To: Joel Pullen <JPullen@fremont.gov>, Trish Cordova <TCordova@fremont.gov>
Subject: FW: Centerville/Silicon Sage Builders

Wayne,

I hope it is not too late to share this with staff & commissioners:

Dear Planning Commissioners and Staff,

This email represents the Centerville Business & Community Association (CBCA) - approximately 35 members.

CBCA feels it is important for the Planning Commissioners and staff to know they wish for development in Centerville that creates safety & cleanliness, is economically successful and displays vibrant historical markers & artwork, especially in the new development with Silicon Sage Builders that includes the location of the old Fire Station #6.
We request demolishing the asbestos filled fire house to help meet these goals, allow for additional parking and provide a new usable space for the community to use. As you know, HARB recommended keeping and refurbishing the old Fire Station, yet we know that Restricted Use will be required and limit how this building can be used, thus limiting revenue. Additionally, the building will not have met requirements to be considered historical after the refurbishing. Several local businesses, business folks and community members feel the station is an eye soar and is not a building that brings rich history in it's current or refurbished state.

By creating a new space, it will allow for the history of Centerville to be incorporated into the project with a variety of possibilities. Much like the entrance to Niles brings to life it's history with statues and monuments, we would like folks who stroll down Fremont Blvd in Centerville to feel and see the history. Some of the current buildings such as the Masonic Lodge, Centerville Train Station, Century House, Holy Spirit Church and by gone buildings/businesses such as the Cloverdale Creamery and Centerville Presbyterian Little White Church are beautiful markers of our history and are included on the annual historic walking tour led by dedicated docents of Washington Township Historical Museum. Adding long lasting memorabilia, bringing the history of Centerville alive including the Fire Station, Train Station and the first main street activity will serve generations to come.

By creating new space, it will also lead to more vibrant growth, and potentially set the stage for refurbishing the Center Theater. Word on the street is that the new theater owner has successfully refurbished theater's in other communities and plans to move in that direction with the Center Theater. Silicon Sage Builders plans have hit all the tick marks for the Centerville General Plan by incorporating designs that create pedestrian friendly walkways, areas for community to gather and connect buildings in a consistent manner with respect to the established lower story surrounding homes.

Please consider what active CBCA members are asking for in keeping the history of Centerville alive and growing for future generations.

Kathy Kimberlin

CBCA President
Trish Cordova

From: Joel Pullen
Sent: Wednesday, February 13, 2019 3:42 PM
To: Trish Cordova
Subject: FW: support letters

From: Shaivali Desai [mailto:Shaivali@siliconsage.com]
Sent: Wednesday, February 13, 2019 2:53 PM
To: Joel Pullen
Cc: Harbir Bhatia; Sanjeev Acharya
Subject: support letters

Hi Joel,

Attached are the support letters that we have received till date. I will send few more before the end of the day.

Thanks,

Shaivali Desai
Director of Acquisition & Forward Planning

SiliconSage® BUILDERS

C (408) 630 - 0923
E shaivali@siliconsage.com
560 South Mathilda Avenue
Sunnyvale, CA 94086

SiliconSage Website | About | Facebook | Instagram | YouTube | Twitter | Linkedin | Maps
May 31, 2017

Mayor Lily Mei, Planning Commissioners and City Council Members
3300 Capitol Avenue
Fremont, CA 94538

Dear Honorable City Officials,

Noori Insurance Services has been conducting business in Fremont for 20 years. Our offices are across the street from the proposed Fremont Blvd Mixed Use project of SiliconSage on Fremont Blvd in Centerville.

As a long-time Centerville business owner, I request the City’s support on their project.

This project will bring more vitality and energy to the Centerville area of Fremont between Peralta and Parish, on Fremont Blvd. I am hopeful that the SiliconSage project will help be a catalyst for new proposals and projects in the area. Furthermore, it will clean up many of the abandoned businesses and general run down appearance of this neighborhood.

I believe that this Centerville Project will add a great component of mixed use construction that will bring in a fresh set of new businesses along with a host of new residents to inject revenue into this district. Therefore, I ask, once again, that the City support this project.

Abdul Noori
Noori Insurance Services
37371 Fremont Blvd
Fremont, CA 94536
2/12/2019

Paul Aboumrad
Aboumrad Properties

Mayor Lili Mei, Planning Commissioners and City Council Members

3300 Capital Ave. Fremont, CA 94538

Mayor and Fremont Council Members

As long time Centerville property owners, Centerville business owners and life long residents in Fremont, my family and I are in full support of the Silicon Sage project in Centerville.

As a child growing up the Centerville area, and being involved in family businesses in Centerville through the years, I remember the incredible activity that was there. Through the years, the activity diminished due to many circumstances.

For the past years we have hoped and wished that Centerville could flourish again and hoped for a project like the Silicon Sage project

We believe that this project has what it takes to be a catalyst in our Centerville area. On behalf of the Aboumrad family, we fully support the Silicon Sage project and look forward to the ground breaking.

Thank you,

Paul Aboumrad, Aboumrad Properties
41111 Mission Blvd.
Fremont, CA 94539

(510)908-0778
PaulAboumrad@gmail.com
May 31, 2017

Mayor Lily Mei, Planning Commissioners and City Council Members
3300 Capitol Avenue
Fremont, CA 94538

Dear Honorable City Officials,

I live/work in the neighborhood near the proposed Fremont Blvd Mixed Use Project between Parish and Peralta. A representative from Siliconsage has visited the surrounding homes and businesses to ensure we not only know about this project but also provide input on the concerns we have.

I believe this project will be a catalyst with transforming Centerville into the destination that the business community and residents have been hoping to see for some time. The project offers the appropriate mix of residential units and retail space. The developer has made every effort to design the project so that there is minimal impact to the surrounding neighbors. This project has been planned so that the residents, guests and patrons will be able to find ample parking for their needs.

I support the Fremont Blvd Mixed Use Project proposed by SiliconSage Builders, because it will clean up the neighborhood between Jason Way and Fremont Boulevard. This will lead to improved safety and increased property values.

I appreciate the concern SiliconSage has displayed in their work as they have continued to refine their design to meet city and neighbor's needs.

I appreciate your consideration of my request for your support of this project.

Name: Andrew Taung
Address: 37423 Fremont Blvd,
Fremont, CA 94536

[Signature]
February 11th, 2019

Mayor Lily Mei, Planning Commissioners and City Council Members
3300 Capitol Avenue
Fremont, CA 94538

Subject: Support Letter of Silicon Sage Builder’s Project on Fremont Between Peralta and Parish

Dear Mayor Mei & Council members,

I am writing you in regards to the Silicon Sage Peralta project on Fremont between Peralta and Parish in Centerville Fremont, Ca.

My company/Grand Future Investments, LLC owns the old Centerville Theater near the project. Silicon Sage’s project is needed to revitalize and bring more life to the area. This will create a more engaging area and increase foot traffic to the businesses like ours that have been committed to staying in Centerville, with limited updates to the area.

The new plans for the Street Retail will be good for the community by uplifting and reenergizing the area to provide community a ‘place’ to visit with family and friends.

We believe this is necessary and good way to create a better of quality of life for all us here!

Respectfully,

Roy K Fong
President
May 31, 2017

Mayor Lily Mei, Planning Commissioners and City Council Members
3300 Capitol Avenue
Fremont, CA 94538

Dear Honorable City Officials,

I am writing in regard to the proposed Fremont Blvd Mixed Use Project by SiliconSage Builders.

As a business owner here in Centerville, I request your support on the project.

We believe this project will be a catalyst with transforming Centerville into the destination that the business community and residents have been hoping to see for some time. The project offers the appropriate mix of residential units and retail space. The developer has made every effort to design the project so that there is minimal impact to the surrounding neighbors. An abundance of parking is also being planned so that the residents and customers will be able to find ample parking for their needs.

Thank you for your consideration and support of this project.

[Signature]

Dr. Gary Basrai, PharmD
Haller’s Pharmacy
37323 Fremont Blvd
Fremont, CA 94536
February 4, 2019

To Whom It May Concern:

We have been working with Silicon Sage for over two years now and have found them to be excellent community partners in keeping us informed and addressing any questions or concerns we’ve had here at Holy Spirit Church. We have been tracking the project with keen interest since we will be neighbors for years to come.

As many may know, Holy Spirit Church has been here since it’s establishment in 1886 serving mainly the Portuguese community of the time. Nowadays we serve a highly diverse community and take great pride in serving all of our community.

With this project in particular we wanted to express our view that after carefully reviewing the plans we strongly recommend that the City approve the alternative option (remove the fire station). We have listened to the pros and cons and think that keeping the fire station makes little sense and takes away from the continuity of the entire project.

We look forward to the increased housing as our community continues to grow and flourish, and we look forward to serving our newest neighbors after the completion of this project.

Sincerely,

Fr. Kenneth Sales, Pastor
May 31, 2017

Mayor Lily Mei, Planning Commissioners and City Council Members
3300 Capitol Avenue
Fremont, CA 94538

Dear Honorable City Officials,

I live/work in the neighborhood near the proposed Fremont Blvd Mixed Use Project between Parish and Peralta. A representative from Siliconsage has visited the surrounding homes and businesses to ensure we not only know about this project but also provide input on the concerns we have.

I believe this project will be a catalyst with transforming Centerville into the destination that the business community and residents have been hoping to see for some time. The project offers the appropriate mix of residential units and retail space. The developer has made every effort to design the project so that there is minimal impact to the surrounding neighbors. This project has been planned so that the residents, guests and patrons will be able to find ample parking for their needs.

I support the Fremont Blvd Mixed Use Project proposed by SiliconSage Builders, because it will clean up the neighborhood between Jason Way and Fremont Boulevard. This will lead to improved safety and increased property values.

I appreciate the concern SiliconSage has displayed in their work as they have continued to refine their design to meet city and neighbor’s needs.

I appreciate your consideration of my request for your support of this project.

Name: Neal Greenberg
Address: 37423 Fremont Blvd
          Fremont CA 94536

[Signature]
May 31, 2017

Mayor Lily Mei, Planning Commissioners and City Council Members
3300 Capitol Avenue
Fremont, CA 94538

Dear Honorable City Officials,

I missed the neighborhood outreach back in January. But, SiliconSage Builders has taken special effort to make sure all neighbors are aware of their Fremont Blvd Mixed Use Project, by walking door to door to ensure all surrounding homeowners understand the improvements they intend to make, here in Centerville.

I heard whispers of their project but was unfamiliar with the actual plans until I was approached by a representative of their company who was keenly interested in my input on the project. The project as presented to me recently is attractive. Also it is a welcome improvement to the blight currently in this neighborhood.

I welcome the SiliconSage Project here in Centerville because:
- It will prevent the trash dumping and waste that builds up in the parking lot across the street
- It will remove the environment that allows for indigents to hang out in the neighborhood
- It will reduce the crime and improve the safety of our neighborhood

As a homeowner here in Centerville, I am in support of this project. I ask that the City support this project proposed by Siliconsage Builders.

Russell Broussard
37470 Jason Way
Fremont, CA 94536
May 31, 2017

Mayor Lily Mei, Planning Commissioners and City Council Members
3300 Capitol Avenue
Fremont, CA 94538

Dear Honorable City Officials,

I live across from the proposed Fremont Blvd Mixed Use Project between Parish and Peralta. Siliconsage has been very professional, since their first visit to my home making sure I received the invitation to their neighborhood outreach at Holy Spirit Church.

I urge the City to approve the Fremont Blvd Mixed Use Project proposed by SiliconSage Builders, because it will clean up the neighborhood between Jason Way and Fremont Boulevard. This will lead to improved safety and increased property values.

I appreciate the concern SiliconSage has displayed in their work to widen Jason Way, pave it all the way to Peralta, and bring additional parking on our street. This really demonstrates they have listened to our needs and concerns.

I appreciate your consideration of my request for your support of this project.

Ryan Surdlin
Neighbor and Business Owner, The Intimate Flame
37428 Jason Way
Fremont, CA 94536

[Signature]

Ryan Surdlin
6/1/2017 3pm
December 15, 2018

Re: Round Table Pizza business

To Whom It May Concern;

The Round Table Pizza Restaurant in Centerville has been in operation for many decades. However, the current use of the shopping center will be changing and, as a result, the restaurant will be closing as of January 31, 2019.

The landlord, Silicon Sage, LLC has worked with me to provide a satisfactory resolution for all of our concerns. The landlord listened to our concerns, accommodated us and worked to provide a fair outcome.

Round Table Pizza wishes everyone all the best in the shopping center’s new endeavor and believes that it will be for good of this community.

I am personally appreciative of all Silicon Sage, LLC has done.

Respectfully,

Morgan Voellger
President, LOV Pizza, Inc.
Date

Mayor Lily Mei, Planning Commissioners and City Council Members
3300 Capitol Avenue
Fremont, CA 94538

Subject: Support Letter of Silicon Sage Builder’s Project on Fremont Between Peralta and Parish

Dear Fremont Mayor & Council

I am writing you in regards to the Silicon Sage Peralta project on Fremont between Peralta and Parish in Centerville Fremont, Ca.

My company/business is located nearby the project. Silicon Sage’s project is needed to revitalize and bring more life to the area. This will create a more engaging area and increase foot traffic to the businesses that have been committed to staying in Centerville, with limited updates to the area.

The new plans for the shopping center will be good for the community by uplifting and reenergizing the area to provide community a ‘place’ to visit with family and friends.

We believe this is necessary and good way to create a better of quality of life for all us here!

Respectfully,

[Signature]

Name,  
[Signature]
Owner of Property of Ammco Transmission/Affordable Tire/Speedee muffler

Title,  
3670 Thornton Ave, Fremont, CA 94536

Business/ Address:
Date: 2/13/2019

Mayor Lily Mei, Planning Commissioners and City Council Members
3300 Capitol Avenue
Fremont, CA 94538

Subject: Resident Support of Silicon Sage Builder’s Project on Fremont Between Peralta and Parish: Alternative Option- Replace the Fire Station

Dear Mayor and Council, Planning Commissioner and Staff I am writing you in regards to the Silicon Sage Peralta project on Fremont between Peralta and Parish in Centerville Fremont, Ca. I am in favor of this project and I live in the area and my son goes to Centerville Junior High. I would like to see a project like this revitalize the area, make it safer, and also create a place for my son and family to visit. So we don’t have to be on the roads and waste time in traffic to other locations. Not to mention we spend in other Cities by doing this. It’s inconvenient and not supporting local. The new plans for the shopping center will be good for the community by uplifting and reenergizing the area to provide community a ‘place’ to visit with family and friends. I am in favor of the fire station being removed and a new space for community and activities, while preserving the memory of this fire station and the previous one in some fashion. I support the alternative option in the Silicon Sage proposal.

I am committed to staying in Centerville, but want it to be a healthy and lively place for all of us to take pride and interest in. I believe this is necessary and good way to create a better of quality of life for all us here!

Respectfully,

--

Thanks
Punit Lakhani
Date

Mayor Lily Mei, Planning Commissioners and City Council Members
3300 Capitol Avenue
Fremont, CA 94538

Subject: Businesses in Support of Silicon Sage Builder’s Project on Fremont Between Peralta and Parish: Alternative Option- Replace the Fire Station

Dear Fremont Mayor & Council

I am writing you in regards to the Silicon Sage Peralta project on Fremont between Peralta and Parish in Centerville Fremont, Ca. I am in favor of this project and

I have a business near Silicon Sage’s project. This project is needed to revitalize and bring more life to the area. This will create a more engaging area and increase foot traffic to the businesses that have been committed to staying in Centerville, with limited updates to the area.

The new plans for the shopping center will be good for the community by uplifting and reenergizing the area to provide community a ‘place’ to visit with family and friends. I am in favor of the fire station being removed and a new space for community and activities, while preserving the memory of this fire station and the previous one in some fashion. I support the alternative option in the Silicon Sage proposal.

I believe this is necessary and good way to create a better of quality of life for all us here!

Respectfully,

[Signature]

Name, Ramika Ghumman
Title, Global Beauty Salon
Business/Address: 37433 Fremont Blvd, Fremont CA 94536
Date

Mayor Lily Mei, Planning Commissioners and City Council Members
3300 Capitol Avenue
Fremont, CA 94538

Subject: Businesses in Support of Silicon Sage Builder’s Project on Fremont Between Peralta and Parish: Alternative Option—Replace the Fire Station

Dear Fremont Mayor & Council

I am writing you in regards to the Silicon Sage Peralta project on Fremont between Peralta and Parish in Centerville Fremont, Ca. I am in favor of this project and I have a business near Silicon Sage’s project. This project is needed to revitalize and bring more life to the area. This will create a more engaging area and increase foot traffic to the businesses that have been committed to staying in Centerville, with limited updates to the area.

The new plans for the shopping center will be good for the community by uplifting and reenergizing the area to provide community a ‘place’ to visit with family and friends. I am in favor of the fire station being removed and a new space for community and activities, while preserving the memory of this fire station and the previous one in some fashion. I support the alternative option in the Silicon Sage proposal.

I believe this is necessary and good way to create a better of quality of life for all us here!

Respectfully,

[Signature]

Name, [Owner]

Title, 37463 Fremont Blvd

Business/Address:
Date

Mayor Lily Mei, Planning Commissioners and City Council Members  
3300 Capitol Avenue  
Fremont, CA 94538

Subject: Resident Support of Silicon Sage Builder’s Project on Fremont Between Peralta and Parish: Alternative Option - Replace the Fire Station

Dear Fremont Mayor & Council

I am writing you in regards to the Silicon Sage Peralta project on Fremont between Peralta and Parish in Centerville Fremont, Ca. I am in favor of this project and am resident.

I have a business near Silicon Sage’s project. This project is needed to revitalize and bring more life to the area. This will create a more engaging area and increase foot traffic to the businesses that have been committed to staying in Centerville, with limited updates to the area.

The new plans for the shopping center will be good for the community by uplifting and reenergizing the area to provide community a ‘place’ to visit with family and friends. I am in favor of the fire station being removed and a new space for community and activities, while preserving the memory of this fire station and the previous one in some fashion. I support the alternative option in the Silicon Sage proposal.

I believe this is necessary and good way to create a better of quality of life for all us here!

Respectfully,

[Signature]

Pamela Surdin

Name, Home owner

Title 

37428 Jason Way Fremont CA 94536

Business/ Address:
From: Neeshu Lakhani <grovernishu@hotmail.com>
Date: February 13, 2019 at 4:52:37 PM PST
To: "jpullen@fremont.gov" <jpullen@fremont.gov>, "wmorris@fremont.gov" <wmorris@fremont.gov>
Cc: Harbir Bhatia <Harbir@siliconsage.com>
Subject: Resident Support of Silicon Sage Builder’s Project on Fremont Between Peralta and Parish: Alternative Option- Replace the Fire Station

Date:2/13/2019

Mayor Lily Mei, Planning Commissioners and City Council Members
3300 Capitol Avenue
Fremont, CA 94538

Subject: Resident Support of Silicon Sage Builder’s Project on Fremont Between Peralta and Parish: Alternative Option- Replace the Fire Station

Dear Mayor and Council, Planning Commissioner and Staff I am writing you in regards to the Silicon Sage Peralta project on Fremont between Peralta and Parish in Centerville Fremont, Ca. I am in favor of this project and support the Alternative Option, replacement of the old abandoned Fire Station building.

My family and I live off of Thornton and my child goes to Centerville Junior High. We would like to update the Centerville area. It has become so run down and unsafe to walk to etc. The Artist Walk was added, but that isn’t enough. We would like to see this project to revitalize the area, make it safer, and give us a place to go to, rather than driving all the way to Niles or Santana Row. Centerville needs a ‘place’ to go to stroll around, enjoy the views, and shop or eat at with family and our guests. It will create a sense of destination for us and also to enjoy after work or school.

The new plans for the shopping center will be good for the community by uplifting and reenergizing the area. I am in favor of the fire station being removed and a new space for community and activities and support the Alternative Option in the Silicon Sage proposal.

I believe this is necessary and good way to create a better of quality of life for all us here! Allows us to also build a sense of community and belonging to this region.

Thanks
Gurmeet Grover
Begin forwarded message:

From: saar harel <zinhaewitt@gmail.com>
Date: February 13, 2019 at 7:14:36 PM PST
To: <jpullen@fremont.gov>, <wmorris@fremont.gov>
Cc: <Harbir@siliconsage.com>
Subject: SILICON SAGE CENTERVILLE MIXED USE PROJECT (PLN2017-00229

Hello All,

I have attached a letter to the Mayor Lily Mei, Planning Commissioners and City Council Members.

Please read it and take action.

Thank you
Saar

P.S.
I have also attached some images showing the current conditions.
Date

Mayor Lily Mei, Planning Commissioners and City Council Members
3300 Capitol Avenue
Fremont, CA 94538

Subject: Resident Support of Silicon Sage Builder’s Project on Fremont Between Peralta and Parish: Alternative Option- Replace the Fire Station

Dear Mayor and Council, Planning Commissioner and Staff

I am writing you in regards to the Silicon Sage Peralta project on Fremont between Peralta and Parish in Centerville Fremont, Ca. I am in favor of this project and support the Alternative Option, replacement of the old abandoned Fire Station building.

My family and I behind the project and would like to update the Centerville area. It has become so run down and unsafe to walk around for us. We need a place like this to revitalize the area, make it safer, and give us a place to go to by walking and in our area. Centerville needs a ‘destination’ to go to stroll around, enjoy the views, and shop or eat at with family and our guests. It will create a sense of pride for us and also to enjoy after work or school. We are the most impacted and want this to happen.

The new plans for the shopping center will be good for the community by uplifting and reenergizing the area. I am in favor of the fire station being removed and a new space for community and activities and support the Alternative Option in the Silicon Sage proposal.

I believe this is necessary and good way to create a better of quality of life for all us here!

Thank You!
This area needs a revamp. As proposed, this isn't it. Building out of character in height. Retail below is limiting for the main street in the center of Fremont. Parking would be dismal. Big NOPE on this plan.

Sent from Yahoo Mail on Android
MINUTES
HISTORIC ARCHITECTURAL REVIEW BOARD
REGULAR MEETING OF JANUARY 17, 2019

CALL TO ORDER: Chairperson Price called the meeting to order at 6:30 p.m.

PRESENT: Chairperson Price, Board Members Adamson, Bresler, McLauchlan, Shaiq

ABSENT: None

STAFF PRESENT: Kristie Wheeler, Planning Manager
Wayland Li, Senior Planner
Joel Pullen, Senior Planner
Bronwen Lacey, Senior Deputy City Attorney

APPROVAL OF MINUTES: None

DISCLOSURES: Chairperson Price visited the site of Item 1, conducted research, and provided a map from 1874 of what is today, Centerville. He also provided a link to the Centerville Walking Tour prior to the meeting.
Vice Chairperson Bresler visited the site of Item 1 and drove by the former fire station.
Board Member Shaiq visited the site of Item 1.
Board Member Adamson did a windshield survey of the site of Item 1.
Board Member McLauchlan said he was very familiar with the site and vicinity of Item 1, but since receiving the agenda packet, has only been able to visit the site in the evening hours.

PUBLIC/ORAL COMMUNICATIONS None

PUBLIC HEARING ITEMS

Item 1. SILICONSAGE CENTERVEILLE MIXED-USE PROJECT – 37358-37494 Fremont Boulevard and 3768-3820 Peralta Boulevard – PLN2017-00229 - To consider a Historical Architectural Review for a development project consisting of a Vesting Tentative Tract Map, Discretionary Design Review Permit, and Private Street to allow the demolition of all existing buildings, including demolition of old Fire
Station 6, a potential register resource, located from 37358-37494 Fremont Boulevard and 3768-3820 Peralta Boulevard and the construction of a new mixed-use development featuring multi-story buildings containing a combined 26,000 square feet of ground-floor commercial space with 93 rental apartment units on the upper floors along Fremont Boulevard and 72 for-ownership townhomes at the rear of the site facing Peralta Boulevard, Parish Avenue and Jason Way, all in the Centerville Community Plan Area, and to consider an Environmental Impact Report (SCH# 2018072040) that has been prepared and circulated pursuant to the requirements of the California Environmental Quality Act (CEQA).

Senior Planner Li introduced the item and Senior Planner Pullen gave a brief presentation, which included an overview of the project, the regulatory framework, and alternatives.

Vice Chairperson Bresler asked about potential uses of the building, should the fire station be rehabilitated and in the vein of retention, if the City of Fremont would keep title to it.

Senior Planner Pullen said that the City Council recommended retaining the fire station for public use and based on this recommendation staff discussed several use options, such as a warming center or recreational uses, but that these uses would require significant upgrades.

Planning Manager Kristie Wheeler added that, besides the option of retaining the fire station, the City may sell it to the applicant and then it could be used for a private purpose. Though staff has investigated a number of types of uses for the building, an appropriate use has yet been determined.

Vice Chairperson Bresler commented that it appeared on page 6 of the staff report that the applicant suggested open space for that area and/or a number of possible recreational uses.

Chairperson Price asked Mr. Pullen to explain his comment that there was an inability to get to the top floor, as it was indicated in the agenda packet that there was a staircase present.

Senior Planner Pullen said that his comment related to the cost of installing an elevator that would be compliant with the Americans with Disabilities Act (ADA). Also, the existing staircase is not compliant with the current building code, thus making it unusable by technical standards.

Board Member Adamson commented on the growing Afghan community in Centerville over the last 20-30 years and suggested that a museum honoring this history would be an appropriate use of the fire station.
Senior Planner Pullen said a museum was a good suggestion and one that could be considered, but that staff would need to investigate as to the fine points of operating a museum and the financial feasibility of it.

Chairperson Price asked staff to clarify the two options that were provided the Board.

Senior Planner Pullen explained that the primary difference between the two options was the central portion of the project site, which would either include an underground driveway for vehicular and pedestrian traffic or the loss of approximately 1,000 square feet of commercial space, based on this board’s recommendation to either retain or demolish the fire station.

Chairperson Price asked for insight regarding the eligibility for the fire station for the state and local historic registers.

Board Member McLauchlan commented on the cost for structural upgrades, listed at $600,000.

Senior Planner Pullen clarified that this estimate was several years old and that would be on the low end of a current estimate.

Board Member McLauchlan asked if there was asbestos in the building, to which Senior Planner Pullen said that he did not have any documentation to confirm the presence of asbestos in the building.

Chairperson Price asked what was meant by “adaptive reuse” of the building, to which Senior Planner Pullen responded that it meant repurposing of a historic building for a new use when the original use is no longer viable.

Senior Planner Pullen introduced the environmental and historic consultants from AECOM that worked on the project, Rod Jeung and Chandra Miller.

Rod Jeung said that his firm oversaw the preparation of the environmental document for the project. He said their role included reviewing a historic evaluation that was previously prepared by Page & Turnbull that determined the fire station was eligible for the California Register.

Chandra Miller added that the 2007 report by Page & Turnbull determined that the fire station was eligible for the California Register as an example of the midcentury International Style of architecture. She said that the fire station was not formally listed on the register, but was assumed to be a historic resource.

Chairperson Price opened the public hearing and invited the applicant to speak.
Sanjeev Archaya, President of SiliconSage Builders, Shaivali Desai, Director of Acquisition and Forward Planning, Rodolfo Chacon, Architect/Director of Design, and Harbir Bhatia, Director of Community Benefit and Innovation, delivered the applicant presentation. The presentation included background on the project, and an overview of the design approach, and community outreach efforts.

Chairperson Price asked for clarification on the preferred alternative.

Senior Planner Pullen explained that staff was providing options and that the applicant’s preferred alternative was the option that included demolition of the fire station.

Chairperson Price said that there was no consistent architectural style in Centerville. He and that there were no examples of the gothic style in Centerville, and asked why the gothic architectural style was chosen.

Rodolfo Chacon said that his intention was not to copy existing architectural styles, but instead to set a precedent. He said that the proposed design utilized timeless and authentic elements.

Harbir Bhatia added that the design took into consideration feedback from the community.

Chairperson Price expressed concern about the scale of the tower elements in the context of smaller buildings in Centerville.

Rodolfo Chacon said that design elements break up the height of the building. He also said that the tower elements served to anchor the corners.

Harbir Bhatia said that the tower elements added to a feeling of a “center”.

Board Member McLauchlan mentioned that HARB had preserved many residential buildings in the past. He said that the fire station was dwarfed by the scale of the proposed buildings. He asked if there was a reason why there could not be a transition in scale from the fire station. He also said that, if the fire station was preserved, it should become an attraction.

Shaivali Desai explained that the project had to meet a minimum density of 30 dwelling units per acre because of its location within a Transit Oriented Development (TOD) Overlay District.

Board Member McLauchlan said that the density could be made up somewhere else on the site.

Shaivali Desai said that the project was limited to a maximum of three stories in height.
Rodolfo Chacon said that he would need to study whether a more subtle transition from the fire station was possible.

Board Member Adamson expressed concern that it would be difficult to blend the mid-century modern style of the fire station and the St. Louis train station style of the proposed buildings. She asked why the parking garage could not be extended all the way across the frontage in both variants.

Shaivali Desai explained that it was infeasible to dig underneath the existing fire station.

Vice Chairperson Bresler asked staff to elaborate on the City’s efforts to find a use for the fire station.

Senior Planner Pullen said that the Public Works and Community Services Departments explored many potential uses, but every use was determined to be financially infeasible with public funds.

Chairperson Price opened the Public Hearing.

Al Minard said that many people felt that the fire station was not pretty, but beauty is in the eye of the beholder. He said that demolition cannot be undone, and that a key principal of historic preservation is that modifications to historic structures should be reversible. He suggested lowering the building height to two stories near the fire station and incorporating elements that better mimic the fire station’s design. He also suggested utilizing the building as a fire and police museum.

Chris Cavette asked HARB to find that the fire station should be restored and upgraded, that the proposed Gothic style was incompatible with the small town feel of nearby buildings, and that the long rows of townhouses were incompatible with nearby residences and the underlying commercial designation.

Alice Cavette provided a handout comparing alternatives. She said that the design was incompatible with the Main Street designation, and the images in the General Plan Vision Book. She said that the City Council provided direction to retain the fire station, and that she agreed with that recommendation. She recommended denying the current proposal, and said that a future proposal should retain the fire station, incorporate flats, and reduce massing.

Tim Swenson, representative for the Washington Township Museum of Local History, and author of the Centerville Waking Tour, said that the museum discussed the proposed project, and came to the conclusion that the fire station had to be preserved. He said that demolition should be a last resort and that preserving some historic value of the building was preferable to complete demolition.
Mike Rasmussen stated that he owned a nearby historic farm house. He questioned why the applicant should be able to remove the historic fire station, when he is unable to remove his historic building. He said that he liked the project, but there should not be a double standard.

Fernando Cuevas said that he was responsible for retail leasing at the Artist Walk project. He said that the fire station was an eye sore and that it was important to create a sense of place in Centerville.

Steven Coulthard, representative for the Centerville Business and Community Association, submitted an image of a previous concept for rehabilitation of the fire station as an art and music center. He mentioned that Dirk Lorenz thinks the fire station contains asbestos. He said that the building is a danger and should be removed.

Lawrence Hansen said that he was a 40-year Centerville resident. He said that ever since the theater closed, there have been no attractions in Centerville. He said that the fire station was an eye sore.

Isabel Hitshew said that every piece of land was being developed without regards to schools, or traffic. She complained that it was difficult to find parking at Artist Walk. She recommended that the building should not be higher than two stories, and should be age-friendly.

Robert Daulton advocated for preservation of the fire station because it was a mid-century resource. He called the proposal to tear down the building madness. He said that the proposed buildings were too big, and over-ornamented for Centerville. He said that the design should be reverted back to original project or denied.

Kathy Kimberlin, representative for the Centerville Business and Community Association, said that she had been a resident since 1980 and participated in several community planning efforts, including Envision Fremont Boulevard in 2008. She said that the project was consistent with the General Plan. She said that many existing historic buildings in Centerville provided value to the community, but the fire station did not.

Jasmine Basrai, owner of Haller’s Pharmacy, said that Centerville was missing an anchor. She said that another anchor was needed on the other side of train station to bring people to the area. She said that preserving the fire station was not going to teach people the history of the area.

Margalara Mirzada, owner of the Bellisimo Salon, through a representative, said that she was concerned about the future of existing small businesses located at the project site. Relocation was very difficult, and tenants needed assistance relocating within the community.
Zarmina Wahid, owner of Salang Pass Restaurant, said that it was difficult to find a new location to move her business.

Ghezal Omal, owner of the Afghan Bazaar, expressed the importance of her business as a staple of the community, and the negative effects of displacement.

Chairperson Price closed the Public Hearing.

Chairperson Price asked whether resources were available for displaced tenants.

Planning Manager Wheeler said that several businesses have been referred to the City’s Economic Development Department.

Harbir Bathia said that the applicant has been working with existing tenants to find solutions for them. She said that it was important to make sure that existing tenants are no left “high and dry.”

Board Member Adamson asked about the possibility of providing affordable leases to existing tenants.

Sanjeev Archaya said that the two years of construction time was a practical challenge to bringing back existing tenants. He said that they were exploring creative ways to welcome existing tenants back.

Chairperson Price said that he was not a fan of the International Style of architecture, but the fire station was a good example of that style. He said that he was personally torn about the decision. He expressed concern about the mass of the proposed building adjacent to the fire station. He said that he was leaning towards the option which retained the fire station because the City Council recommended retention and because it was determined to be a potential historic resource. He asked about the first proposal that Alice Cavette mentioned.

Alice Cavette said that it was from 2017.

Chairperson Price asked about the difference in density between alternatives.

Senior Planner Pullen answered that the alternative that retains the fire station was 29.9 dwelling units per acre and the alternative that demolishes the fire station was 35.8 dwelling units per acre.

Chairperson Price asked about the presence of asbestos in the building.

Senior Planner Pullen said that the structural analysis did not specifically mention asbestos, but there would be further analysis if retention was desired.
Chairperson Price asked about the potential of retaining just the façade of the fire station.

Sanjeev Archaya said that he was open to that possibility.

Board Member Shaiq said that fire station did not look like it fit between the two proposed buildings. She said that she would like to retain the fire station, but there was not a lot of character to the building.

Board Member Adamson said that she had gone on an architectural tour of Chicago, and pointed out that the first example of the International Style of architecture was located next to skyscrapers. She said that the back of the project site was a morass of roads. She said that the proposed colors were too dark. She said that she much preferred the alternative which retained the fire station. She did not object to the towers, but that buildings should relate to their surroundings, so stepping back might help. She suggested incorporating decorative tile. She said that once the fire station building was improved, it would provide value.

Board Member McLauchlan discussed his experience working on a fire station in San Jose that was full of problems, and eventually needed to be demolished. He said that a study should be done that fully looks at the issues of rehabilititating the building.

Senior Planner Pullen said that the building was infeasible to use in its current condition. It would have to be upgraded with structural improvements, outfitted with sprinklers, elevators, and energy features. He said that all aspects of the building would need to be redone.

Board Member Adamson asked if there was a fire pole in the fire station.

Planning Manager Wheeler answered in the affirmative.

Chairperson Price asked if there was an offer to sell.

Senior Deputy City Attorney Lacy said that it was a condition of approval if the building were approved to be demolished.

Chairperson Price asked about the images that were presented from the General Plan Vision Book.

Senior Planner Pullen said that the General Plan Vision Book was a coffee table book that generally described the vision of the General Plan. The General Plan Place Types Manual provides more specificity.

Board Member Adamson made a motion to approve staff’s recommendation to approve the “Original Project”, retaining the fire station.
Vice Chairperson Bresler said that he disagreed with Boardmember Adamson’s proposal. He said that the cost of rehabilitation was documented to be infeasible. He said that the fire station use was obsolete and numerous attempts to find a new use were unsuccessful. He said that the potential presence of asbestos compounds existing problems. He recommended the preparation of a study documenting the cost of rehabilitating the structure, and presenting the findings to the City Council to see if they were supportive of bearing that cost.

Senior Planner Pullen clarified that the applicant would bear the cost of rehabilitating the fire station for a public use if the City Council votes to approve the option which preserves the fire station.

Vice Chairperson Bresler asked if the obligation for restoration was acceptable to the developer.

Senior Planner Pullen answered in the affirmative.

Chairperson Price said that his main problem with the proposal was the incongruent massing adjacent to the fire station.

Board Member Adamson rescinded her previous motion and moved to adopt staff’s recommendation with the “Original Project” which retains the fire station.

Planning Manager Wheeler clarified that Board Member Adamson’s motion was to approve staff’s recommendation with the “Original Project”, which corresponds to Item #5 on page 12 of the staff report.

Board Member Adamson confirmed.

Chairperson Price offered a friendly amendment to reduce the massing adjacent to the fire station. He clarified that the reduced massing would be applicable adjacent to the fire station, and not for the whole project.

Board Member Adamson asked if Chairperson Price wanted to provide any more specific guidance.

Chairperson Price said that “adjacent” was sufficient direction.

Board Member Adamson accepted Chairperson Price’s friendly amendment.

IT WAS MOVED (ADAMSON/BRESLER) AND CARRIED BY THE FOLLOWING VOTE (5-0-0-0) THAT THE HISTORICAL ARCHITECTURAL REVIEW BOARD:

HELD PUBLIC HEARING;
RECOMMENDED THAT THE CITY COUNCIL:

CERTIFY THE FINAL ENVIRONMENTAL IMPACT REPORT AS SHOWN IN EXHIBIT “A,” AND FIND THIS ACTION REFLECTS THE INDEPENDENT JUDGMENT OF THE CITY OF FREMONT;

AND

FIND PLN2017-00229, INCLUDING THE ORIGINAL PROJECT AND PREFERRED PROJECT, IS CONSISTENT WITH THE GENERAL PLAN, COMMUNITY PLAN, AND ZONING ORDINANCE AS SHOWN IN EXHIBIT “B” (PROJECT PLANS) BASED UPON THE FINDINGS AND CONDITIONS IN EXHIBIT “C.”

AND


AND

FIND THAT, NOTWITHSTANDING THE FAILURE OF THE PROJECT TO MEET THE FINDINGS FOR REHABILITATION OF THE FIRE STATION, BECAUSE THE FINDINGS IN FMC SECTION 18.175.300 CAN BE MADE FOR DEMOLITION OF THE FIRE STATION, AND BECAUSE RELOCATION WOULD NOT BE FEASIBLE OR DESIRABLE BECAUSE NO OTHER SETTING WOULD BE APPROPRIATE, AND RELOCATION WOULD INCREASE THE COST OF REHABILITATION FURTHER, WITH LIKELY SIMILAR ISSUES THAT WOULD BE APPLICABLE TO ADAPTIVE REUSE IN A NEW LOCATION, HARB RECOMMENDS THAT THE CITY COUNCIL FIND THAT HISTORIC RESOURCE PRESERVATION IS BEST SERVED IF THE FIRE STATION REMAINS IN PLACE AND IS REHABILITATED IN A WAY THAT RETAINS AS MUCH OF ITS HISTORICAL VALUE AS CAN BE RETAINED IF INCORPORATED INTO THE PROJECT, UNDER FMC SECTION 18.175.200, WHICH STATES THAT IT IS THE GOAL OF THE CITY TO RETAIN HISTORIC RESOURCES IN THEIR ORIGINAL CONTEXT AND SETTING, AND THAT DEMOLITION SHOULD BE CONSIDERED AS A LAST RESORT. THEREFORE, THE CITY PREFERS TO RETAIN THE STRUCTURE
NOTWITHSTANDING THE REDUCED HISTORICAL VALUE BECAUSE THAT REDUCED HISTORICAL VALUE IS PREFERRED OVER TOTAL LOSS.

The motion carried by the following vote:
AYES: 5 – Price, Adamson, Bresler, McLauchlan, Shaiq
NOES: 0
ABSTAIN: 0
ABSENT: 0
Memo

SiliconSage Centerville Mixed-Use Project

Subject: SiliconSage Centerville Mixed-Use Project
Reduced Massing Alternative – assessment of indirect impacts to historic resource.

As a result of the January 17, 2019 City of Fremont Historical Architectural Review Board (HARB) meeting for the SiliconSage Centerville Mixed-Use Project, 37358-37494 Fremont Boulevard and 3768-3820 Peralta Boulevard (PLN2017-00229), the HARB requested that the project applicant (SiliconSage Builders) reduce the massing and step back the proposed mixed-use Building A in proximity to the northwestern edge of the former Fire Station 6, which is a historic resource for the purposes of the California Environmental Quality Act (CEQA). The HARB recommendations are similar to that described for the Reduced Massing Alternative within the Environmental Impact Report (EIR) prepared for the project. HARB also commented on the architectural style of the project, expressing a general preference for lighter colors and fewer Gothic and Romanesque architectural elements on the façade.

The project applicant provided a revised “HARB Recommended Design” sheet dated February 7, 2019 (see attachment), in response to this request by the HARB. The February 7, 2019 design shows a conceptual elevation of the Fremont Boulevard frontage and revised designs for mixed-use Buildings A and B. Although not detailed on the February 7, 2019 plan, the Reduced Massing Alternative would also preserve and rehabilitate the fire station in its original location, and would include three-story townhomes on the remainder of the project site, as proposed for the proposed project. This memo does not comment on the direct impacts to historic resources from the rehabilitation and treatment of the fire station, which are described in detail in the EIR for the proposed project, and would remain a Significant and Unavoidable Impact for the Reduced Massing Alternative (as would impacts from train horn noise). This memo instead focuses on assessing the indirect impacts to the historic resource (former Fire Station 6) from the adjacent construction of Buildings A and B under the February 7, 2019 design.

The February 7, 2019 design reduces the portion of Building A immediately adjacent to the fire station’s northwest side to a single-story height along the Fremont Boulevard frontage for a depth of one unit and a width of two units. This creates a shorter, subordinate height retail building segment (without the upper story apartments) immediately adjacent to the two-story fire station when viewed from Fremont Boulevard. The rear of Building A in this location retains the three-story apartment units; however, these upper levels are set back further from Fremont Boulevard. From the shorter single-story building segment, the remainder of the block facing Fremont Boulevard is staggered to the three- and four-story elevation. East of the fire station there is a 59’-6” wide entry way into the development (identical to the proposed project) with the three-story mixed-use Building B further to the east along Fremont Boulevard.

The February 7, 2019 design also illustrates revised architectural elements in the south elevations of Building A and Building B facing Fremont Boulevard from the original January 2017 details (illustrated in Sheets 4-b and 5-c attached) and as presented in the 2018 EIR as Figure 2-6 (attached). Fenestration and window openings have been changed throughout. For both Buildings A and B, the large round arches at ground level are now stilted arches, and the smaller stilted arches are now rectangular openings. Windows have been largely modified from arched to rectangular shape and the former arched
decorative shutters have also been changed to a rectangular shape. Arched windows are still present in the fourth story of the towers, but have been reduced from four to three openings.

In both Buildings A and B, the overall number of window and window/door openings have been reduced. The number of openings of Building A has been reduced from 13 to 12 in the first story, from 19 to 15 in the second story, and from 28 to 15 in the third story. In the first story of Building B, the number of window and door openings has been reduced from 21 to 20, and the large round arch opening with “Center Ville Station” signage has been removed and replaced with a stilted arch. The number of window openings in the second story of Building B has been reduced from 30 to 28 and from 46 to 34 in the third story. The decorative clock above this archway in the fourth story has also been simplified to a round arch (flared ends removed). With the exception of the towers, only two arched windows with arched shutters are located in Building B below the decorative clock.

Other changes from the previous 2017 and 2018 designs include simplified rooflines on both Buildings A and B. The simplified roof line of Building A has two projecting side-gables that have paired window sets and two-story arched openings compared to two two-story arches. On Building B, the number of projecting bays on the south elevation has been reduced from six to four. All of the projecting side-gables have large decorative knee braces. Throughout both buildings, the use of gray random coursed ashlar stone veneer along the ground level of the buildings and towers has been replaced with uncoursed ledge rock in brown tones and white stucco.

The design changes above have removed many of the Gothic- and Romanesque-inspired architectural elements presented in the 2017 and 2018 plans by reducing the amount of arches and the number of fenestration openings (that were also primarily arched), changing the shape of the windows and fenestration to rectangular openings, removal of the gray ashlar stone veneer, creation of a simplified roof line with side-gable projections, the addition of large decorative knee braces in gable ends. Overall, these changes have resulted in a design that is influenced by the Craftsman style.

The Reduced Massing Alternative would create a more visually compatible flat-roof, single-story roofline design on the portion of the proposed development immediately adjacent to the fire station that would be less intrusive and subordinate to the height of the two-story flat-roof fire station. This February 7, 2019 Reduced Massing Alternative reduces the indirect impacts of the new mixed-use development on the fire station to a less-than-significant level with implementation of mitigation measures HIST-1a: Archival Documents and HIST-1b: Interpretive Display. Mitigation Measure HIST-1c: Architectural Salvage is not applicable for the Reduced Massing Alternative as it is applicable for direct impacts associated with demolition of the fire station under the project variant.

Attachments:


FIGURE 2-6
Conceptual Mixed Use Building Elevations